

VCUAS

News | Photos | Events

The VCUAS Newsletter

is published monthly by the

Ventura County Ultralight Aircraft Society

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All club meetings are held the first Saturday of every month at the club hanger



Words Of Wisdom

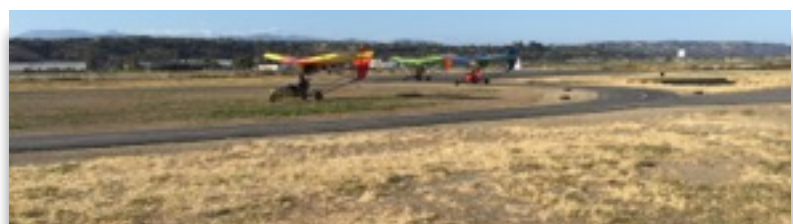
from Bill Watson

Watch Out

Keep watching. Most pilots spend too much time looking at instruments or other tasks inside the cockpit. The general rule is to spend about 75% of your time with your eyes looking outside.

Listen to the radio. This is especially true in the vicinity of the airport. When another aircraft makes a radio call in the pattern, make a mental note of where the aircraft is located and determine if it is likely to intersect your planned route.

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The Mother of Invention

We all know the saying.

Case in point, The Patented Ron Severson Earwig Prevention Device. Mark 1 version shown here

The Necessity: We have these little earwig looking bugs out at the field that love gasoline. (I reckon there's no accounting for taste).

The problem is keeping them out of the filters on the aircraft.

Ron, one of our keener young minds, decided that the key was to keep them out of the gasoline. Brilliant! He then proceeded to invent the device pictured here.

Eureka! No more bugs in the filters. Not only that, other brilliant minds collaborated on improving it resulting in a more streamlined. The final version was streamlined down to only the red part since we've all learned to replace it.

Thank you Ron. I don't think I could have filled this space without your help.

Request flight following. On a work load permitting basis, controllers will provide in-flight advisories, including the identification of other aircraft (including nonparticipating aircraft).

Make accurate radio calls. Make sure you announce where you are as accurately as possible. Imagine you are a pilot in the pattern. Would that pilot be able to look and spot you based on what you just announced.

Follow established procedures. The AIM provides some specific guidance about departing and arriving in the traffic pattern. Adhere to this guidance. One key to other traffic avoiding you is that the other aircraft knows where you will likely go.

**Note: Bill is working on refining our radio procedures and departure information with our tower. These will be emailed to all members and published in the next newsletter when complete.*

Don't forget the Snowy Plover

These little fellows are currently nesting on most of the beaches we fly over. Observe the minimums and try not to scare them. Their numbers are declining. Note the nearly invisible eggs in the photo. She wasn't happy to see me.



The Field

Few things are more necessary to a pilot than a place to takeoff and land, but it's much more than that. For us, it's also a place to relax, socialize, work on your aircraft, share information and tell stories. Don't forget that last part. Some of the stories will make you cry, scare your pants off, make you laugh and sometimes, just shake your head in disbelief. The latter are probably the most repeated, but the point is.....we gotta have field.

Which brings us to the next point. Maintenance. We gotta do it. We've made a good start. The super nice folk of the International School of Operating Engineers, Local 12 Apprentice Training Trust gave us a big boost by discing the field, grading and rolling. Thanks guys!



When

these guys finished, it was time for us to take the field. Kudos to Gerry who has been diligent with his chemical weed whacker and hoe. Kudos also to Lorin, who attacked the rodents with his arsenal of death, wreaking deadly mayhem. This battle has been going on longer than Vietnam and Afghanistan combined guys, so "Good Luck Soldiers". May the Force be with you.



The Field

Part II

Part II will be continued next month after the following event.

Work Party

All able bodied, disabled, mentally impaired, foreign speaking and Texas born members are asked, implored, begged, cajoled and threatened to appear at the field on Tuesday, May 31, 9:am. Prudence encouraged in the selection of your apparel. We will be working with hot asphalt and dirt. Your clothing may not survive. You may also finally have a use for those old shoes forgotten in the back of your closet. Afterward you may say "goodbye" to them in a manner befitting their service, those battered veterans.

You should bring a shovel, preferably flat (according to our experts). A sturdy handle is recommended as shovels tend to be leaned on a great deal of the time.

Eyeball on the Patch



Greg putting the finishing touches on his new Aerolite 103 with a little help from his friends.

Greg is a new member but he jumped in with both feet, running for the board and getting his brand new airplane ready to fly. Greg was a GA pilot years ago and has returned to an early love. We're all anxious to see his mount in action.

