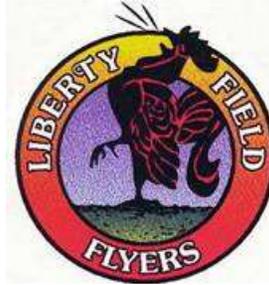


# **LIBERTY FIELD FLYERS**

## **MARCH 2013 NEWSLETTER**

*(Note: if you can't see graphics, open the PFD attachment)*



**EAA Chapter #1534**

### **Officers:**

President: Luke Wings

Vice Pres.: Chris Rampoldt

Secretary: Mark Johnson

Treasurer: Vic Bologna

### **MEETING DATE CHANGE & FLYOUT ANNOUNCEMENT**

Luke announced that our meeting will be postponed a week to enable participants in the Club to fly to Shelter cove on Saturday March 9th. Anyone wishing to join the flight should contact Chris or Luke. The slower planes (Les) will leave at 0930 and the faster ones (Luke, Chris, and others) at 1000.

The meeting will be postponed until March 16<sup>th</sup> at our regular time and place.

### **FEBRUARY 9<sup>TH</sup> 2013 MEETING MINUTES**

*By Mark Johnson (unedited, including all grammatical mistakes)*

The meeting was brought to order by our president Luke Wings at 1 PM. Everyone was invited to introduce themselves and give a flying report as it related to safety issues.

LUKE said the safest pilot is the best pilot. The one who is best trained and able to adjust to all circumstances and the one who learns from their mistakes.

BILL said he has had 24 engine outs in his life – all 2 stroke engines and since he practices regularly for such a possibility there has been no serious problems.

ERIC says he has not flown in a while so no problems.

PAUL said he is thinking of bringing his plane to the USA so he will have more to say then.

DAREN is ready to fly except for some fuel lines and wiring. He will be back from vacation in 4 months.

CHRIS says his GT is for sale and his Cessna now has a new muffler and he fixed his fuel tank.

MARK said he has not had a flying "incident" in several years. Keep your fingers crossed.

HARRY is still taxi-ing around and is waiting for good weather to fly.

LES had a small battery fire while transporting his electric plane batteries but they fixed the problem.

ROD lost his hanger and is back in Lodi. He will solo soon!

Meeting adjourned at 2 PM.

### **YOUR 2013 DUES ARE DUE**

Please bring your \$45 dues to the meeting or mail it to our Treasurer, Vic Bologna at 4760 Lakeshore Blvd., Lake Port Ca. 95453.

## MEMORIES OF ACES PAST... TONY TONI

LFUF  
INTERVIEWS

“ace”  
of the month

Tony Toni



Tony buying his latest Rans and verifying that it comes with a propeller!



Tony with his Rans S-9. “That plane was capable of great aerobatics.”



Tony in front of his Phantom just before he chopped off the front of it with the propeller. (see below)

### LFUF: How did you get into ultralights?

In 1980 I saw a Quicksilver in a county fair and thought that looked pretty slick. so I started taking lessons and after 4,500+ hours in the air, I am still learning. Since then I have flown over 30 types, and models of aircraft including experimentals and general aviation.

### LFUF: What is one of your more memorable flights?

We once flew a 500 mile roundtrip from Paris, CA to Bullhead City, AZ. Getting there was routine but coming back, one of the coils was not firing so often I was only firing on one cylinder. All this was over barren desert without anywhere to land. However, we managed to make it to a private field near 29 Palms and got permission to land but the Air Force base there saw fit to send out an F-16 to check us out. It passed less than a quarter mile in front of us going about 125 mph. You dont see that everyday! I had to leave my plane there and continue on with my flying buddies to home base. I put a new coil in the car and drove back and fixed my plane there and flew it home.

### What was your most harrowing flight?

I have had several. One time, while flying with two pilots from Disney World, the bearings burned out on my Phantom and the propeller came off and chopped off the front of my plane... just missing my feet by inches. I was still able to land it and requested a trailer to carry it back to home base.

On a 200 mile return trip from the Colorado River at about 6,000' descending from a mountain range, I noticed the temepature was rising and I smelled radiator fluid. At 500' the engine seized and I was forced to land in a small area 300' by 300' with telephone poles on one side and a barb wire fence on the other with a 20 mph crosswind! My friends who were flying with me said there was no way they were going to land in that place so they continued on to Paris, CA. They brought the trailer back and with the help of local fireman, we moved the plane out of there and disassembled it and put it in the trailer.

### LFUF: What was one of your most fun flights?

As a BFI instructor, they are all fun because I really enjoy helping people learn to fly. And remember, those few harrowing flights are the only bad experiences I have had in over 4,500 hours of flying.

