



www.FoothillFlyingClub.com

# Foothill Flyer.....

The official newsletter of The Foothill Flying Club

VOL. 3 ISSUE 06

JUNE 01, 2010

## Pilot Bags In Stock

### CRM BAG



### Sport Pilot Center

### Light Sport Aircraft Sales



### Gobosh.Aero



Foothill Flying Club  
1749 W. 13th Street  
Upland, CA 91786  
(909) 917-5851  
tony@foothillaircraft.com



**Mike Randazzo**  
Private Pilot  
May 27, 2010  
Mike Pattison CFI

### June 3rd Webinar

Gene Benson  
Keeping the  
Dirty Side Down  
[https://  
www2.gotomeeting.com/  
register/796284218](https://www2.gotomeeting.com/register/796284218)

**Hesperia Flyout Photos**  
can be seen at Facebook  
[http://  
www.facebook.com/pages/  
Upland-CA/Foothill-Flying-  
Club-109743109825](http://www.facebook.com/pages/Upland-CA/Foothill-Flying-Club-109743109825)

### Dave Franklin Ground Schools

Private Pilot Ground  
School Begins

**August 3rd**

Call Tony Settember  
909 917 5851

## Airport Tennant and Club Safety Meeting

Monday June 21st 7:30pm  
Foothill Flying Club Lounge

Featuring Steven Dale, Air Traffic Controller  
Past Present and Future of Air Traffic Control

### Aviation and Air Traffic Control



## Fly Inverted Today!



Fully Aerobatic Citabria

Mt. Sac and Chaffey College Students ask for special discounts.



## TRAINING CLASS



### GPS OPERATIONS GARMIN 430 GPS TRAINING

**Friday June 4th**

**7:30 PM**

**Ground School Building**

**Present by:**

**Jim Byrd**

*Register At Foothill Flying Club*

*(909) 917-5851*

## Christopher Keys Earns Scouting Highest Rank



Christopher Keys of Upland has earned the rank of Eagle Scout.

To honor him, an Eagle Court of Honor and Reception was held this past Saturday in Upland. Christopher began his scouting career in first grade as a Tiger Cub. He continued advancing through the ranks of Cub Scout, Webelo, earned his Arrow of Light Award and on to Boy Scout. Chris completed 24 merit badges, served in several leadership positions within his troop and also with the Venture Crew. He has volunteered many hours to the Kiwanis Club, Lion's Club, and a variety of service projects for the Upland community.

While attending ground school at Cable Airport in Upland, Christopher found a need for his Eagle project. The building needed work to repair and eliminate water damage from rain runoff. Through community donations, consulting with experienced contractors, he provided leadership for over 20 volunteers providing a total of 400 man hours to complete the project.

Christopher is a senior at Upland High School and a four year member of the award winning Upland Highland Regiment where he plays bass trombone. He also performs with the Upland High School Bagpipe band. After graduation Christopher plans to attend Embry-Riddle Aeronautical University in Prescott, AZ majoring in aeronautical science.

Christopher is the son of Donald & Beverly Keys of Upland.

### The POMONA VALLEY PILOTS ASSOCIATION PRESENTS An FAA FAASTeam Program

Featuring  
**Richard Eastman CFI, MEI  
and Member of the  
SoCAL Airspace Users  
Working Group (SCAUWG)**  
Topic: Los Angeles Basin Hot Spots and Related Issues; An overview of the Basin's Practice Areas; Proposed LGB Class C Airspace and its' impact on SNA's Class C; Possible Changes to Disneyland's Permanent TFR and ONT's Class C Airspace.



LOS ANGELES BASIN HOT SPOTS

**Thursday June 17th, 2010 7:30pm Brackett Field Admin. Bldg.**

# CABLE

1749 West 13th Street



# GRAM

Upland, CA 91786-2199

June 2010

[www.cableairport.com](http://www.cableairport.com)

Vol. 41, Number 06

Editorial By Tony Settember

Here We Go Again! Your airport will need your help.