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Ryder greets Jeffrey and a new flier returning from a successful flight



Kim assembling his beautiful Challenger



Mike takes off with another excited first time flyer



Mike and the Cap'n. Never a shortage of interesting folk around the patch

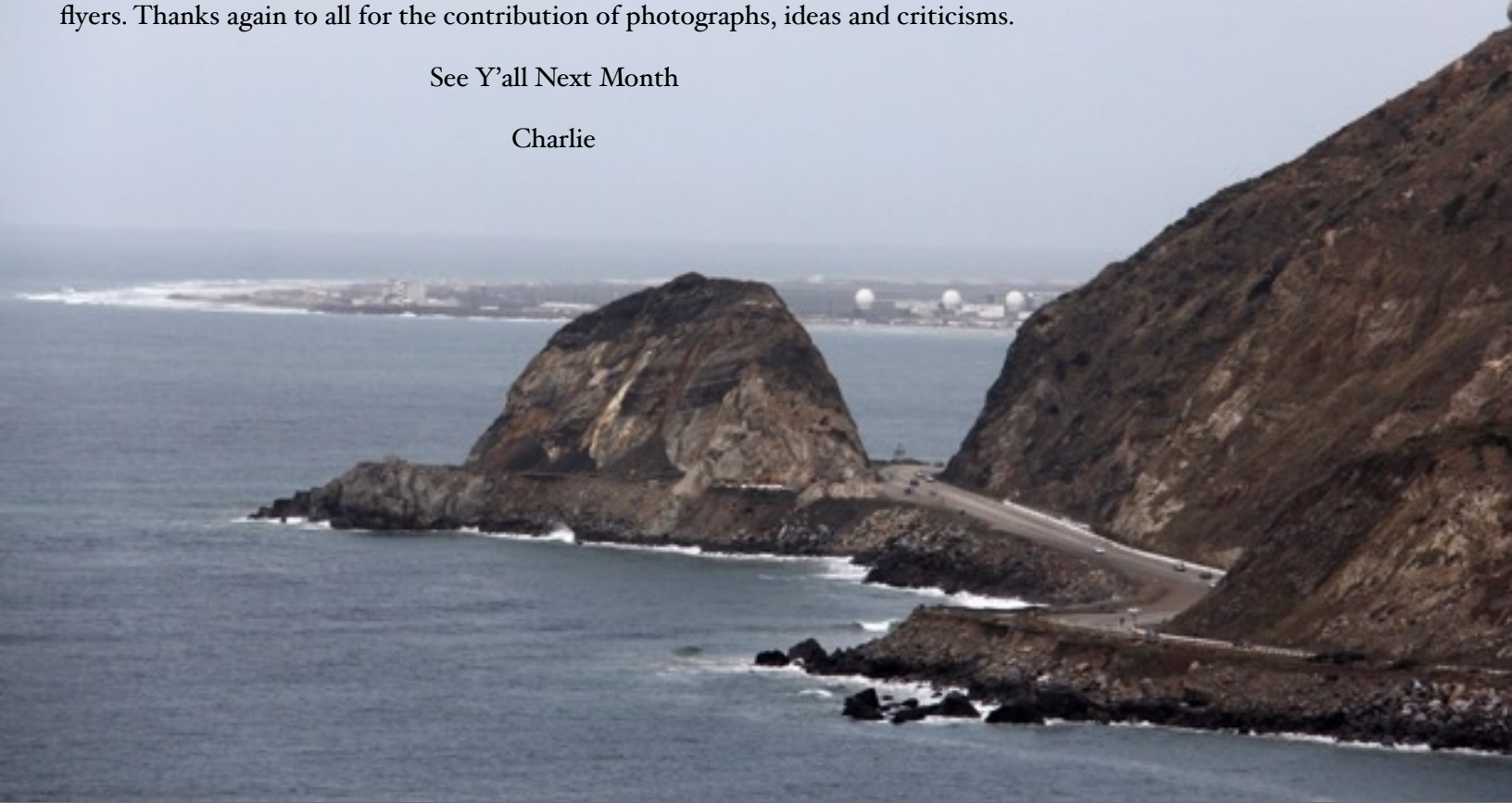


Mike's father, Mike, Charles and Gerry engage in the ancient art of hanger flying

That's about it folks. Another month gone by, another few days of (hopefully) fond memories. We're getting more fliers all the time, so it was a good thing when Lorin announced he is going for his CFI certificate. That will bring us to a total of 4 CFI's in the club. Mike, Jeffrey, Bill and soon Lorin. Next issue will focus on these intrepid flyers. Thanks again to all for the contribution of photographs, ideas and criticisms.

See Y'all Next Month

Charlie



Sorry Folks, I just had to put this one in. Bob checks the engine as Jeffrey and Paul recover from a flight

One correction. After I sent out the first version, Steve corrected me on my bird ID. Thanks Steve

I would suggest one change, however. The bird in the picture is a killdeer. The black stripes that go all of the way across the breast are less pronounced on the plover. There is usually just one stripe near the neck on the plover, and it usually doesn't go all of the way to the middle. On the killdeer, there are usually one (chick) or two (adult) pronounced stripes that go all of the way across.

The attached snowy plover pictures show the variations from almost no stripe to the most pronounced stripe.





This is really the end!