



Plus One Flyers

*Southern California's Premier Flying Club
San Diego, California*

Fall 2007 Newsletter

Contents

p.1	General Membership Meeting Announcement	Paul Tammen
p.2	Stories of Flight	Cynthia Laddon Kaase
p.3	President's Update	Scott Kurowski
p.4	Airworthiness	Paul Tammen
p.5	Challenge Air Fly Day	Mike Tussey
p.5	Hello from Gillespie!	John McCullough
p.5	Flight Milestones	Bob Agresto
p.6	Safety Corner	Bob Agresto
p.7	Airports Engineering and Construction Projects	Mike Tussey

GENERAL MEMBERSHIP MEETING

WHEN:

Thursday, October 25, 2007

6:30pm – pilot's social with Mexican appetizers and soft drinks.

7:00pm – meeting kick off, club announcements, communications and news.

7:30pm – guest speaker.

- **Door prizes & raffle**

WHERE:

Casa Machado, out on the patio

3750 John J Montgomery Drive (MYF Operations Building, upstairs).

SPEAKER:

Admiral McLaughlin, USS Midway

*"No flying machine will ever fly from New York to Paris...
[because] no known motor can run at the requisite speed
for four days without stopping."
- Orville Wright*

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.

Stories of Flight

Cynthia Laddon Kaase, Member



Most pilots (myself included) take an inordinate amount of pleasure in sharing their stories. Stories as old as the wars or as recent as yesterday's Check-Ride. There is no detail too small and no flight too long that can't be told.

... And as eager as we are to do the telling, we are equally willing to take our place as the Listener. We ooh and aah at the "perfect landing", the groundspeed, the airspeed and the latest GPS. We feel each success as if it were are own and we celebrate. This is the connection we share.

...So when we hear of the gear up landing, or an engine failure or the prop strike we feel the pain. We listen with dread as the details unfold and we feel the pain. Really, we do... the collective sigh is one of relief, relief that the pilot is still here and able to tell his story...and relief that it isn't our story, that it didn't happen to us, not this time.

...From these shared experiences, the successes and the failures, we gain the insight necessary ... and the stories keep coming...

It was a gorgeous afternoon. I had reserved my favorite Plus One plane, Decathlon 215RV. All was good. I took the scenic route through the VFR corridor down to Brown for some landing practice. After spending 15 minutes or so in the pattern I requested a North bound departure and headed back to MYF. The Tower cleared me for a straight in on 28L. I was number one of three with landing traffic on 28R. I decided to make a 3point landing as opposed to a wheel landing. For those of you not familiar with tailwheel terminology or technique, don't worry. My mistakes were equal opportunity, and although the outcome would have been decidedly less dramatic in a nosewheel, I believe there is something here for everyone. The landing was uneventful. Once on the ground I held the stick back and applied gradual pressure to the brakes. I thought I could make Charlie. I stayed on the centerline, and on the brakes. As I neared the intersection to Charlie I decided I was too fast to turn so I continued straight ahead. The next thing I knew, in one continuous motion, the nose went down, the tail came up, the prop struck the ground and the plane came to rest, balanced on its spinner and mains, perpendicular to the runway but still on the centerline. Tower called and asked if I was all right. I told them yes and they said help was on

the way. I pulled the mixture, shut off the electrical switches and climbed down and out. I just couldn't believe what had happened. I will never forget the sight of this lovely little plane standing on its spinner. I felt complete and total devastation. Knowing I was responsible made it all but unbearable.

The damage isn't official yet but the minimum will be a new prop and spinner. The engine will need to be torn down and inspected for internal damage. I try to console myself with the "it could have been worse" scenarios. I could have tipped onto a wing after the prop strike or continued to flip over landing on its back. Either of these would have resulted in major structural damage in addition to the prop/spinner. It could have caught fire. I could have been injured. The list goes on... And while I am grateful that none of these things happened, the responsibility I bear is just as great. I feel terrible for good reason and I will have to live with it.

