



The Ultralight-Sport Pilots of America Newsletter

THE ULTRALOG

Published monthly by the Ultralight-Sport Pilots of America, Perris Airport, Perris, CA

Website: www.ultralightsquadron.org

June 2022

Page 1 of 5

USA OFFICERS

MIKE PORTER
President
(714) 913-0215
*

GEOFF NAVOLT
Vice President
(619) 792-8397
*

LARRY PRESTON
Secretary
(951) 834-3022
*

JOHN MOCK
Treasurer
(714) 525-9613
*

Make check to: EVUPA

Mail dues to:
1216 W Wilshire
Av, Fullerton, CA
92833
*

BOB BAKER
Sergeant At Arms
(951) 566-7479
*

JIM FARTHING
Ultralog Editor
*

RICH LEFEBVRE
Webmaster

Club President

Mike Porter

Hello Everyone!

Summer is here and the weather is going to get warmer. Now's the time to get your plane ready for some fantastic morning or sunset flying. Have an early breakfast or late BBQ to complete your flight.

Our June meeting is very important for everyone. Not only do we vote for the club's Board of Directors, but we have a guest speaker.

Bob Comperini has been in the ultralight/light sport aviation industry for Over two decades. He is a Certified Flight Instructor and a Designated Pilot Examiner as well as a Light Sport Repairman. Some of you already know Bob and may have been his student or have taken your pilot exam with him. Bob will be at our meeting to discuss some of the new FAA changes and what to expect in the future.

As most of you know, this will be my last month as President. The new President will officially take over in July. So before I go to green pastures with smooth runways and blue skies, I want to thank everyone for their support and encouragement while I was your President. Each and every one of you has contributed to the success of our club. Whether it was volunteering to keep our airpark clean or helping each other with club or individual projects, your involvement has enabled us to be recognized as one of the best aviation clubs in the nation.

I also want to thank Geoff, Larry, John and Bob for their support as Board Members. Their suggestions and insight, along with their disagreements, allowed me to keep focused on what is important to our club. But most of all, I thank them for their friendship.

I also wish to express my support to Geoff Navolt. He will officially take over as club President at the July meeting. Geoff has been active in our club and has been the Vice President for the past year. He has a passion for ultralights and is anxious to lead our club into the future. I wish to encourage all of you to support Geoff and the other new Board Members as you have done so graciously for me.

No. I'm not leaving, but I am going to enjoy the free life of flying my airplane. I look forward to sitting in the audience with the rest of you and just hanging around the airpark. So, remember, it is better to head into the wind and break ground than break wind and head into the ground. :)

May you have smooth air and blue skies.

Mike Porter. President



The Front Page News

Attention All Members – Hangar and tie-down fees to the Airport have increased effective July 1 (in one month!) Read the Minutes of our May Club meeting and the Secretary comments below...

Attached is the state of the membership as of end of May.

As you know, our landlord, Pat Conatser, raised our tiedown rental fee to the Airport to \$100 per month, effective June 1st. It is certainly long overdue. What surprised us, however, was the creation of two tiers of lessee, flying and storage. Storage was defined as not working on an airplane and not flying. That fee is \$300 per month. Your officers are charged with determining who belongs in the latter category.

Mike Porter wants to put off the determination until the new officers take office or have the Treasurer do it. Yikes! I do not have a death wish! All kidding aside, Pat's requirement is a good thing for the club so please don't shoot the messenger. It provides a monetary incentive to behave like an ultralight/lightsport club should.

How to administer? I would like to see membership involvement in deciding as I am aware of only 3 tiedowns affected. At the June meeting, I suggest that we go over all tiedowns (which includes hangars) to decide. If the tiedown lessee is present at the meeting, he can make his case to the membership as to what path he is going to take. Otherwise, the officers should contact the tiedown lessee later. The best solution is to start flying.

If storage is needed, there may be less expensive options off airport. There is an uncovered storage area near Ethenac Rd. and Hwy 74. There is another in the area advertising covered boat and RV storage. A lot of the self storage companies don't have large enough areas for an airplane, even dismantled.

To sum up, tie-down fee and membership dues are \$115 per month starting July 1st. The tie-down fee for those so deemed to be storage will be raised to \$315 per month July 1st.

