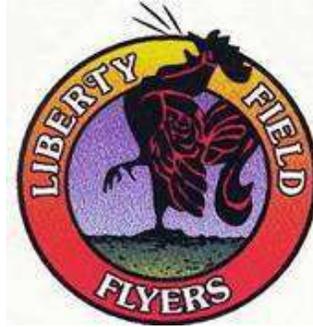


# LIBERTY FIELD FLYERS

## MARCH 2014 NEWSLETTER

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



**EAA Chapter #1534**

### Officers:

President: Les Goldner  
Vice Pres.: Mark Johnson  
Secretary: Chris Rampoldt  
Treasurer: Vic Bologna

## MARCH 8<sup>TH</sup> MEETING ANNOUNCEMENT

Our meeting this month will be at 1-PM this Saturday in our Club hanger (16C) with the free Pizza and pop available prior to the meeting (thank you Mark for picking up the pizza).

Once again, we do not have a speaker so this meeting is an opportunity to find out what each of us is doing, discuss flyouts and activities for 2014, and discuss our 2014 officer elections. In addition, Chris Rampoldt will propose a flyout schedule.

## FEBRUARY 8<sup>TH</sup> 2014 MEETING MINUTES

(By Mark Johnson).

The meeting was called to order by our president Chris Rampoldt at 1300 hours in the Liberty Field Fliers Pilot's Lounge. There were 12 people present.

The guests were introduced and everyone welcomed them by stating their names and a brief description of their flying experience. Les apologized for the late Newsletter but assured us that our web site is up and running.

Wayne mentioned he still has to replace a few substandard bolts but otherwise he is ready for flying instruction!

### **OLD BUSINESS:**

The minutes of our prior meeting were approved.

Vic said the club bank account has \$4,600 and that there were still people who have not paid their dues.

We then discussed the value of having two fly-out schedules but after much debate, we decided to stick to just one due to the fact it would be less confusing.

### **NEW BUSINESS:**

Since there was no new business, we decided to get right into the election of new officers. Les agreed to accept nomination for President provided someone provided him with the Newsletter material each month and Chris agreed to do this and accepted nomination as Secretary. Mark agreed to vacate the Secretary job and run for VP. The vote by the members was unanimous and the following are our new officers:

Les Goldner was reelected President  
Mark Johnson was elected Vice president  
Vic Bologna was reelected Treasurer  
Chris Rampoldt was elected Secretary

Everyone was pleased with the results and we adjourned the meeting at 1500 hours... just when all cell phones went off to alert us to local flood warnings!

## **DUES ARE OVERDUE**

If you have not paid Vic yet for the privilege of being a member of the Liberty Field Flyers in 2014, pls do so now. Send your \$45 membership fee to our treasured, Vic Bologna at 4760 Lakeshore Blvd. Lake Port CA 95453.

## **WORDS FROM OUR VICE-PRESIDENT**

By Chris Rampoldt

This article starts out with a reminder that this Saturday we will have our usual meeting in the Club Hangar with Pizza at 12:30 and the meeting at 1:00. The meeting will be chaired by our new, re-elected President Les Goldner. One of the things we will talk about will be next year's schedule of flyouts and new places to go. I was talking to Bill two weeks ago and he mentioned having a sort of flying rally where you fly to different airports and get clues to solve a puzzle at the end of the flight. The clues could be on the airports or even on the rally route. All planes would be encouraged to compete of course. Sounded like a good idea to me. Three years ago I put a prize out in the middle of the field at Liberty Field and gave the GPS coordinates to about four pilots for a Saturday competition. Only two pilots could get their GPS's working and when Les came the closest to the location on the ground we found out someone had taken the prize away when they saw me put it there the previous day. Oh well.

Harry's apparently got himself a new used Challenger plane and it should be flown down from Dunsmuir Airport near Mount Shasta in about a month. Good Luck with it Harry. I think Wayne has a new instructor for his plane so hope he will be learning soon. Many of us learned to fly in that model of QuickSilver and I must say it sure was a good trainer. Wayne's particular airplane belonged to Kelly Kikert in the mid-nineties and was well known for its paint job and its wild flights all over the Sacramento Delta area. He flew it from his friend's back yard in Antioch, buzzing boats on the water, taking topless maidens flying for free, and I also saw the photos of him towing water skiers with it. He had that airplane on amphibious floats of course and one year he flew over to Liberty Field for our annual flying competition and got first place in all three of our events....and that was on floats! He was most famous for cutting off the electricity for over a thousand Delta residents when he flew into a high power electric line at low altitude, flipped over and continued flying and landed safely. They caught him when they examined his airplane and saw the melted aluminum on his rudder pedals. That was the good old days.

