



# The Plus One Flyer

## Spring 2008

*The Quarterly Newsletter of Plus One Flyers  
Southern California's Premier Flying Club  
San Diego, California*

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## GENERAL MEMBERSHIP MEETING

- WHEN:** **Thursday, April 24, 2008**  
**6:30pm – meeting kick off, club announcements, and news.**  
**7:00pm – guest speaker.**  
**Door prizes & raffle afterward**
- WHERE:** **San Diego Air & Space Museum**  
2001 Pan American Plaza, Balboa Park  
***Admission will be paid by Plus One Flyers!***
- SPEAKER:** **To Be Announced**
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Have an interesting flying story or helpful aviation tips that you want to share? Please submit your articles to Craig Johnston for consideration: [craigj@thecjs.com](mailto:craigj@thecjs.com).

## How Thorough Are YOUR Pre- and Post-Flight Checks?

Ken Sherman, Member



Saturday, January 26, 14:00 PT

I was headed to Gibbs in order to make my first solo flight from Montgomery to Brown Field with a few touch and go's. The weather was perfect: high ceiling 8-10,000 feet, and very calm wind. I picked up Shelley's plane, 4922 Delta. I was extremely excited and a little bit nervous as I was doing the pre-flight check. I always check the plane very thoroughly and everything looked right. As I was sitting in the plane, just before starting the engine, I called Glenn and told him what I was about to do. I told him that if he doesn't hear back from me in 1.5 hours to come look for me at Sweetwater Reservoir. I started the engine and got clearance to taxi to 28R for a right downwind departure. I did the run-up, everything was OK and I got clearance to take off. The climb was very smooth. I checked the ATIS. The wind was 3 knots coming from 240 degrees. I decided to do some touch and go's. I had 3 very good landings and take-offs. I was extremely happy heading back to Montgomery. My landing at Montgomery was also very nice and smooth. I taxied back to Gibbs, and parked 4922 Delta in its usual spot. I checked the flight time – it was exactly 1 hour. I tied the plane and went into the office to pay for the flight. I called Glenn again and told him about my great flight.

Monday, January 28th, 09:00 PT:

I got a phone call from Dave Eby. He told me that the prop on 4922 Delta is broken and that I was the last person to fly the plane. I was shocked because my taxiing and landings were so smooth that I couldn't imagine how this damage could have been caused by me.

However, I do take full responsibility for the damage since I was the last pilot in command and I did not do a post flight check.

The lessons I have learned:

- 1) When doing pre-flight inspections, go by the book. No shortcuts.
- 2) Do a post-flight inspection. Go around and under the plane and touch all the parts to make sure they are intact and stable.

Editor's Note: As conscientious members who do our best to support our fellow Flyers, a thorough post-flight inspection can mean the early reporting, and resolution, of a maintenance issue prior to the next member's flight instead of a disruptive schedule change or cancellation. That next member on the schedule, and the owner of the aircraft, appreciate the few minutes you take to do the post-flight inspection.

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### Passing the Baton

Kris Wadolowski, Member & CFI

"I am a Plus One Flyers' CFI and last Saturday I had the pleasure of sending one of my students on his first solo. This student also happened to be my son, Daniel. As you can imagine, it was a proud moment for both of us. For the record, it was at Ramona in the Club's Sportstar."



Congratulations to Daniel and Kris!

## Challenge Air 2008

Thomas Burton, Member



Last year, I stumbled on an interesting group that offered me something different than my normal Saturday flying routine. I don't recall the chain of events that brought me to the folks at *Challenge Air*, but, I consider myself fortunate to be on the books as one of their pilots. Apparently, this event has been going on for some time, because everyone I talk to at Brown Field seems to be very familiar with the event and has nothing but good things to say about the organizers and the pilots who donate their time, fuel and planes.