## California issues regulations affecting flight schools & CFIs

According to the National Air Transportation Association NATA

Late last year, California passed Assembly Bill 48 (AB48), which reauthorized the Bureau for Private Post Secondary Education (BPPSE). AB48 removed an exemption for flight training facilities that had been included in previous versions of the BPPSE's authorizing legislation. The BPPSE recently issued its proposed regulation for public comment.

The purpose of the BPPSE is to ensure that students receiving post-secondary education in the state receive quality instruction and are protected from loss of pre-paid tuition in the event of an institution's closure. The BPPSE has classified flight training facilities as post-secondary educational intuitions and, therefore, subject to its regulation.

Currently the BPPSE is interpreting AB48 in a way that will require the bureau to regulate all flight training providers, regardless of size.

***Under this interpretation, an independent certified flight instructor will be required to comply with all provisions of the proposed rules just as a large Part 141 school would.***

Call your state Senator and Assemblyman! AB48 in its current form will put  
Foothill Flying Club and most local independent flight instructors  
**OUT OF BUSINESS.**

Each independent flight instructor will be treated like a huge Part 141 Flight School College including:

Submit an 8 page application for "approval to operate" as a Flight Instructor;

Become subject to audits by state committees that will inspect each CFI's equipment and facilities, audit their business plan and interview their students to determine the progress of instruction; Ensure each instructor meets the minimum state criteria for educational programs; Make sure each instructor has a minimum of 3 years of education or experience in flight instruction, and ensure that each instructor can meet the financial responsibilities established for all state educational institutions.

Each flight instructor will have to pay \$2.50 per \$1,000 of their income into a state fund which is supposed to protect students from losing their money in the event the CFI disappears with their money.

More Fees Each CFI will pay:

Application Fee \$5,000

Renewal Fee every 5 years \$3500

Second Location Fee \$1000

Operational fee of 3/4 of a percent of the CFI's income (not to exceed \$25000 annually) .

These proposed regulations were crafted without an understanding of the flight training industry. A quick read of both AB48 and the proposed regulation demonstrates that these rules were designed for traditional private colleges and technical schools, not the hundreds of small businesses and individuals that provide flight training in California.

Local CFI's will be forced to be employed by large state approved institutions, or move out of state if they wish to keep instructing. Cable Airport may not be able to survive without flight training in the center of its business model . Flight Training is the feeder for future hangar rents, café breakfasts, fuel purchases, and aircraft maintenance.

The proposed regulations will be open for public comment until June 7, 2010. A public hearing will be held for the BPPSE to receive comment on the proposed regulations in Sacramento, CA on June 7, 2010

.....  
: "World's Largest Family-Owned, Public-Use Airport" :  
.....

# Dominguez Rancho Adobe Museum Celebrating 100 Years of Flight



Glenn Curtis 1910



It is said that Orville and Wilbur Wright flew the first powered, controlled, heavier-than-air airplane at Kitty Hawk, North Carolina on December 17, 1903. It is considered by most the birth of aviation. In 1909, just 6 years after the Wright Brothers' first successful flight, the first international air meet in the world was taking place. August 22—August 29, 22 of the world's leading aviators met at a racetrack in Reims, France to compete in the first organized international air meet. Lucrative cash prizes and impressive trophies enticed competitors to set new records in the best flights of distance, altitude and speed. All competitors were French except George Cockburn, a Scot and Glenn Curtiss, an American. Curtiss was the first to fly the two laps around the 10-kilometer course. He averaged 46.5 miles per hour and set the benchmark time of 15 minutes, 50 seconds. Other well know aviators Hubert Latham, Bleriot, Henri Farman and Eugene Lefebvre tried to beat his time, but failed. Curtiss was proclaimed "Champion Aviator of the World." Between 300,000 and 500,000 spectators witnessed the races and contests during that week.

