

# VCUAS

News | Photos | Events

The Ventura County Ultralight Aircraft Society Inc. based at the Camarillo Airport, Ca, publishes the VCUAS Newsletter monthly

### Mailing Address

VCUAS  
945 Aviation Drive Camarillo,  
Ca 93010

### Officers

- Steve Lawrence, President  
[805.steve.lawrence@gmail.com](mailto:805.steve.lawrence@gmail.com)
- Mike Francis, Vice President  
[capitaldesigns@adelphia.net](mailto:capitaldesigns@adelphia.net)
- Bill Watson, Treasurer  
[bill@vcuas.com](mailto:bill@vcuas.com)
- Ron Severson, Secretary  
[ronseverson@gmail.com](mailto:ronseverson@gmail.com)
- Matt Jackson, Member At Large  
[airworks6@msn.com](mailto:airworks6@msn.com)



## Loss of Control

By Bill Watson

The FAA is focusing its general aviation (GA) risk mitigation strategies so heavily on preventing or at least reducing the number of Loss of Control (LOC) accidents. A LOC accident involves the unintended departure of an aircraft from controlled flight and it can occur in any phase of flight.

The numbers speak loudly:

*Approximately 450 people are killed each year in GA accidents.*

*Loss of Control is the number one cause.*

*There is one fatal accident involving LOC every four days.*

### What, Why, and How

Improvement starts with understanding the nature of the problem. The “unintended departure from controlled flight” happens when the aircraft enters a flight regime outside its normal flight envelope.

(continued on page 2)



## Keeping Up

Last week we reported that Drew Cobb passed his flight test to become a Sport Pilot. We are pleased to announce he's already found employment.

Hey everybody,

*Wanted to let everyone know that I had a flight review with one of the bigger drone companies today, Octofilms and I passed with "flying" colors. I'm booked on two jobs back to back starting next week.*

*I couldn't have gotten here without all the education and support from everyone, but namely Jeff, Bill, Mike and Bob who were really there for me and made this possible. I'll be working as much as possible for a while to catch up money wise, but I'll coming by in the near future*

*to say hi, and to take a spin!*

Regards, Drew

We've had a few suggestions to ask if anyone would like to have a hanger swap meet some weekend. I'm sure some of us have unwanted or unneeded gear in our hangers that someone else might find useful. All interested please respond to the editor (address below) and I'll try to get something organized.

Charlie

[boatwatcher@me.com](mailto:boatwatcher@me.com)

## Loss of Control

(continued from page 1)

Because it is unintended, the pilot is usually surprised.... and startled pilots (especially those lacking the requisite knowledge and skill) too often react with control inputs that can cause a stall or spin.

Reducing LOC accidents involves at least two kinds of mitigation. The first is identifying and addressing factors that contribute to these events. Studies show that contributing factors include poor judgement, aeronautical decision making, failure to recognize an aerodynamic stall or spin and execute corrective action, low pilot time in aircraft make and model, lack of piloting ability, failure to maintain airspeed,, failure to follow procedure, pilot inexperience and proficiency, VR into IMC, or the use of over the counter drugs that impact pilot performance.

To educate the GA community on how to mitigate these factors and thus help prevent LOC accidents, the FAA and a diverse group of industry stakeholders teamed up last June to launch the #FLySafe National Safety Campaign. FAA Deputy Administrator Mike Whitaker officially kicked off the #FLySafe effort at the AOPA fly-in at the Frederick Municipal Airport, Frederick, Md.

A second mitigation strategy is to invest in upset prevention and recovery training. A good program will include both ground school "academics" and hands-on practice in an appropriate airplane, with well qualified instructors. This kind of training is not cheap, but the benefits to your knowledge, skill and confidence make it well worth the investment. Like you, I enjoy the freedom that GA allow to personally manage risk. That freedom cannot be taken for granted. It demands that we properly manage risk, not only to save lives but also to maintain the freedom we have.

***The most important risk mitigation strategy is your personal action to make sure you are prepared, current and competent. The preservation and growth of the flying community depends on it.***

One of our new members has suggested that we feature a profile of one of our members each month. I would like to get a few in hand before we start. So.....if you want your profile in the newsletter, please send to myself or any of the elected officers.If you would like me to work up the profile, I'll be happy to do that after a short interview.

Charlie



## Some Aeronautical Experiments

Excerpt from a paper by Orville Wright presented to the Western Society of Engineers

1901

The difficulties which obstruct the pathway to success in flying-machine construction are of three general classes: (1) Those which relate to the construction of the sustaining wings; (2) those which relate to the generation and application of the power required to drive the machine through the air; (3) those relating to the balancing and steering of the machine after it is actually in flight. Of these difficulties two are already to a certain extent solved. Men already know how to construct wings or aeroplanes which, when driven through the air at sufficient speed, will not only sustain the weight of the wings themselves, but also that of the engine and of the engineer as well. Men also know how to build engines and screws of sufficient lightness and power to drive these planes at sustaining speed. As long ago as 1884 a machine weighing 8,000 pounds demonstrated its power both to lift itself from the ground and to maintain a speed of from 30 to 40 miles per hour, but failed of success owing to the inability to balance and steer it properly. This inability to balance and steer still confronts students of the flying problem, although nearly eight years have passed. When this one feature has been worked out, the age of flying machines will have arrived, for all other difficulties are of minor importance.