The new FAA Medical Bill that has been proposed in Congress is very interesting. It will definitely make many of the general aviation airplanes keep their value better, but of course it may hurt the new Sport Light manufacturers. We'll see what happens but I still want to fly low and slow. See you at Saturday's meeting! Chris. P.S. Attached is a Photo from the trip to Peru. Caption for the Photo reads,"First there was SuperMan, then came Batman, then from Peru we have....."!

## **THE FAA; ON ALLOWING UAVs TO COMPETE WITH US IN THE SKIES**

(By Molly McMillin; The Wichita Eagle)



Courtesy photo

Wesley Berry, the CEO of FlowerDeliveryExpress.com in Detroit, says he already has begun to experiment with drones to deliver flowers in Detroit and elsewhere.



Sergei Grits/ File photo

Unlike the United States, many other countries already allow the use of drones. At the Sochi Olympics in Russia, drone cameras were used to capture the action.



Pedro Rivera/ File photo

Pedro Rivera, a Connecticut videographer, is suing police in Hartford, Conn., over a dispute regarding his use of an unmanned aircraft to record images of a traffic accident earlier this year.

The Federal Aviation Administration wants to debunk some misconceptions about FAA regulations regarding unmanned aircraft as it works to come up with a plan for their use in the United States. The FAA posted an article on its website, "Busting Myths about the FAA and Unmanned Aircraft," detailing what it called common myths and corresponding facts.

The FAA estimates that by 2018, about 7,500 small commercial unmanned aerial systems could be in use, assuming the federal government develops and implements rules for their use. In 2012, Congress passed a law tasking the FAA with developing a plan for "safe integration" of unmanned aerial systems by Sept. 30,

2015. That integration will be made incrementally. The FAA expects to publish a proposed rule for small unmanned aerial systems – those weighing less than 55 pounds – later this year. The rule likely will include provisions for commercial operations.

One myth regarding use of such systems is that the FAA does not control airspace below 400 feet, the FAA said. In fact, the agency is responsible for the safety of U.S. airspace from the ground up. The misconception may have come because manned aircraft in general must stay at least 500 feet above the ground, it said.

Others believe that commercial unmanned aircraft flights are OK if they are over private property and under 400 feet. But the FAA, in a notice published in 2007, said that an unmanned aerial system may not be flown for commercial purposes by claiming it's operated according to the Model Aircraft guidelines, which state the model aircraft must be flown below 400 feet, be three miles from an airport and be away from populated areas. Commercial operations are authorized on a case-by-case basis, the FAA said. Commercial flights require a certified airplane, a licensed pilot and operating approval. To date, only two UAS models, the Scan Eagle and Aerovironment's Puma, have been certified, and they can fly only in the Arctic.

A third myth is that commercial UAS operations are a "gray area" in FAA regulations. Not true, the FAA said. "There are no shades of gray," the FAA said. Anyone wanting to fly an aircraft, manned or unmanned, in U.S. airspace needs some level of FAA approval, it said. Private-sector users can obtain an experimental-airworthiness certificate to conduct research and development, training and flight demonstrations. Commercial operations are limited and require the operator to have a certified aircraft and pilot and operating approval. Federal, state and local governments and public universities may apply for a Certificate of Waiver or Authorization.

Flying a model aircraft for hobby or recreation doesn't require FAA approval. But hobbyists must operate according to the FAA's model aircraft guides, which prohibit operations in populated areas.

Read more here: <http://www.kansas.com/2014/03/04/3324240/faa-uses-website-to-explain-regulations.html#storylink=cpy>

## **PICTURE OF THE MONTH**

Sorry, no one submitted any pics this month and I can't add any aerial shots since I'm not yet flying my new plane.

Please email your pics to [lgold@quantum-associates](mailto:lgold@quantum-associates) if you want photos published here.