Curtiss won the Gordon Bennett Trophy and this meant he could choose the site of the 2nd International Air Meet anywhere in the world; he chose the United States. In January 1910, an actor named Dick Ferris, and Henry Huntington, the electric railway magnate, sponsored the first international meet ever held in the US. Records were broken, fame was tasted, and glittering prizes were won. Roy Knabenshue and Lincoln Beachey achieved the unprecedented speed of sixteen and a half miles per hour in a dirigible race, but the meet was dominated by another pair of aeronauts flying heavier-than-air machines, gasoline-powered, propeller driven, double winged, one-man aeroplanes. The fliers were Glenn Curtiss of Hammondsport, New York and Louis Paulhan of France.. Thus began the history of aviation in California.

The site of this 2nd International Air Meet was the Aviation Field on the Rancho San Pedro in Southern California. Planners were looking for a site with good weather, soft breezes, and no trees to obstruct flight. They chose the Dominguez Rancho. Its advantages included an undeveloped, isolated, high mesa to better control access for paying spectators. Nearby Pacific Electric "Red Car" and steam train lines afforded transportation and could handle capacity crowds, and importantly, the Dominguez family granted free use of their property.

From January 10 to January 20 the pilots invited a variety of participants that included not only aeroplanes but hot air balloons and dirigibles. Louis Paulhan (French) set a new altitude record (4164 ft.) endurance record (64 miles 1 hr. 49 secs.) and won \$14,000 in prize money. Glen Curtiss won two events: fastest speed with a passenger (55mph), and quickest start (6 2/5 secs., covering 98 ft.) Curtiss took home \$6500 in prize money. Attendance at the air meet surpassed all expectations. During the ten day period, 226,00 spectators converged on Dominguez Field. Gate receipts equaled over \$137,500. Many believe the event launched the aviation industry on the West Coast. The event also appeared in 1911 and 1912.

**The Dominguez Rancho Adobe Museum invites  
you to join them in celebrating the**

**2010 Centennial Celebration Aviation Day  
Saturday June 12, 2010**

**go to [DominguezRancho.org](http://DominguezRancho.org) for more information**

## **PLANNING GRANT** *By Bill Blanchard*

Cable Airport has signed a Grant Acceptance from the FAA. Two goals will be accomplished by the Grant. The first is an update of the Twenty-Year 1980 Cable Airport Master Plan. The second is an update of the 1992 Airport Layout Plan. Acceptance of both of these critical documents is necessary for FAA approval of construction projects on the airport.

City of Upland approval of the Master Plan is required for pulling necessary permits.

The Grant Acceptance was the culmination of several months of advertising for interested firms, rating responses to questions and interviews with the two top-ranked firms. AECOM, an international company that has a large transportation planning and engineering division with a local office in Ontario, has been given a contract to develop both documents. In order to keep the public (the tenants of the airport, residents of the surrounding area, and any other interested parties) informed, a portion of the airport's web site ([cableairport.com](http://cableairport.com)) will be devoted to this project.

Bill Blanchard, Planning Director for the airport, will be responsible for representing the airport in discussions with AECOM, the FAA and other entities.

The July CableGram will contain more detailed information and dates for the two public meetings that will be held as part of the process. Pages will start appearing on the web site around the end of June. Eight months is the expected time frame to complete the contract with AECOM.

# As The Beacon Turns . .

Cableites have been busy with their projects; traveled to the far reaches of the world; joined together in the proverbial search for a fun place to fly for breakfast, brunch, or dinner; and taken that terrifying step into the wild blue yonder, trusting that their many hours of love and labor will hold together until they touch down again. Most of us other Cableites never hear about these adventures or possibilities. Along with other pertinent happenings affecting Cable Airport.....