The person who merely watches the flight of a bird gathers the impression that the bird has nothing to think of but the flapping of its wings. As a matter of fact this is a very small part of its mental labor. To even mention all the things the bird must constantly keep in mind in order to fly securely through the air would take a considerable part of the evening. If I take this piece of paper, and after placing it parallel with the ground, quickly let it fall, it will not settle steadily down as a staid, sensible piece of paper ought to do, but it insists on contravening every recognized rule of decorum, turning over and darting hither and thither in the most erratic manner, much after the style of an untrained horse. Yet this is the style of steed that men must learn to manage before flying can become an everyday sport. (continued page 4)

The bird has learned this art of equilibrium, and learned it so thoroughly that its skill is not apparent to our sight. We only learn to appreciate it when we try to imitate it. Now, there are two ways of learning to ride a fractious horse: One is to get on him and learn by actual practice



how each motion and trick may be best met; the other is to sit on a fence and watch the beast a while, and then retire to the house and at leisure figure out the best way of overcoming his jumps and kicks. The latter system is the safest, but the former, on the whole, turns out the larger proportion of good riders. It is very much the same in learning to ride a flying machine; if you are looking for perfect safety, you will do well to sit on a fence and watch the birds; but if you really wish to learn, you must mount a machine and become acquainted with its tricks by actual trial.

(Suggested by Chris Sheehan. The entire article with photos is available at )  
<http://invention.psychology.msstate.edu/i/Wrights/library/Aeronautical.html>

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## Words of Wisdom

*I always ask Bill Watson and others for words of wisdom before starting on the letter and I'm never disappointed,*

*The problem is being able to find room for them all. Since I'm still learning this software, I always find room on the page that I need to fill. So in the future when you see some little gem of wisdom that might seem out of place, it's just W'sOW from Bill or another member.*



Charlie made his Cross Country run this month to Santa Ynez. The trip was fun but uneventful, He did have a chance however to brush up on some advanced flight training in the local simulator. After only 5 minutes in this diabolical machine, the stress level was so high he had to relax for a half hour before starting home.

Twenty-second Annual "World's  
**AIRSHOW**  
Saturday & Sunday May 28 & 29, 2016  
8 AM until 2 PM

**Flights \$40**



- Ultralight Competition
- Aerial Demonstrations
- Sky Divers
- R C Airplanes
- Rocket Demo

**Brian Ranch  
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PO Box 355  
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Llano, CA 93544  
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Admission & Parking are Free!

The 22nd annual "World's Smallest" Air Show will be held Saturday May 28 & Sunday May 29, 2016 from 8 AM until 2 PM. We hope that you will be able to participate this year. RV's can stay at the airport. If you come to stay the weekend, you can come a day or two earlier. There will be a potluck BBQ on Saturday evening for pilots and special guests. You can check out our weather at

<http://www.wunderground.com/cgi-bin/findweather/getForecast?query=93544> (continued page 6)

For any updates for the Smallest Airshow check their Facebook page.

Steve and Daniel will attend the airshow and will be grilling those magnificent steaks. Cost of the meal has not been determined but will be very reasonable (and these guys can cook!) There will be food, memorabilia, aerial & static displays. You can campout during the air show & can come as early as Thursday & stay as late as Tuesday.

## More to do in May



(continued from page 6)

**BBQ, drinks, prizes, photo booth, classic cars, classic planes and dancing to Frank Barajas & The Corsican Brothers make this one a party you won't want to miss!**

**Join us at the Santa Paula Airport!**



## Daniel at Work

This is the view most of us get when Daniel is at work keeping the weeds and grass down at the field. When Daniel isn't busy sprucing up, he's also building an aircraft. He's working at home right now, building the spars and fuselage of an aircraft called Buttercup. You can find images on the internet but the plane was designed by Steve Wittman, designer of the iconic Tailwind, among others. Buttercup was designed in 1938 and was designed to compete with the Cubs, Taylorcraft, Champ, etc. and utilized engines of the era. Daniel will power his with a Corvair. He went to several "Corvair College" classes, built his engine at home and took it to Costa Mesa, home of the Corvair College for the initial run-up. For more information on the college, go to

<https://flycorvair.net/2014/01/31/corvair-college-reference-page/>

Daniel's engine run-up can be seen at

<https://youtu.be/luTeVp4iVc4>

I hope to have more info and pictures in a future issue, along with a better pic of Daniel

## The Photo Pages



Our last meeting was held just after the construction crew had disced (?) and graded the infield. While we were discussing who would be the first to land after the meeting, Vid swooped in and greased the first landing. You snooze, you lose, I reckon.

Lorin and Tim repairing the roof on Hanger 4. Charlie and Bob were there in a supervisory capacity.



Graham on final at Santa Paula Airport.





April 29, 2016

Das Barbecue and Meeting



One word says it all!



Too Cold to Fly!





## from the scribe

Another issue complete. I probably got a little carried away with this one but I had a lot of suggestions and I still have some left over for another issue.

One suggestion was to show everyone and their airplanes. There are some new people who don't know the old hands and vice versa. We need pics of their airplanes so we can connect the wings to the faces. I think it's a good idea, so if you see me poking my lens in your face, that's probably what I'm working on. In the meantime, keep those suggestions coming.

*It's not what you're looking at that matters, it's what you see.*

*Henry David Thoreau*