So what went wrong here? Well, a combination of brakes, slowing speed, and a tailwheel were all contributing factors. A gusting wind may have figured into the equation. It's hard to say exactly, but I do feel confident it could have been prevented. Had I stayed off the brakes, paid strict attention to the attitude of the nose and the position of the stick and never given a thought to "making Charlie", I believe this could have been averted. It is important to point out that there was nothing I did after this particular landing that was noticeably different than what I have done hundreds of times before, always without consequence. So does this mean it was dumb luck that kept me safe in the past? I don't think so. I think that my actions and the circumstances had to have been just different enough to conspire to this outcome. The bottom line was I didn't notice the differences. As a pilot, I should have. My plane, my controls, my responsibility. My mess.

I wish this wasn't one of my stories. I hope that all who read this might learn from and avoid my mistakes.

Fly Safe,
Cynthia Laddon Kaase
Private Pilot, Fixed Wing
Commercial Pilot, Helicopter

*"You haven't seen a tree until you've
seen its shadow from the sky."
- Amelia Earhart*

President's Update

Scott Kurowski, President & Director



July marks the start of the business year for Plus One Flyers. I became your club president for two reasons: (1) I love flying, and learned to fly here; (2) I love flying enough to make sure as many people as reasonably possible can safely enjoy the privileges of personal flight. As a serial startup software company founder, executive, and consultant I sensed a natural fit for our club's leadership; so I now work for all of you! Send me email at business@plusoneflyers.org.

What Makes a Great Flying Club Great?

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 and hope that you will discover, if you have not already, that flying here really is better, makes us safer and more proficient pilots, and that we take advantage of the full range of services that club membership offers – one of which is IDP.

Insurance Deductible Program ("IDP")

IDP is an exclusive service of Plus One Flyers for our members and owners. Even though our members enjoy our built-in rental insurance policy coverage, IDP is the club's self-insurance layer and provides three primary benefits. First, IDP helps members pay for travel and lodging when their aircraft requires unscheduled maintenance away from its home base. Second, IDP covers 80% of the deductible for an insurance claim, which thanks to our excellent safety record means a member would presently pay *at most* \$100 for insurance-paid aircraft damage! Third, IDP pays owners for much of the extra wear and tear on their aircraft that is too small to claim on insurance, encouraging owners to maintain their aircraft above FAA standards. IDP forms and instructions are available to members at www.plusoneflyers.org.

Self-Dispatch and New Payment System

Last year, as your Vice President, I wrote about our ongoing work to upgrade our operations software systems. This is a lengthy and challenging project because the goal is nothing short of a major overhaul.

Our design objective is a simple new web-based flight self-checkout / self-check-in and payment system having a single, improved Schedule Master account to manage, your choice of charge card options for dues and flights, an optional pre-paid balance, real-time aircraft status on the printable check-out page, email alerting and more, all from any Internet computer, as well as on the club PCs at the FBOs. The operational

benefits to the club are a vastly simplified data accounting system expected to reduce errors and labor overhead.

We are "cautiously optimistic" this effort will bear fruit. A final viability assessment is underway to ensure these benefits will be real for our members and the club's business. If it passes this hurdle, we would plan to have the new system in place in under a year.

Club Organization Updates

The Board of Directors approved on 13 September a Bylaws update that authorizes, in addition to the Operations and Safety Officers, any club member to conduct new member briefings with written approval of the President. The Board also approved updated Operations Rules that include a process for designation of CFIs that may instruct in various aircraft. Current organization documents are available to members at www.plusoneflyers.org.

Safety Program News

You may already know that all members are invited to attend the CFI Safety Meetings conducted by Safety Officer Bob Agresto, times and locations of which are communicated to members at www.plusoneflyers.org. Periodic attendance is mandatory for instructing CFIs.

During your next flight review, your CFI will review with you the club Operating Rules and related materials. These rules change from time to time and your club-annual FR is our best opportunity to ensure you are aware of those changes. If you earned a WINGS certificate or other alternative qualification for a flight review, you will review the club Operations Rules with the Safety Officer. The Operations Rules are available to members on the club's website.

