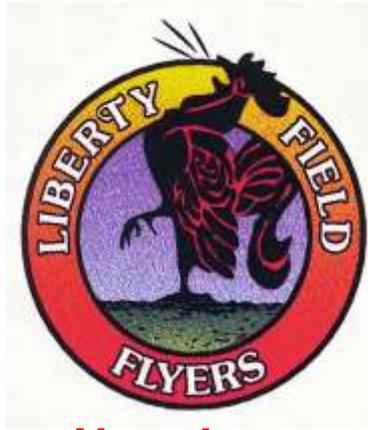


Liberty Field Flyers April 2007 Newsletter



Newsletter

USUA Club #3 EAA Chapter #106

Officers:

President: Les Goldner
Vice Pres.: Bim Lipp
Secretary: Mark Johnson
Treasurer: Vic Bologna

[April 14th Meeting Notice](#)

This month we will meet at Gordon's or Les's Hanger at Petaluma AP on April 14th at 4:30-PM.

Our speaker is Tom McGraw, an AOPA representative. He will bring us up-to-date on pending Federal and State legislation that could affect us, activities to keep airports open, and an attempt to by a builder to construct structures right in our traffic pattern at Petaluma. Tom is on the Airport Commission and a good turn-out will help establish our legitimacy at Petaluma, so please plan to attend this meeting.

We will also discuss upcoming events and moving ahead with Airworthiness Certs for heavy ULs for those who have not yet converted.

[Unapproved Minutes of the March 10th Meeting](#)

Les Goldner called our 3/10/07 LFUF Meeting to order at 4:30-PM in his hanger. There were only 10 people in attendance because several active members were attending a repairman's certification course in Corning Ca. The attendees included one prospective member, Walt Gardner.

OLD BUSINESS

The February meeting minutes were unanimously approved.

Bim discussed his Healdsburg bagels-an-lox brunch fly-in, which was to occur the March 17th. The plan was to meet the slower planes over the golf course East of Santa Rosa and fly up the Russian River ; then back to Healdsburg. After lunch, we would fly together up to Lake Sonoma.

Don discussed his fly-out over the GG Bridge to half Moon Bay. After discussing the mode C transponder issue he decided to change the destination to Little River's Mendocino Municipal Airport.

Andre Mirek discussed a Turlock BBQ fly in and we decided to plan it for March 31st.

NEW BUSINESS

Jim Grimes discussed setting up a flight to Columbia for the two-day Aircoup fly-in Father's Day event there. No decision was made about this and Jim said he would get more information.

It was announced that Brian's Place is on the market because the family was split on whether or not to keep it. For those new members, Brian's Place was a regular fly-in spot until his unfortunate demise, about 2-years ago.

Meeting adjourned at 5:24-PM

Who went Down in Sonoma?

Stuart Baker, a new member, reported that a UL plane went down near Sweetwater Springs Road, which goes between Guerneville and Santa Rosa. The road comes out very close to the Santa Rosa Airport on Westside Rd. but Stuart doesn't know exactly where the plane went down. He doesn't think anyone got injured. This info came from his wife, Monica, who works in the Sheriff's Dept.

If anyone knows more about this, please email details (lgold@quantum-associates.com).

Club Events Planned for 2007

Events planned as of this date are shown chronologically below:

This is a special events calendar (which is not complete). Note that we can fly or drive and those of us with an extra seat volunteer to take club member passengers.

Also note that club members meet every Saturday at about 9:30AM for pilot's choice fly-outs.

April 14th (Saturday) Pre tax-day flight to Mendocino.

Don will coordinate our flight to Little River, near Mendocino. We will differ out and inbound routes on this 95-mile flight. We will leave Petaluma at 8:30-Am and fly up via Cloverdale, a half-way point, where some of us may need to gas-up or use of the head. Coming home we will fly the coast non-stop since and should go faster in following winds and should not need extra gas.

At Little River we will be able to get gas and take a cab into the historic town for lunch. We plan to leave Little River at 1:00PM so that we will be back in Petaluma well before our 4:30-PM monthly meeting.