## As The Beacon Turns . . . . .



May 26 2010 Fakarava.....somewhere in Polynesia  
 What a place. My absolute favorite so far since we made landfall in Polynesia, and lo, only one night! But such a treat, something to savor. First of all, the water color was not to be believed. I really mean it -- I was in awe the entire time at the myriad variations of green and blue and turquoise, I've never seen anything more beautiful. And underneath that colorful surface, a fairyland of coral and creatures in such abundance, most of it in less than 10 feet of water. And ashore, a little tropical haven.

*Ever wonder what it would be like to sail a little boat across the wide blue ocean? Then, wonder through all of the little atolls and islands!*

Follow along with Alison and Allan on their Blog site [www.sailblogs.com/member/flyaweigh/](http://www.sailblogs.com/member/flyaweigh/)



*Remembering those who paid for our freedom.*



## Here's to all the service men stationed away from their families around the world!! We thank U

Dear Cableites,

moved from this area two years ago is coming back. This was not such a big surprise since we had indicators that this might happen once the elections were over. What was a surprise is how fast it happened. From the day they told us it would happen, it was a total of two weeks, and the Brigades had swapped Areas of Operation. This feat is quite interesting since you are talking about moving about 1,600 personnel and a considerable amount of equipment from one side of the country to the other in just two weeks time including all the coordination and the actual move itself. If the U.S. Army did something like this it would take about 18 months with planning commissions, site development, environmental impacts....etc, etc, etc. So you have to give the Iraqis some credit that they were able to complete the move in such a short time. Now don't even think that it was by any means done to U.S. standards, but it was completed. Most of their trucks were loaded beyond the designed capacity and it looked like a scene out of the movie "Grapes of Wrath" with furniture, equipment and personnel stacked beyond reason, but hey they made it happen. They only suffered three accidents with only two personnel seriously injured; thankfully all should be able to return to duty however.

Hello from the land of sand, dust, sand vipers, more dust, and camel spiders, and more blowing dust. Things here continue to change on a daily basis. Within the first few days of May we received news from the Brigade that we were sent here to train is moving back to the Somawa area Iraq, along the Saudi and Kuwait border, and the Brigade that was moved from this area two years ago is coming back. This was not such a big surprise since we had indicators that this might happen once the elections were over. What was a surprise is how fast it happened. From the day they told us it would happen, it was a total of two weeks, and the Brigades had swapped Areas of Operation. This feat is quite interesting since you are talking about moving about 1,600 personnel and a considerable amount of equipment from one side of the country to the other in just two weeks time including all the coordination and the actual move itself. If the U.S. Army did something like this it would take about 18 months with planning commissions, site development, environmental impacts....etc, etc, etc. So you have to give the Iraqis some credit that they were able to complete the move in such a short time. Now don't even think that it was by any means done to U.S. standards, but it was completed. Most of their trucks were loaded beyond the designed capacity and it looked like a scene out of the movie "Grapes of Wrath" with furniture, equipment and personnel stacked beyond reason, but hey they made it happen. They only suffered three accidents with only two personnel seriously injured; thankfully all should be able to return to duty however.



From Iran with Love!  
 (captured 107mm rockets)



There is more to this message and more pictures, so please go to [www.cableairport.com/cablegram/june](http://www.cableairport.com/cablegram/june)  
 Best Regards, MAJ Peter Queyrel 10-4 Border Transition Team TEAM DESTROYER Amarah, Iraq

**EAA Builders  
 Stay Current  
 Join Foothill Flying Club**

[www.vintagebiplanerides.com](http://www.vintagebiplanerides.com)  
  
**Capt. Nicks  
 Vintage Biplane  
 Rides  
 (909) 518-2745**

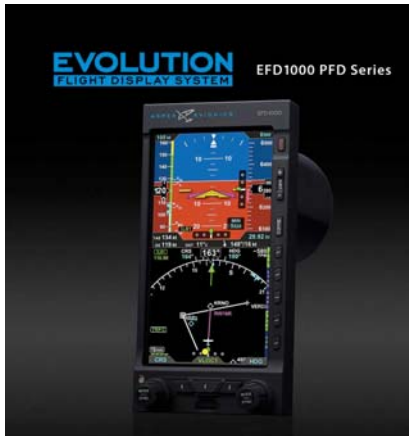
*It is always darkest before the dawn, so if you are going to steal your neighbors newspaper, that is the time to do it.*

**Maniac-Mikes Café**

Mike and the crew would like to thank all of you for your participation in the ALS drive on Mothers' Day.