*Challenge Air for Kids and Friends*, is a not-for-profit organization that offers motivational, inspirational and life-changing experiences to physically challenged children and youth through aviation. (so keep your receipts for tax time!) Rick Amber founded *Challenge Air* with the belief that, "every disabled person should see the world from a different view...out of their wheelchairs and crutches and from the sky." A fighter pilot and training officer in the US Navy from 1967 to 1971, twenty-six years old Rick Amber lost the use of his legs when his jet crashed during a landing attempt on the aircraft carrier USS Hancock. He was returning from his 109th combat mission over Vietnam, in high seas, when the ship's landing system failed.

I contacted Lonna Gibson at *Challenge Air's* West Coast Office (818.741.6906 [lonna@challengeair.org](mailto:lonna@challengeair.org)) and entered all my information on their website almost a month in advance. I was excited, but, rather apprehensive; not quite knowing what to expect. It turned out I spent the entire day making flights from Brown Field around Mount Miguel, over the Olympic Training Center, and back to Brown. We have all made that trip a hundred times or more, but, that day, each trip was an amazing venture into a world that these kids NEVER thought possible for someone with their disabilities. The energy and excitement that these kids projected was so powerful, it was impossible not to

view each flight as a totally new adventure to uncharted territory.

Getting into an airplane can be challenging.....even if your only physical challenge is a beer belly or maybe some stiff joints! Challenge Air organizers realize not everyone is comfortable or properly trained to get these kids safely in and out the front seat of an airplane. Each pilot is assigned a team of 2 or 3 volunteer "loader" that work with the passenger's family prior to each flight. They will be familiar with any special requirement of each passenger and will handle the loading. Challenge Air uses eFlight software to figure the weight and balance for each hop. When a passenger checks in, a plane is assigned, the w/b is calculated and your loaders will pass that info on to you. All you have to do is fly the plane and be a courteous host! *If you feel comfortable with it*, it's ok (but not required) to offer the controls to your passenger for a few minutes. Most of my passengers were content to let me fly while they explored the world from a view they have never seen before and may never have the opportunity to see, from that perspective, again. By the end of the day, 25 of us took 146 them on the ride of a lifetime. I am looking forward to seeing them again in September!

You don't have to be an ATP with a dozen logbooks worth of time, but, they do expect you to be **FAA legal, current & proficient**.

1. A valid Private ticket, current medical, BFR and all that. (Duh, ya think?!?!?)
2. 250 hours PIC, (not too bad)
3. Currency in the plane you choose (the usual 3 bounce and go's w/i 30 days will do)
4. 10 hours PIC in the last 6 months (ok, the event isn't until September, Plan Ahead, young Skywalker!)
5. Challenge Air organizers will want to see your logbook when you check in. don't forget it.
6. Bring copies of your license, medical, insurance and weight & balance sheet.

Your choice of plane should be 4 seats or more. Club insurance will be fine, there are some forms that need to be obtained, but our agent is familiar with the requirements. You can get all the details from [www.challengeair.com/](http://www.challengeair.com/) or call me and I'll find out. Check-in will be a breeze if you log on to the website (today if you want) and fill in your pedigree and sign up your aircraft in advance

I hope to see you there!  
Tom Burton  
619-933-2797

## PRESIDENT'S UPDATE

Scott Kurowski, President & Director



**Spring in(to) the Air** — Most of us slow our flying a wee bit during the winter months, and with our spectacular desert-behind-mountains-on-ocean climate spring/summer weather patterns, it's a good time to go flying and get current, and perhaps enjoy the sight of blooming flower-carpeted mountainsides and -tops.

### What Makes a Great Flying Club Great? (Part 3)

Plus One Flyers is more than 'just' a great flying club. It's not merely about access to a fleet of small aircraft you can book and fly by the hour – you can find that at many smaller flying clubs in varying degrees. Instead it's my plan that flying here really is somehow better, makes us safer and more proficient pilots, and that we take advantage of the full range of services that club membership offers – another of which is our culture, or 'atmosphere', of safety and good judgment. Though we may think of collective positive values in qualitative terms, our flying club has tangible evidence for the efficacy of our culture in our safety record and continued strong flight activity.