Also through the Safety Program, we are updating our new member materials into a crisp package to clearly communicate how new members can best and most safely utilize the club's flying privileges.

Aircraft Squawk Process Reminder

Our recently updated squawk process was a positive change ensuring aircraft discrepancies have a specific disposition. It's important to point out that when you write up a squawk, your name is on a legal record, so please make sure it's worth squawking (not merely observational or informative), is specific, very clear, unambiguous, and is a single report per sheet – don't bunch them up.

It's also important to not take squawk sheets from the FBO folder with you to the aircraft, even if it's a deferred 91.213(d) repair or a non-critical or inoperative disposition signoff. Until repaired, a squawk remains open even if addressed with an intermediate disposition, and must stay in its FBO folder.

Airworthiness

Paul Tammen, Vice President & Director



This article is not to be substituted for one's own research as to the subject matter. The material has been compiled from various sources. This is not intended as legal advice or an expression of a legal opinion, but as an internal reference document for Plus One Flyers club members.

Know the Airplane You Fly!

Once you start flying a particular aircraft, begin learning how it differs from the information contained in the POH. Always remember, the data in the POH is for a new aircraft flown by the best pilots the manufacturer could obtain. Start by operating the aircraft with the book figures. Utilize a GPS device when possible to obtain performance figures at 75% power. Develop a fuel consumption table for the aircraft you fly. Do your best to stay informed and learn what's normal for your particular plane so you can become sensitive to such things as an intermittent HSI, a strut which loses pressure, trim settings, or seat problems. Knowing the little nuances of the aircraft will help you keep an eye open for them if and when they occur. The CFI's that fly and teach in these planes know them better than anyone. Check with them.

What makes the plane Airworthy?

FAR 91.7 - provides that the pilot determines the airworthiness of an aircraft. **AROW** papers must be aboard and displayed in the aircraft. 100-hour inspections on club planes and annual inspections must be made. Any equipment which is not working must not be required for the type of flight intended to be made, and, must be placarded as inoperative by a certified mechanic. Proof of airworthiness requires proper documentation of required inspections and compliance with all applicable airworthiness directives. Combine all of the above with a conscientious preflight and you have an airworthy aircraft in which to sit. **Technical compliance does not mean safe compliance. Don't start the engine until you have all available information related to the movement or flight. Read FAR 91.213 and AC 91-67.** This is an emotional area for pilots because so little is known about it. After an aircraft is manufactured and given an airworthiness certificate, it is valid only if the required maintenance has been performed according to **FAR's 21, 43, and 91**. When inspected in accordance with **FAR 43.11(a)(4)**, this section states that the AI doing the inspection must certify that a given type of inspection was made and that the aircraft was determined to be airworthy. **FAR 43.11(a)(5)** gives all

the reasons for which an aircraft may not pass the inspection.

What about Squawks and Discrepancies, is it still Airworthy?

As students, pilots, renters or owners, when we fly, we function as pilots in command. Every time we prepare an aircraft for flight we must preflight with a mental attitude directed toward the requirements of an annual inspection. When we fly we must be thinking of all the possible facets of aircraft performance. The FAA has criteria for airworthiness. The aircraft maintenance industry, in conjunction with the FAA, has accumulated a body of established criteria regarding what determines the airworthiness of aircraft. The criteria are precise in terms of aircraft design, aeronautical engineering, manufacturing standards and operational experience. Unfortunately, not all discrepancies fit into the criteria box. There is some slack for the creative technician to interpret precise information that will allow detection and correction of a discrepancy. Practically all aircraft systems have some gauges, dials and various types of indicators that are capable of giving notice of a system malfunction. An aircraft with a known discrepancy that cannot be set aside by FAR 91.213(d) is **unairworthy**.