*To the surviving families of  
United States Veteran Heroes..  
I give you my infinite  
thanks for  
my family's freedom.*



Several Airplanes on the field are upgrading their instruments to the **Aspen Evolution.**

Call Curtis Cable for prices and your installation date.

**909-985-1977**

For Sale at [www.FoothillAircraft.com](http://www.FoothillAircraft.com)

- 1975 Beech B24R Sierra
- 1968 Cessna 172/180hp
- 1969 Cessna 150/150HP
- 1964 Mooney M20E
- 2007 Sting Sport LSA
- 2007 Gobosh 700s LSA
- 08 American Legend Cub
- 1979 Piper Warrior II
- 2008 Gobosh 800xp LSA
- 1980 Turbo Seneca II  
C/R Props



1964 Mooney M20E



1975 Beech B24R Sierra



1941 Porterfield 75C  
Partnership \$7500

Contact Tony or Kent at 562 505 6518

**Cable EAA Chapter 448** Meets second Saturday of the month, 1130am at the chapter facility on the north side of the field. All members are welcome to attend.  
**Next meeting, June 12th at 11:30am**  
WEB site: [www.eaa448.org](http://www.eaa448.org)

**Civil Air Patrol Squadron 25** Meets **every Tuesday** at Cable Airport in the CAP HQ on Benson Ave from 6:30pm to 9:00pm. Call (909)982-4014 for information.

**Pomona Valley Pilots Association** Contact Virginia Harmer (909) 987-0087 or visit the website for meeting information. [www.pomonavalleypilots.org](http://www.pomonavalleypilots.org)

**San Gabriel Valley 99's** Chapter of the International Organization of Women Pilots. All lady pilots and lady student pilots are welcome. Contact Virginia Harmer at (909) 987-0087. or [dvharmer@juno.com](mailto:dvharmer@juno.com) for information.

**3rd Pursuit Squadron, Commemorative Air Force** Call (909) 751-1131.

**Veterans of Foreign Wars Post 10489**  
Meets **first Wednesday, 7:00 p.m., CAF Building.**  
(909) 985-0476

**2011 Air Show Committee Meeting**  
**Wed. Sept 1st, 6pm Maniac-Mikes**

**AIRPORT TELEPHONE DIRECTORY**

Emergency Services.....	911
Cable Airport Office .....	(909) 982-6021
Aircraft Interiors by Sill.....	920-3740
Bledsoe's Aviation Art.....	986-1103
Cable Flying Club.....	917-5851
Civil Air Patrol.....	982-4014
Commemorative Air Force.....	751-1131
Elk River Aero.....	920-0460
Falcon Aircraft Insurance.....	949-4993
Foothill Aircraft Sales/Service.....	985-1977
Foothill Aircraft Parts.....	985-8837
Foothill Aircraft Radio.....	985-1977
Foothill Flying Club.....	917-5851
Maniac-Mikes Café.....	982-9886
Sky West Instruments.....	985-5718
Sport AeroColor.....	920-0460
SoCAL TRACON.....	(619) 537-5800
SoCAL TRACON (IFR Clearance/Release).....	(800) 448-3724
FSS.....	(800) WX BRIEF
Riverside FSDO.....	(951) 276-6701

**E-Mail stories or pictures to :**

Mary Barnett [cas@cableairport.com](mailto:cas@cableairport.com)  
Tony Settember [tony@foothillaircraft.com](mailto:tony@foothillaircraft.com)

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