### Club Safety Record Reduces Insurance – Again!

Wow! For the second year in a row, your safe flying has resulted in an insurance rate reduction for the club! This year it was reduced 10% for a total of 38% saved relative to our 2006 rates, helping to offset the cost of fuel! Thanks also to our more than 90 club member CFIs and Safety Officer Bob Agresto for a job well done. Great work, everyone, and please continue your best flight safety practices!

### ScheduleMaster Dues Billing is Here!

Thank you so much for helping with a successful switchover, for a majority of our members, to the new ScheduleMaster-based club dues billing system. If you have yet to schedule an airplane since the switch in March, ScheduleMaster will require you to take just a few moments to update your dues credit card before making your reservation.

You will continue to receive an emailed invoice notice, but instead from ScheduleMaster, which automatically notifies you by email a month before your card expires and will remind you to update it when necessary (initial registration, change of address, expired, etc.).

For help/questions please email Tara Eby at [members@plusoneflyers.org](mailto:members@plusoneflyers.org) or call 858-229-6744.

### Self-Dispatch Coming Late Summer

The next step of exciting operational improvements coming this year is self-dispatch. In July or August we anticipate rolling out this new checkout/check-in service in ScheduleMaster, and with it, a new frequent-flyer dues discount program to encourage sharper proficiency and enhanced safety. This service will allow you to dispatch and pay for your flight from any Internet-connected computer or the club's computers at the FBO with just a card swipe to automatically login and lookup your flight! At that time, aircraft status information is expected to be more tightly synchronized in ScheduleMaster so that your print-ready self-dispatch checkout page will be the actual aircraft status sheet complete with ADs, inspection dates, last known meter readings, email alerting and more. We hope these changes not only prove to be very convenient and useful to you, but also improve airplane availability and flying hours while significantly reducing data errors and overhead.

### Next Membership Meeting: Air & Space Museum

The next club General Membership Meeting will be held Thursday April 24th 6:30pm at the Air and Space Museum in Balboa Park, starting with our pilot's pizza social, and there will be no cover charge! As usual, please bring a friend, family member or prospective student or pilot; catch up on flying stories and adventures, club news and officer reports. Enjoy the guest speaker, and perhaps even win a door prize!

### Fleet Changes – and a Call for C172s and Pipers

Some lovely G1000 C172s and a DA42 Twin Star have joined the club's C182, C210, Cirrus SR22s, and Malibu cross-country haulers. But the club is actively seeking more C172s and Pipers to meet our continued, if not growing, demand for solid, basic trainers at all three of our airfield locations. Referring a new airplane owner can earn you a month of free dues – and an airplane we need!

### Updated Fee Schedule

All members are invited to visit the club web site ([www.PlusOneFlyers.org](http://www.PlusOneFlyers.org)) to review the updated fee schedule effective March 1, 2008 posted on the Members Info & Forms page (links on home page). This schedule initiates our club's strategic plan to proactively manage uncertainty, enhance services and airplane availability, and provide the club the financial flexibility to act upon selected opportunities, exciting or necessary, as they may present themselves. The increases are tiny (the first since 2004) as they relate to individual members but because of the club's large membership, the effect is great! It's energizing for the club to finally tackle a strategic plan to more firmly secure Plus One Flyers as a leading haven and promoter of General Aviation in San Diego County.

## Membership Corner

Tara Eby, Membership Director

Hello from the Membership Office. First, a reminder that Plus One Flyers requires you to submit a copy of your medical and an annual flight review. If either of these expire, make a copy and place it in the gray credit card inbox in the office or email to Dave [MYFops@PlusOneFlyers.org](mailto:MYFops@PlusOneFlyers.org) and he will update for you.

Although we never want to see anyone leave our club, if you need to leave temporarily or permanently, please find our resignation form online at [www.plusoneflyers.org](http://www.plusoneflyers.org) under 'member info and forms'. It is a thirty-day notice and will stop your billing. You can rejoin with your old username and password when you come back, although the initiation fee will apply. Sorry, there is no way to put your membership on hold.