John Mock
Treasurer

MEET YOUR EDITOR -- Jim Farthing

Every club has "THE GUY". You know him. The guy who is always behind the scenes. The guy who gives everyone else the credit for all the things that are accomplished. Wait! Are we talking about Jim Farthing? Really? Well, actually we are!

Jim has been a solid member of USA and has contributed countless hours Making sure our club is the number one ultralight club in America. To list all of his contributions would take too long and several pages. So what can we tell you about Jim? You would be surprised.

Now is the time to expose Jim for who he really is and to set the record straight. So buckle up for an interesting ride.

James Farthing was born in Pittsburg, Kansas in 1944. He lived there with his parents and younger sister until 1951 when they moved to Topeka, Kansas. (Didn't John Mock live in Topeka?)

Just because every policeman in Topeka knew Jim personally doesn't mean he was a bad guy. He was, however, able to stay out of jail long enough to graduate from high school in 1962 and Jim went on to attend college at Washburn University.

However, a series of events turned his whole life upside down. In 1963 Jim was invited to go on a blind date with his friends. It was a blind date all right. When he met his date, Jim was instantly blinded by the beauty of this young lady. Not only was she beautiful, Marcie worked as a carhop at a local drive in. With a winning combination of good looks and good food, Marcie won Jim's heart and they were married in 1966. (Wait! doesn't John Mock have a sister named Marcie?) You would think that just getting married would be the start of a whole new adventure. But that wasn't the way it happened for Jim and Marcie.

Ah, remember the 60's? For you younger people, you may have read in your history books about a war that occurred in Vietnam. For us old timers, (like me) it was as if it was yesterday. One month before Jim and Marcie were to get married, Jim was drafted into the Army. Not wanting to be a ground pounder (infantry for you non-Army guys) Jim decided to enlist in the Navy.

After getting married and now enlisted in the Navy, Jim was selected to attend the Navy's Scientific Education Program (secret stuff). When he graduated from Kansas University in 1972, Jim was commissioned as an officer and was sent to Pensacola for flight officer training. While there he was trained by Tom Cruise (Just Kidding). But in reality Jim was trained as a Navigator/Electronic Warfare Officer on the EA6B Prowler.

Jim served in the Navy for a total of 14 yrs. After leaving the Navy, he went to work for them as a civilian electrical engineer. He worked for the Navy for another 3 years until his career did a 360 degree turn.

Jim woke up one morning and decided he wanted to be a Chiropractor. That turned out to be a crackling moment for him. Jim moved his family to South Houston where he attended Texas Chiropractic College. After graduating and completing one year of internship, Jim moved back to the San Diego area in 1990 to start his own practice in Oceanside. Jim and Marcie settled in and raised three sons. They are now blessed with three grandchildren.

Jim said he received his private pilot's certificate at the age of 50 and a few years later he was exposed to ultralights. (Old Pilots and Bold Pilots) During a visit with his brother-in-law in Oklahoma, Jim had a chance to fly a Weed Hopper ultralight. He already had his private pilot's license so flying the ultralight came easy for him. Having been bitten by the bug to fly ultralights, Jim joined the USA club in 1994. However, more important things in life occurred and Jim rejoined the club in 2000.

Since that time, Jim has served our club as President, Secretary, Treasurer, and for the past 6 years as our Editor. Jim has owned a Beaver RX-35 (single seat) and a Beaver RX-550 (Light Sport). He currently owns a "Lightning" Sport Gyro Copter.

Many of us "Old Timers" have had the opportunity to work alongside Jim. Not only is he witty but a lot of fun to be with. Jim has organized several events through the years and has always promoted the club and aviation to others.

On a personal note, Jim has been my mentor, encourager and friend. He always takes the time to share his experience and knowledge of ultralights and the club to those who ask.

Want to know more about Jim? Just ask him. You don't have to salute him. Jim's just a down to earth guy who loves to fly.

Written by Larry "Sky Cop" Preston, Club Secretary



(No picture)

Minutes of the May 2022 USA Club Meeting

President Mike Porter started the meeting at 10:27 a.m.

Board members present were President Porter, Vice-President Navolt, Secretary Preston, Treasurer Mock and Sergeant at Arms Baker.

President Porter lead the self-introductions of the members and visitors present for the meeting.

Secretary Preston addressed the review of the April Fly-In and it was accepted by the membership.

Treasurer Mock gave a financial report and it was accepted by the membership.

