

LIBERTY FIELD FLYERS

May 2013 NEWSLETTER

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



EAA Chapter #1534

Officers:

President: Chris Rampoldt

Vice Pres.: Open

Secretary: Mark Johnson

Treasurer: Vic Bologna

MAY 11th MEETING ANNOUNCEMENT

Saturday's meeting should be very interesting. Christopher Desmond recently returned from Washington where he flew and trained with a very accomplished bush pilot who spends summers flying in Alaska and the winters flying cubs in Africa. Christopher volunteered to present what he learned at our meeting. The Carbon Cub that Christopher flies is an ideal bush plane and we should be able to learn a lot about bush flying from his talk. A few of Christopher's bush flying pictures are in the Pics section of this Newsletter.

In addition, Vic has agreed to do a BBQ at this meeting. Come at 1230-hrs if you would like to eat before our 1300-hrs meeting. As usual, we will fly out at 0930-hrs before the meeting.

APRIL 13TH 2013 MEETING MINUTES

By Harry Torgovitsky

The meeting called to order by Luke Wings at 1:00 P.M. at Liberty Field Fliers Pilot's Lounge. 11 members present.

The minutes of prior meeting were approved.

OLD BUSINESS:

None

NEW BUSINESS:

Jonathan Magliari has joined the Club at this meeting. He lives near Petaluma Airport and is interested in building or acquiring a true ultralight. Several members have offered their advice and assistance.

The monthly newsletter was discussed. Luke has requested that we didn't need it and ask for a show of hands to see who reads it. All the members indicated that they do read it and Les agreed to continue to write it. Members are encouraged to supply articles and/or pictures to Les for publication.

Approximately half of the members have not yet paid their dues for this year. Les volunteered to prepare letters to these members and Vic agreed it to send them soliciting payment. For “members” who have not paid after this, Les will send follow-up emails threatening a visit from Victor. Appropriate punishment will follow.

A motion failed to pass for the Club to sponsor a Young Eagles event at Petaluma this year, but individual members may choose to participate in such events held at Gness, SkyPark, and Cloverdale (Santa Rosa).

Some suggestions for fly-outs were as follows: Lake Almanor, Trinity, Hayfork, Cloverdale, Lake Pillsbury and Nut Tree.

Members are asked not to fly into Liberty Field until further notice.

Harvey's Field may yet become available, but needs some work before landings can be safely made.

Meeting was adjourned at 2:15 P.M.

SOME IMPORTANT STUFF

- Luke Wings sent the following after the April meeting:
“Hi Flyers. After much thinking, I have decided to resign my post as the president of the EAA chapter 1534, affected immediately. I would like the vice president Chris Rampoldt to take over the responsibility until the a new president elected. I hope the best of luck for us all. Please fly safely.”
- Harvey’s field is NOT available to us. Vic, Mark and Les went to look at it and determined that we cannot land safely there.
- George at Two-Rock went over his field with his tractor and pronounced it free of gofer holed and ready for us to land there. Thanks George, and thanks Mark for calling him.
- Harry Torgovitsky tells us to “Check this out -
Pilots must have a tailwheel endorsement to operate a tailwheel airplane,[S61.31,(i)] except: When operating an aircraft under the authority of an experimental certificate, unless carrying a passenger,[S61.31,(k)(2)(iii)(B)] OR, the holder of a sport pilot certificate when operating a light sport aircraft.(vi)
This last exception doesn't even mention the prohibition of carrying a passenger! So, it seems a sport pilot can fly a light sport tailwheel without an endorsement and can carry a passenger. How about that!”
But... Mark Huntley noted “You would also need to take a look at your phase two restrictions for your aircraft. Most will require that you comply with the endorsement.”
- We had a good turn out from our club at Quality Sport Planes open house in Cloverdale last Saturday. Andre, Mike, Gordon, Mark, Les, Yarik, Chris R. and Darren (back from Florida) where all there.

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 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 don't 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.



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

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 temperature 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

UPCOMING EVENTS

Chris R. plans to bring a new proposed fly-out schedule for discussion at our meeting Saturday.

THIS MONTH'S PICS

The following came from Christopher, taken during the training he will tell us about at the meeting:







The following were taken by Stephen Smith





The following pics were taken by Yarik from Chris R's plane flying to Shelter Cove



The following pics were taken by Bim. (Bim's pic was probably taken by Lynn)



These pics are from Bim's UL flight last week





Just hanging around Petaluma



Kens New Sonex