As reported in the President's Update, dues billing is undergoing a change for the better. We are moving our monthly billing over from Billing Orchard to ScheduleMaster. To accommodate this, all Members must have a credit card entered in **ScheduleMaster**. **At present, this is only for membership dues.** Members who have paid a year in advance will see a credit to their schedule master account and a monthly debit of \$29.50 from that credit until it is used up. After that you may "make a payment" for annual dues or your card on file will be charged the monthly dues.

**Please do not use ScheduleMaster to pay for flights - yet.** To pay for flights, simply swipe your card in the office or write a check as usual. As a reminder, please write your tail # and name on your receipt or check. This is extremely helpful in crediting you for the appropriate flight. We also encourage you to print legibly in the aircraft Ops Log to reduce errors in tracking your flights and payments.

Thank you for your patience and for allowing us to serve you. Plus One Flyers is very excited to streamline the dues payment system into ScheduleMaster. If you have questions or comments, please email me at [members@plusoneflyers.org](mailto:members@plusoneflyers.org) or call 858.229.6744. I'll be happy to assist you.

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*"When once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always return."  
- Leonardo da Vinci*

## The MYF Report

Dave Eby, Operations Officer & Director

Things have been fun at MYF and we have added some new members to the family:

301MS - a 2005 C172 G1000 on the Gibbs line  
2462P - a 2005 C182 G1000 in NAC hangar #29  
491TS - a 2007 Diamond Twin-Star in front of Gibbs.

One comment on the discussion forum recently is the need for a few less-expensive, 2-seat aircraft -- C-152's etc. Unfortunately, I can only put online aircraft offered to me. I don't recruit aircraft. Lately, the only aircraft offered to me here at MYF are G1000 aircraft. Bottom line, I try to keep a diverse fleet with as many variations possible that the membership will enjoy and hopefully take into the next generation in aviation. If a C-170 happens to come along, I would love to put it online as well as another 152. I just have had no offers. If anyone has a nice 152 or similar and wants to talk about putting it in the club, please let me know.

Another area of comment had to do with increasing prices. I, too, have felt the pain. There are two separate types of cost at work here: the cost of operating the aircraft and the cost of operating the club.

First, there's the cost of the aircraft. Many of the older Cessna's are leaving the club because they are getting too expensive to operate. The BE-76 Duchess is a very expensive aircraft to maintain and Beech does not even support the aircraft any more. So, no more parts. The BE-76's days are numbered. Have you seen the DA-42 Twin-Star? That is the future and more and more people want that type of airplane, not one that is 25+ years old.

As you'd expect, there are a number of factors that affect the club's cost of providing service and they are all increasing. The price increases going into effect this year are the first since 2004 and are part of a strategic plan to improve the long-term stability of the club. While clubs in other parts of the country are closing because they have failed to plan ahead, Plus One Flyers continues to grow.

Again, I do welcome you or anyone else to come by and say "Hi". If I have time, I would be happy to demonstrate how the club operates.

See you at the airport,  
Dave

## Airport Closure

Steve Wright, CFO

In yet another stroke of brilliant bureaucrats at work, the Town of Mammoth Lakes has received a \$9.1 million grant from the FAA to improve the airport at Mammoth Lakes and the Town Council has decided to close the airport from June through September 2008 for construction. The construction consists of rebuilding the current runway and installing new runway lights, a new beacon, and a new AWOS system. The Town Council is actually considering utilizing the parallel taxiway as a temporary runway during construction. For those pilots who have dreamed of legally landing on a 7,000 ft. taxiway, this could be your big opportunity to demonstrate your landing skills.



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### From the March 28 issue of AOPA ePilot

#### PREVENT GOVERNMENT REGULATION—LOCK UP AND LOOK OUT

State and local governments remain interested in security at GA airports, even though the federal government and the aviation community have taken steps to ensure the pilot population and aircraft are secure. The Pennsylvania legislature is considering a bill that would require two locks on all aircraft and institute criminal penalties for failing to use them. On March 26, AOPA traveled to Harrisburg, Pa., to urge lawmakers not to try to fix what isn't broken. "AOPA is constantly on guard to protect members from unreasonable security requirements, but for the GA community to be successful, pilots need to take steps on their own," said Andy Cebula, AOPA executive vice president of government affairs.