The 95 Mile flight out of Petaluma

May 5th Cloverdale Quality Sport Planes Open house and BBQ

The Cloverdale Quality Sport Planes fly-in's BBQ is a lot of fun and a good source of revenue for our Club each year. In the past Vic has taken charge of the BBQ with assistance from Bim and Gordon, and Chris Desmond has donated the food and fixings. We fly or drive to Cloverdale to arrive 10:30-AM to set-up for the BBQ. Club members and their guests eat free but we ask for a \$5 "donation" from others. This year we are also responsible to routing planes to tie-downs and for bring tie-downs for club members.

This is also an opportunity to learn a lot about building metal LSAs. Michael Heintz, son of the engineer who designed the Zenith (Zodiac) line of aircraft, who runs Quality Sport Planes, is an excellent source of knowledge about aircraft design and construction.

May 26-27th (Sat-Sun) Open Cockpit Day at Castle AFB Museum.

We plan to fly up on Saturday, May 26th and spend Sunday morning looking into a variety of war planes (mostly heavy bombers) before flying back at in the afternoon. Castle was a B-52 base and some of us could land perpendicular on its huge runway! There is an almost unbelievable variety of planes on display. I think they have every US bomber from B17 to B1. You can see a rear SR-71 Blackbird and also see many of the British and US air force's fighters from WW-II to the present. (Not certain yet who will lead this trip.)

We want to stay at the Temporary Officers Quarters (\$30.night) but are unable to make reservations until mid May because active military personnel have priority. We can find alternate overnight accommodations if need be. Nine members have already signed up for this trip.

June 30-July 1st (Sat-Sun) EAA's Golden West Air Show Fly-in.

We have flown and driven to Marysville for this show in prior years, and have had good turn-outs. This show is a great source of information and new ideas. Several of us have camped out to make the Fly-in a two-day event. This year we expect better facilities and services for ULs. We may also find new ways to participate with the EAA.

July 14th BBQ's at Harvey's air strip

Again this year we will plan a BBQ for members and their guests. Vic is considering obtaining a food cart for the club. Details to be announced. Another BBQ may be held at Quality Sport Plane in Cloverdale in October if we are invited to the event.

August 18-19 Lake Pillsbury Camp-out.

Les will plan this one. Lake Pillsbury's Gravelly Valley airport, a big wide unimproved 2000' high gravel strip, surrounded by a lake and State parks, provides good camping either under the wing of your plane or at nearby campsites. The lake is about 90 miles north of Petaluma. Several of our UL and GA members participated and had a good time in the past and this is a good opportunity to get up close and personal with the local elk.

The only negative is the need to top 4500' over a mountainous area as you approach the 1900' high lake.

The March Events

This month we had fly-ins to Healdsburg and Turlock. The pics below tell the story:

The Healdsburg Fly-in

Bim hosted this bagels and Lox event, which was enjoyed by all. The faster ULs from Petaluma were to meet the slower ones from Healdsburg over a golf course west of Santa Rosa, but the two groups did not meet up until near Healdsburg (see Meeting Minutes).



The gathering just prior to being fed by Bim



Paul taking to the air at Healdsburg



Lynn saying goodbye and heading into the wild blue.



Les with his neighbor (Her first flight...She loved it)



A gaggle of ULs outside Bim's hanger



Flying high over the Russian River



Bim's great pieced-together 270-degree panoramic shot



Chris and Bim's relative who flew in a Chris's plane. A first-time flight

The Turlock Fly-in

Andre Mirek hosted this event. There were landing and water balloon drop contests. Les would have won both except he was too low for the drop. (Andre had to explain to him that his drop didn't count because his wheels were on the ground). We met up en-route with three folks flying out of Lodi, Mark Hadley, his son, and Ken Robbers.

The way home was a little "interesting" for Les and Mark. The wind picked up requiring them to stop for the night at Tracy. Then in the early morning they took off in light winds along with the hot air balloons. Before going 10 miles the headwinds picked up to 15-mph and then 20+ mph with turbulence almost all the way home.