Better Squawk Reporting: The endemic problem in aircraft airworthiness is pilots need to do a better job of clearly and succinctly putting the squawk into words. The information provided by the pilot to the maintenance people is difficult to interpret. This is the squawk dilemma and equates to a major cost in flying. The mechanic is now obliged to spend maintenance time trying to recreate a poorly presented discrepancy. A problem that exists in the air often cannot be duplicated on the ground or on the workbench. The mechanic's efforts often indicate that since the problem doesn't occur or on the ground, any on-the-ground repair is only speculative. Speculative repair work may mean that an aircraft is being sent out to fly while not proven to be airworthy. While an operational flight may seem sensible to make an airworthiness check, it should not because of the uncertainty involved. In each case, the type of discrepancy determines the appropriateness of the flight check. Proper maintenance steps cannot be taken until appropriate measures are taken to fully identify and fix the discrepancies. Thus, the aircraft can sit in a sea of uncertainty - it is grounded, and in need of a flight test. A pilot who fully understands the aircraft systems, instrumentation and can use maintenance terminology to describe and explain a discrepancy is a fully-rounded pilot. This means the information should be direct and descriptive. Otherwise, maintenance must draw on past experience, imagination and luck to interpret a three-word squawk. Consequently, pilots should make unambiguous statements that insure grounding of an aircraft. It takes such positive statements to insure that positive actions are taken to identify discrepancies. It is pure negligence to fail to ground an aircraft by passing the responsibility off to the next user. Certainly, you

would not want it done to you!

Who's to Blame - Owner, Mechanic or PIC? The FAA has set up a complex division of responsibility that allows **no one and everyone** to be accountable. Primary responsibility is said to rest on the owner operator. (91.403 & 405)

Owner: The owner operator must ensure the compliance of all required inspections and airworthiness directives.

Maintenance: The mechanic or shop who performs maintenance is responsible for the airworthiness per FAR 43.13. This means that at the moment the work is completed, the aircraft **is signed off** by the mechanic with his certificate as being in NEW condition. The mechanic is responsible only for the work done or scheduled work not done.

PIC: The pilot in command of the aircraft is required to perform the preflight and determine the airworthiness of the aircraft prior to flight. In addition, he must ensure that all airworthiness directives have been completed and required maintenance has been completed and signed into the maintenance logbooks. It is clear that the FAA's "shared" responsibility is not so much shared as placed totally upon each leg of the triad. The FAA does not prefer one leg or another. There is no provision in the regulations for any sharing. Interestingly, when the courts get involved a fourth leg is created and often found responsible...the FAA.

All For One - One For All: Airworthiness is a shared responsibility between the owner, mechanic, and pilot. The pilot is responsible for airworthiness from immediately before the aircraft is entered for flight until it is tied down. The pilot should make a comprehensive review of all the aircraft's paper work in addition to a thorough preflight. The mechanic's responsibility depends of whether an inspection or maintenance was done. For inspections, the mechanic's responsibility ends on completion of the logbook entries. The aircraft is airworthy at that moment. However, the same mechanic is responsible for any repair or work done on the aircraft back to the original airworthiness certificate until the next year's annual inspection. The owner's primary responsibility is for airworthiness including the accuracy and completeness of all logbook entries.

Fly Safe!

Challenge Air Fly Day

Please consider supporting the Challenge Air Fly Day at Brown Field on Sunday, November 17. Challenge Air for Kids and Friends, a tax-exempt, non-profit organization, offers motivational, inspirational and life-

changing experiences for physically-challenged children and youth through aviation.

For the 7th annual Fly Day in San Diego, over 120 children are pre-registered for this event! And their goal is to have 20 pilots with planes.

Pilots are wanted. This year's host will be the San Diego Jet Center by Lancair at Brown Field. For more information, contact Jeanne Ricotta at <lancaircorp@aol.com> or 619-671-9222. For info on Challenge Air, go to <http://www.challengeair.com/> where pilot registration can be made.

Hello from Gillespie!