Next month we interview whoever volunteers

## DISTRACTIONS DURING CRITICAL PHASES OF FLIGHT

*By Chris Rampoldt*

It made me smile at the last club's meeting when I mentioned that all the pilots in the room could perhaps share a story about a time when they had been flying and created a problem by doing something in the cockpit that caused inattention to their airplane's direction or potential damage to others. Everyone seemed to have a story to tell but the meeting had to end pretty soon, so maybe we can continue this practice at a future meeting. My story, (and I have a few), is about the time I got fixated on opening a stuck air vent in a cockpit on a 100 degree afternoon in the Mojave desert.....my timing couldn't have been worse.

I was a pretty new private glider pilot and having taken my private check ride a couple of months ago I was pretty confident about my abilities...and quite relaxed. I had learned to fly being towed up behind a 1956 Dodge on a 4 mile long dry lake with a 2,000 foot cable, then I moved on to the air tow behind a WW2 PT12 trainer with a 500 foot cable. The trick to the takeoff behind the large taildragger was to lift off at 40 miles an hour and then stay only 2 feet off the ground until the towplane lifted its tail, gained 60 mph. and took off. It's a pretty fast and noisy process with the metal skid scraping the runway until you get up to speed and not much room for error until you both lift off and climb to 2000 feet for the drop off.

Like I said, it was a hot day and I had a hot girl in the back seat as a passenger and I noticed the one air vent in the center of the dashboard was closed. I gave the thumbs up to the line boy to level my wings which gave the towplane pilot the signal to take off. As the takeoff roll began, I began a silly struggle with the airvent which should have just pulled out but it refused to budge. Since I didn't have a throttle to deal with, I went down the runway with my right hand on the control stick and my left hand pulling at the stuck vent...not real smart. My liftoff was fine, and I was lined up right behind the towplane but I let out the "s" word when I realized due to my distraction I was way too high and I was pulling the tail of the towplane up. Now the only way he can take off is to have his tail low enough to increase his angle of attack on the wings to lift off. He was not a happy camper because although he could eventually overpower my lifting of his tail, the end of the runway was coming up fast and he had to make a decision to continue or pull the cable release, in which case I would end up in the sage brush at the side or end of the runway. Luckily at the last second I dumped my nose and released the pressure on his tail and we both climbed out like nothing happened.

Later he told me it really wasn't that much of a problem, but I think he was just being nice to a new pilot. Distractions will and do happen....loose doors pop open...right after takeoff, Oil doors slam open....right after takeoff. The number one thing to remember and do first....FLY THE AIRPLANE!!!!!! , Number 2....NAVIGATE....continue your climb or navigate away from a busy area. Number 3.....COMMUNICATE..... talk if you have to return to a towered airport. Hope the weather is good for Shelter Cove this next Saturday. See you then. Chris.

## UPCOMING EVENTS

### **SAFETY MEETING:**

The Willits EAA Chapter 1027 fly-in meeting, lunch and safety seminar, this Sunday, March 10th at Willits Airport, O28, beginning at 1100 until 1500.

This month's safety seminar is about airport signs and markings, important items for pilots to know in order to operate safely. This seminar will allow pilots to complete the Wings Program on this subject on line, and will serve as a good refresher to all.

Lunch will be beef tacos, refried beans, dessert and beverage for a donation of seven dollars. All are welcome, along with any guests they may want to bring.

This is an advertised Historic Aircraft Display event, with certificates of display available free of charge.

Alert- Sunday is the beginning of Pacific Daylight Savings Time. You might want to turn your clocks ahead one hour at bedtime Saturday evening in order not to be late for the lunch Sunday!

#### **CAFÉ FOUNDATION ELECTRIC AIRPLANE SYMPOSIUM**

Members of our chapter can obtain ½ price tickets for the 2-day EAS that will be held April 26-27 at the Flamingo resort in Santa Rosa. Anyone interested in electric flight is encouraged to attend. To sign-up contact: [http://www.cafefoundation.org/v2/ea\\_eas\\_2013\\_reg.php?type=student](http://www.cafefoundation.org/v2/ea_eas_2013_reg.php?type=student).

#### **CLOVERDALE QUALITY SPORT FLYIN AND EAA YOUNG EAGLES FLIGHT:**

Quality Sport plane will have its Open House on May 4<sup>th</sup> in conjunction the Santa Rosa EAA chapter's Young Eagles flyout. If you want to fly Young Eagles contact [Chapter 124's](#) through their WEB site (<http://www.eaa124.org/>). Flights are from 0900 till 1200 hours.

You can view Quality Sport Plane's WEB site at <http://www.qualitysportplanes.com/> to find out more about their Open House.

### **THIS MONTH'S PICS**

We have no pictures this month and if you don't send in your flight or Club related pics this section will not appear in future Newsletters.