Sgt. at Arms Baker gave a report on the airpark and it was accepted by the membership.

OLD BUSINESS:

Harry Gardner and Jason Lin were voted in as new members of the club. They were presented their wings, T shirt and club patches. Congratulations to both.

A brief discussion concerning proposed By-Law changes was addressed. It was decided that all proposed By-Law changes should be given to the Secretary for recording. By-Law changes should be submitted as soon as possible to be reviewed prior to the September meeting. The Secretary will print the proposal in the Ultra Log so the membership can review it and make comments prior to September.

NEW BUSINESS:

Board members Mike Porter and John Mock, also with Nadav Joshua and Chris Felton meet with PVA owner Pat Conatser to discuss upcoming changes to the USA airpark.

Pat Conatser informed the Board members the hangar/tie down rental cost will increase from \$60 per month to \$100/ \$300 per month starting June 1st, 2022. Pat Conatser defined the rental increase as following:

There will be two categories for the hangar/tie downs:

Category #1 is for hangar/tie downs that have an airplane that is currently flying. Other aircraft that are currently being repaired, rebuilt or being built will also be in this category. The monthly cost for these hangars/tie downs will be \$100.

Category #2 is for hangars/tie downs that are used for storage purposes. This includes derelict aircraft that are neglected and are in disrepair. The monthly cost for these hangars/tie downs will be \$300.

Pat Conatser has given the USA Board members the authority to determine which category each of the hangar/tie down is in.

The Board will survey all the hangars/tie downs to determine which category they meet. The members will be notified prior to the June meeting.

Pat Conatser also addressed the future of the airport. He said he believes the airport will be in business for another 5 years. With all of the encroachment from residential and commercial building it is only a matter of time before the airport will be forced to close. He also said he would give the club a one year notice to relocate.

It was recommended that a committee of three members be selected to review possible relocation areas for the club starting in July.

President Porter informed the membership the club hangar was dedicated for club meetings and banquets only. No other items such as aircraft/parts/furniture, etc. will be allowed to be stored in the club hangar.

A discussion about the future of the clubhouse was addressed. It was determined the clubhouse deck would be repaired and the exterior repainted.

NOMINATIONS FOR BOARD MEMBERS:

President:	Geoff Navolt
Vice-President:	Geo Hencon
Secretary:	Larry Preston
Treasurer:	John Mock
Sergeant at Arms:	Robert Avila
Webmaster:	Jason Lin
Editor:	Jim Farthing

Members will vote for the candidates at the June meeting. Other candidates can make their announcement at the June meeting.

The meeting was adjourned by President Porter at 11:35.

Next meeting is June 4th at 10:00 am.

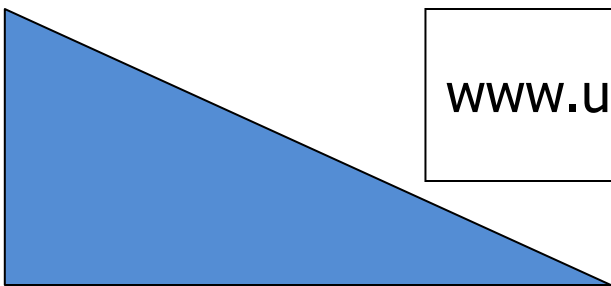
The

Back Page

Ultralog Editor is looking for more pictures of Club field activities and stories of individual or group flying activities. Email your article/pics to farth001@cox.net by the 20th of the month.

Calendar 2022

June	4	Club Meeting	Vote New 2022 Club Officers
July	9	Club Meeting	Install new Club Officers
July	9		Propose By-law Changes
August	6	Club Meeting	Discuss By-law Changes
September	3	Club Meeting	Vote By-law Changes
October	1	Club Meeting	Plan Club Christmas Party (date)
November	5	Club Meeting	Plan Club Christmas Party
December	(to be decided)		



www.ultralightsquadron.org

Vote New Board Officers
Saturday June 4

Please submit any information, events, things to brag about, funny anecdotes, etc. to be included in the next issue of the Ultralog by 20th of the month. Send them snail-mail to: Jim Farthing, 1614 Quiet hills Dr., Oceanside, CA 92056 Or email to : farth001@cox.net and put ULTRALOG in the subject line.

The ULTRALOG can be viewed online at www.ultralightsquadron.org