The group at Turlock included some new members, three from Lodi, and locals



What we came to see... Andre Mirek's new plane (we didn't get a flying demo)



One of the planes from Turlock carrying Mark Huntley and son (nice paint Job)



Sitting around BS'ing



On the way home, Mark doing windmills (they were going 4500+ rpm)



Next morning Mark and Les were up with the balloons at Tracy. Mark wanted a pic of him so badly (“take the pic Les, take it! Come on take it Les”) that he constructed one.

[How to get Yourself Locked up,... or not](#)

It started out as an ordinary week day. Mark and Charlie decided to find some new landing spots. They were getting bored with 2-Rock and Harvey’s Place. Charlie said he built a road many years ago on Skaggs Island that was not being used and would probably be landable. Les joined in and the three headed out to find Charlie’s road.

Charlie proved he know how to build a good road because it was strait and flat, had no holes, and was just wide enough to land on. So the three landed there, but they didn’t stay very long. Within 5 minutes several federal security cars arrived and announced

that they were trespassing on Navy property. (Did you know that our Navy still owns Skaggs Is? Charlie didn't know!)

Since the group reported that one plane was having some engine problems and needed to land, the police had sympathy and decided not to smash up the planes or arrest the trespassers. Needless to say, the three took off rather quickly once they were allowed to leave.

Still looking for excitement, the group noticed a nearby barn and house with attached grass runway that seemed to say "land here". So they did. No one was home and the group could not see what was in the barn, which had a faded sign over its entrance announcing that it was an "International Aerodrome".

The pics below tell the story.



Charlie running from the Security force while Les took off (chicken)



Charlie on the ground with the cops (his road is on the top of pic)



Mark and Charlie at the "International Aerodrome" barn

Harvey's Field gets a Crew Cut!

Thanks to Mark, Harvey Goldberg, Mike Gold and Jim Grimes, your prop no longer has to mow through grass at Harvey's field. Jim spent many hours gallantly trying to fix a very old riding mower. He finally gave up and Harvey fixed his own mower so that Mark and Mike could cut the grass.

Light Sport Plane Progress

Most of the members who wanted to become Sport Pilots have now done so. Three (possibly four) members have signed-on to apply for same-day airworthiness certs to help facilitate getting someone from Oakland FAA FSDO to make the trip to Petaluma. The last should be ready in a month, but the group needs to decide whether or not to wait for this straggler.

Aircraft Electric course offered at Sky-Park

On April 21 and 22, Bob Nuckolls from *AeroElectric Connection* will conduct a course in engine and aircraft electrical systems. Bob is an expert in this field, having written the definitive text used by many experimental builders and those refurbishing small aircraft. See <http://aeroelectric.com/seminars/Sonoma.html> for details.

Fun Stuff

Exchange Between Pilot and Tower (Submitted by Bim Lipp who got it on the Web)

Tower: "Delta 351, you have traffic at 10 o'clock, 6 miles!"

Delta 351: "Give us another hint! We have digital watches!"

Tower: "TWA 2341, for noise abatement turn right 45 Degrees."

TWA 2341: "Center, we are at 35,000 feet. How much noise can we make up here?"

Tower: "Sir, have you ever heard the noise a 747 makes when it hits a 727?"

*

A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?"

Student: "When I was number one for takeoff."

A DC-10 had come in a little hot and thus had an exceedingly long roll out after touching down.

San Jose Tower Noted: "American 751, make a hard right turn at the end of the runway, if you are able.

If you are not able, take the Guadeloupe exit off Highway 101, make a right at the lights and return to the airport."

*

A Pan Am 727 flight, waiting for start clearance in Munich , overheard the following:

Lufthansa (in German): " Ground, what is our start clearance time?"

Ground (in English): "If you want an answer you must speak in English."

Lufthansa (in English): "I am a German, flying a German airplane, in Germany. Why must I speak English?"

Unknown voice from another plane (in a beautiful British accent): "Because you lost the bloody war!"