John McCullough, Ops Mgr-SEE

If you have not come out to check out the Frasca 142p simulator here, it's worth a trip. Do your 90-day recurrency. We also have two nice Cessna 172s here.

Thanks for all the support of the new G-1000 C-172 -- N372TA. Everyone who has checked out in it has had lots of positive input. Questions call John McCullough - SEE-Ops (619) 322-1083.

Flight Milestones

CONGRATULATIONS

to the following Plus One Flyers members:

- [Kyle Ryan](#) and [Greg Wells](#) completed their first Solo flights! (CFI Bob Agresto).

CFIs and members are invited to report milestones for the newsletter!

"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

Safety Corner

Bob Agresto, Safety Officer



Hello to all members from the desk of your Safety Officer. What a great time of the year for flying. The skies are clear VFR and the days still offer enough daylight to get some good day VFR cross country flights in. As I write this in early September the air has been very humid so we need to remind ourselves about Density Altitude if our destination happens to be at a high elevation airport like Big Bear. For those eastbound departures those Towering Cumulous clouds can present a problem so a good weather briefing would be in order.

As we look back on the last several months the club has kept itself accident free, however there were several incidents that could have resulted in an accident so I would like to discuss these. The first involved a member who took a cross country flight and had refueled his plane at one airport, upon his landing at the next airport he discovered that one of the fuel caps was missing, you have to question how the fuel caps were checked after the first refueling. The next mistake was not calling this in to the owner but rather having a mechanic at this airport put on a radiator cap and cover it over with duct tape. Fortunately the duct tape held up for the return trip to SEE. The point here is that without the proper fuel cap put on and properly secured there is a low pressure area on the wing that can result in loss of the fuel and a resulting forced landing. The member now realizes that the fuel caps must be double checked for security after refueling and to call the owner before having a mechanic do anything that may not be the best solution.

The second incident involved a member who was departing MYF for a flight to Baja. The tower issued the pilot a take off clearance from 28L and advised no turns to cross wind until further advised by the tower. After take off on climb out the pilot thought he heard the tower call his tail number and proceeded to make that left cross wind turn that put him and his passengers very close to the path of a helicopter that had departed. The tower did have some words to share with that pilot, which included having him call the tower. The safety tip here is to keep a vigilant listening watch with the tower and never ASSUME anything, in fact ask the tower to repeat the instruction if in doubt. The other factor that entered into this was the pilot had allowed himself to be put under pressure by his passengers. This factor along with distractions can result in big problems. If at any time a pilot feels under pressure to perform that may not be the best time to be

PIC. I always recall the IM SAFE Checklist to assess my fitness to fly: Illness, Medication, Stress, Alcohol, Fatigue, Eating. This pilot had Stress and possibly Fatigue so is it any wonder he was not prepared to follow the tower's instruction. The traffic pattern area can be a very busy place as we all can attest to so it is imperative that we keep our eyes and ears open and constantly vigilant for other traffic.

Let's all remember to keep those taxi speeds down to under 1000 RPM while operating near other airplanes and to avoid making those 180-degree turns in the parking area. Just remember to keep your airplane taxing straight ahead on the taxi line past your parking space, shut down and push the plane back into its spot. If we are starting up in the row that faces the parked cars be considerate and pull the airplane out away from the cars before starting. When returning from a flight and after you have parked, remember to stow the tow bar on the floor of the baggage area and not on the upper portion where it can go forward into the pilots head during a fast descent. Always do a complete post-flight to include a 360 degree walk around to make sure all the tie downs are fastened and the cover is put back on and, lastly, call for fuel. Congratulations to all our members for safe flying during these past few months and let's keep up the good work. We all use those skies so let's continue to do our best to keep them safe.