Read more on [AOPA Online](#).

#### NEW 'eJOURNAL' A SOURCE OF RELIABLE SAFETY INFO

Get the straight talk on general aviation safety from AOPA Air Safety Foundation Executive Director Bruce Landsberg in his new [Safety eJournal](#). "As the most experienced, trusted source in aviation safety, our goal is to keep you better informed and more knowledgeable about flying safely in light aircraft," Landsberg explained. The *Safety eJournal* touches on safety-of-flight issues, procedures, techniques, judgment, and more. The first two installments, "Goose, It's time to buzz the tower" and "Seeking pleasure and avoiding pain," focus on maneuvering flight and special-use airspace.

#### PILOTS, OFFICIALS GET NEW TOOL FOR PROTECTING AIRPORTS

Careful planning is the best way to prevent problems for airports, but understanding the planning process can be challenging for even the most seasoned airport advocate. Now AOPA's Airport Support Network, in partnership with the National Association of State Aviation Officials (NASAO), is offering a tool to make getting involved easier. AOPA presented its new handbook, [Participating in the Planning Process: A Guide for Airport Advocates](#), March 17 during NASAO's annual legislative conference in Washington, D.C. Read more on [AOPA Online](#).

#### TEST YOUR KNOWLEDGE OF NONTOWERED AIRPORT OPS

Operations at nontowered airports aren't uncontrolled, they're pilot-controlled. Everyone needs to follow the rules and be alert, courteous, and professional. Test your knowledge of nontowered airport ops with the [latest Safety Quiz](#) from the AOPA Air Safety Foundation. The quiz covers standard and nonstandard pattern entries, self-announce procedures, and the common radio phrase that the AIM says shouldn't be used under any circumstances. Learn more about nontowered operations by reading the [recently updated Safety Advisor](#). When you're done, check out the foundation's other [Safety Quizzes](#).

## Focus on Safety

Bob Agresto, Safety Officer



Hello again from the Safety Office at Plus One Flyers. The weather has been great VFR these last two weeks of March as we move into spring time flying -- longer VFR days with lots of sun and some afternoon breezes, so glad to be flying in Southern California. However as my article will show pilots still have to keep focused on safe taxi procedures and keeping alert to other traffic while on the ground as well as in the air. The following are occurrences that happened both on the ground and in the air at MYF.

One busy afternoon at MYF the tower was extremely busy with landing traffic both on 28 right and 28 left. One of our members had finished his run up and been cleared for take off on 28 right, as he started his taxi up to the hold short line he looked out East just in time to see a twin-engine Baron on short final. He immediately stopped and advised the tower "canceling take off clearance, traffic on short final". Needless to say the tower got very upset with the Baron who had been cleared to land on 28 left. Our member had used his head in looking out to see if anyone was on final even though the tower cleared him. No matter if you are cleared to take off or cross a non-active runway, never assume because the tower or ground cleared you that it automatically means there is no traffic landing on that runway, look to be safe before taking or crossing a runway.

Another word of caution has to do with watching for other traffic while in the landing pattern. I recently had one of our member-CFI's report that after departing Runway 28 Right and having been cleared for a right downwind departure and while climbing through 2000 feet, his vision caught another airplane that had departed off the left doing a Miramar Transition which involved being at 2500 feet passing over the top of MYF northbound. Our CFI who was watching leveled out to have the other aircraft pass over at 500 feet above. Again we have to keep vigilant no matter where we are flying, keeping our eyes looking outside that airplane -- especially around the airport area -- keeping your head on a swivel checking all around the airplane for other traffic.

One other word of caution is while taxiing to observe good operating speeds that should mean our RPM is kept at a minimum to allow a taxi speed similar to a walk. I recently witnessed one of our members running at 1500-plus RPM while waiting by Juliet and then

crossing Juliet and doing a sharp, tight 180 degree turn at a high RPM just missing the hangar; this is both unsafe and very hard on the tires and landing gear. So to make sure we are not going to buy part of a hangar or blasting others around, be sure to use that RPM very cautiously with concern for the airplane and others around.