*

Tower: "Eastern 702, cleared for takeoff, contact Departure on frequency 124.7"

Eastern 702: "Tower, Eastern 702 switching to Departure. By the way, after we lifted off we saw some kind of dead animal on the far end of the runway."

Tower: "Continental 635, cleared for takeoff behind Eastern 702, contact Departure on frequency 124.7. Did you copy that report from Eastern 702?"

BR Continental 635: "Continental 635, cleared for takeoff, roger; and yes, we copied Eastern...we've already notified our caterers."

One day the pilot of a Cherokee 180 was told by the tower to hold short of the active runway while a DC-8 landed. The DC-8 landed, rolled out, turned around, and taxied back past the Cherokee.

Some quick-witted comedian in the DC-8 crew got on the radio and said, "What a cute little plane. Did you make it all by yourself?"

The Cherokee pilot, not about to let the insult go by, came back with a real zinger: "I made it out of DC-8 parts. Another landing like yours and I'll have enough parts for another one."

*

The German air controllers at Frankfurt Airport are renowned as a short-tempered lot. They not only expect one to know one's gate parking location, but how to get there without any assistance from them. So it was with some amusement that we (a Pan Am 747) listened to the following exchange between Frankfurt ground control and a British Airways 747, call sign Speedbird 206.

Speedbird 206: " Frankfurt , Speedbird 206! clear of active runway."

Ground: "Speedbird 206. Taxi to gate Alpha One-Seven."

The BA 747 pulled onto the main taxiway and slowed to a stop.

Ground: "Speedbird, do you not know where you are going?"

Speedbird 206: "Stand by, Ground, I'm looking up our gate location now."

Ground (with quite arrogant impatience): "Speedbird 206, have you not been to Frankfurt before?"

Speedbird 206 (coolly): "Yes, twice in 1944, but it was dark, -- And I didn't land."

Sniffer Dog, (Submitted by Don Anderson)

A man had just settled into his seat next to the window on the plane when another man sat down in the aisle seat and put his black Labrador retriever in the middle seat next to the man.

The first man looked very quizzically at the dog and asked why the dog was allowed on the plane. The second man explained that he was a DEA agent and that the dog was a 'sniffing dog'. "His name is Sniffer and he's the best there is. I'll show you once we get airborne, when I put him to work."

The plane took off, and once it has leveled out, the agent said, "Watch this."

He told Sniffer to "search". Sniffer jumped down, walked along the aisle, and finally sat very purposefully next to a woman for several seconds. Sniffer then returned to his seat and put one paw on the agent's arm. The agent said, "Good boy", and he turned to the man and said, "That woman is in possession of marijuana, so I'm making a note of her seat number and the authorities will apprehend her when we land.

"Say, that's pretty neat," replied the first man.

Once again, the agent sent Sniffer to search the aisles. The Lab sniffed about, sat down beside a man for a few seconds, returned to its seat, and this time he placed two paws on the agent's arm. The agent said, "That man is carrying cocaine, so again, I'm making a note of his seat number for the police."

"I like it!" said his seat mate.

The agent then told Sniffer to "search" again. Sniffer walked up and down the aisles for a little while, sat down for a moment, and then came racing back to the agent, jumped into the middle seat and proceeded to poop all over the place.

The first man was really grossed out by this behavior and couldn't figure out how or why a well-trained dog would behave like that, so he asked the agent "What's going on?"

The agent nervously replied, "He just found a bomb."

Notable Snaps

We have many other great shots but this newsletter is already too big (too many MBs). Send an email to lgold@quantum-associates.com if you would like to see the 6 best pics.



Bim: look mom, one hand!



Charlie over the fog (is this allowed?)



Charlie playing chicken (taken with a telephoto lenses)



The hanger at Two-Roc (a regular landing place) contains an old plane and an owl (plus Mark and Charlie)



Bim's picture of an ideal landing spot

[LFUF's Roster](#)

The roster has been updated and full copies are available to members at the Saturday April 14th meeting.