Would like to remind club CFI's that our next CFI safety meeting will be held at the MYF Terminal Building First Floor on Weds Sept 19 at 1830 sharp, there will be a repeat meeting on Saturday Sept 22 at 0830 AM same place. Our November meeting will be Weds 11/14 and Sat 11/17 at same times and place. Be sure to mark your calendars for these important meetings. In closing I want to express my gratitude to all members for flying safe and keeping Plus One Flyers the safest club and keeping yourselves as safe as you can. Continue to do those thorough preflights, checking out the weather as well as NOTAMS that might affect your flight. Be prepared to make an alternate plan should the weather not be favorable. After landing do as thorough a postflight as you can and note any squawks, document these and call them in so they can be looked at. Your help is sincerely appreciated in keeping our fleet operating safely.

Until our next newsletter enjoy your flights in the beautiful San Diego skies as you keep safe. Also if you would like to own a neat Plus One Flyers polo shirt, I have both men's polo and women's tee shirts available, just give me a call.

Sincerely,

Bob Agresto
Safety Officer - Plus One Flyers

Airports Engineering and Construction Projects

Montgomery Field as of 9/17/07

Project	Current Activity	Next Activity
MYF Blast Pad TWY "F" 2 inch resurfacing	All construction activities have been completed.	Project walkthrough by Resident Engineer and Airports Project Engineer and Project Manager.
MYF RWY 10L/28R Rehab Design	Purchasing and Contracting conducted a pre-proposal meeting on 8/28/07.	Purchasing and Contracting to receive consultants' proposals, by 9/18/07.
MYF Vernal Pool Mitigation Program	Helix Environmental prepared a Proposed Vernal Pool Restoration location Map.	Helix to submit a Restoration Plan for City Airports & MSCP review followed by USFWS review.
MYF West & Northwest areas Environmental Constraints	Recon Environmental submitted a Draft Cultural Constraints Survey on 8/16/07.	Resume surveys such as the Borrowing Owl Survey.
MYF GRC Airfields Paving	Engineering Contracts submitted project specifications to Purchasing and Contracting.	Purchasing and Contracting to start the bidding stage.
Sheraton Four Point expansion project	Sheraton's Architect is preparing conceptual project plans.	Sheraton's Architect to submit conceptual project plans to READ/Airports for review.
Northwest Heliport	Project delayed due to vernal pool lawsuit.	Complete Environmental Constraints report and await outcome of Vernal Pool Lawsuit.
MYF Master Plan	On hold awaiting completion of Vernal Pool Mitigation.	Completion of Master plan and submittal to USFWS.

Brown Field as of 9/17/07

Project	Current Activity	Next Activity
SDM Electrical Upgrades - Phase I	Nova Electric poured the vault's concrete footings, slab and completed building 50% of the concrete masonry wall.	Nova Electric to complete building the concrete masonry wall and start trenching for the transformer.
SDM Electrical Upgrades - Phase II / III	Airports submitted proposed contract amendment No. 3 for HNTB's signature that was prepared by Purchasing and Contracting on September 5, 2007.	Airports to start routing 1472 to amend City agreement w/ HNTB for Phase II & Phase III.
SDM Master Plan	Purchasing and Contracting to received 4 consultants' proposals and will submit to Airports Project manager shortly.	Airports Engineering staff to complete assembling selection panel and start reviewing proposals when received from Purchasing and Contracting.
SDM Building Demolition	Airports Division is in the process of opening a PO, so the Environmental Services Department (ESD) staff can hire their as needed contractor to provide abatement and demolition of the building located at 6960 Curran Street.	ESD direct contractor to start abatement and demolition of 6960 Curran Street.
SDM GRC Airfields Paving	Engineering Contracts submitted project specifications to Purchasing and Contracting.	Purchasing and Contracting to start the bidding stage.
SDM Perimeter Fencing Phase I	Airports prepared NOC and submitted to Clerk's office for recording.	Project closeout and start of 1 year warranty.
SDM Perimeter Fence Ph. 2	Engineering Contracts submitted project specifications to Purchasing and Contracting.	Purchasing and Contracting to start the bidding stage.
Lanair new hangar	Airports Engineering staff reviewed proposed project prior to Lanair's submittal to the FAA.	Lanair to submit proposed Hanger plans to FAA.