These past two months have been almost accident-free - thank you, members, for your safe flying attitudes. The club had one prop strike on N4922D. The student pilot member was not aware that this happened and it was found by the next pilot on preflight. This suggests that the student pilot either did not do a good preflight or he did not do a thorough post flight. Remember to look that airplane over thoroughly before taking it to make sure there is no prior damage from the flight before you. Thorough preflights and post-flights is the answer to avoid any surprises.

Here are a few safety tips to remember. On start up, make sure your airplane is not in a position to blast others around you, so remember to pull the airplane out of its parking place if the tail faces parked autos by GIBBS. Stow the tow bar on the floor in the baggage compartment. Keep your taxi speeds down to a walk, stay under 1000 RPM and avoid high speed turns. Prior to take off, check behind you to make sure there is not an airplane on short final. Keep your scan outside the airplane and clear before any turns. When calling the tower on your return to MYF, give your position and altitude to help others know where you are. This will help in avoiding mid-air collisions. When landing, use aerodynamic braking rather than brakes to initially slow the plane. Be considerate to your fellow members and call for fuel on your return. Do a complete walk-around before you leave the airplane to make sure you have cleaned it up inside, tied it down, and replaced the cover. Lastly, don't forget to call those squawks in to the owner and maintenance.

This reminds me - there is a Code of Conduct which we ask all members to look at, you will find this on our web site. We have one of the safest flying clubs and that is to be commended, however we can make it even better by flying with a safe and conscientious attitude.

A reminder to all Club CFI's that our next scheduled CFI Safety Meetings are Wednesday, May 14, and Saturday, May 17.

Keep that flying safe and fun and enjoy these great VFR days of spring and summer.

Respectfully submitted,

Bob Agresto  
Safety Officer

## Flight Scholarships

Dorothy Norkus, San Diego 99s

### San Diego Chapter Ninety-Nines

#### **Student Pilot Scholarship**

Award amount: \$1000

May be applied to: private pilot certificate only

Limitations: 90-days to apply funds to flight training

Deadline: September 30

Eligibility requirements:

Female residing in San Diego County

Current medical certificate

Passing score on written test

Completed a solo flight

### San Diego 99s/Darlene Kelly

#### **Advanced Rating Scholarship**

Award amount: \$2000

May be applied to: one advanced rating only

Limitations: ATP not eligible; 90-days to apply funds to flight training

Deadline: December 31

Eligibility requirements:

Female residing in San Diego County

Current medical certificate

Private pilot certificate

More information? [www.SanDiego99s.org](http://www.SanDiego99s.org) or email [WomenPilots@gmail.com](mailto:WomenPilots@gmail.com)

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Here are some awards from other SoCal chapters as well:

### COYOTE COUNTRY CHAPTER SCHOLARSHIPS - \$1,000

The Pam Van Der Linden Memorial Scholarship and the Mary Santosuosso Aviation Scholarship. Both are \$1,000 for advanced ratings and one application makes you eligible for both scholarships.

Criteria: Female pilot training in Southern California.

### SANTA BARBARA 99s: JOAN STEINBERGER AVIATION SCHOLARSHIP

One for a student pilot and one for a certificated pilot to complete an advanced rating. Sometimes scholarships might be divided between candidates. Award may be up to \$2,500.

Criteria: Open to Southwest Section 99s and Future Women Pilots Application; deadline in Oct.

Information and contact available at:

<http://www.sws99s.org/section/scholarships.html>

### The Amelia Earhart Scholarship Program

Pays for the cost of an entire advanced certificate or rating. Instrument through ATP as well as jet type ratings.

Must be a 99s member for 1 year.

More info- [www.ninety-nines.org/aemsf.html](http://www.ninety-nines.org/aemsf.html)

*"The air up there in the clouds is very pure and fine, bracing and delicious. And why shouldn't it be? – it's the same the angels breathe."*

*- Mark Twain*