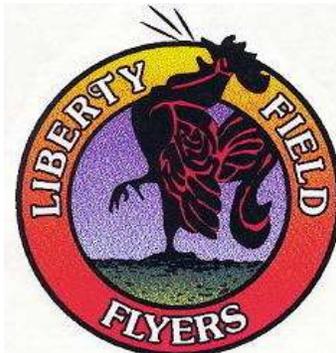


Liberty Field Flyers August 2007 Newsletter



USUA Club #3 EAA Chapter #106

Officers:

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

August 11th Meeting Notice

Our August 11th meeting will take place in Hanger 16E (Les's hanger) or the Petaluma Airport Managers office. Jeff Singleton will discuss the fly-in to Santa Rosa (taking place the following Saturday) and we will also discuss the Lake Pillsbury camping trip on August 25th.and 26th. Harry Torgovitsky will make arrangements at the meeting to car-carry camping equipment to the Lake.

As a special treat, Don Anderson will show excerpts from his many Hi-def flying videos. As most of you know, Don will do almost anything to get good shots, and since he is a skilled video editor, his presentation may be very interesting. If you flew with Don during the past year look for yourself in these videos.

We will give out prizes two people who won the contests at our BBQ last month.

Unapproved minutes for the July 11th Meeting and BBQ

Written (without too much bias) by Mark Johnson

Our day started out with a massive fly out to the Field by the River by Les, Mark, Charlie, Lynn, and Harry. Ken Robbers flew in from Lodi in his very clean Challenger. Eventually about 25 club members with their families drove in for our "once a year bash." Vic, our master chef, prepared the food with help from others.

Before the BBQ, Chris Rampoldt, or resident CFI, gave an interesting talk with demonstrations, describing how to fly into and land in class D airspace airports. He created a mock airport with runways and the group lined up just as our planes would do on approach. We moved around to simulate pattern procedures as we practiced radio communications with a tower (played by Chris). Jeff Singleton was also helpful and we learned a great deal. There were no simulated mid air collisions; everyone landed safely and taxied under ground control (also Chris). Thanks Chris. The local towered airports will be a lot safer because of your training.

We were then treated to a talk by two park rangers from the Point Reyes National Marine Wildlife Station. We invited them because three of us violated their no-landing rule and they wanted to make certain that this did not repeat. They instructed us on the procedures for flying around National Park areas. Their best advice was to stay away from these areas, but if we insist on flying near them, we must be above 2,000' or over the water at least 500'.

They also stressed the fact that if we ever have to land for any reason in a Park area, we must get permission to either take off or get tailored out of the park. They warned us about the potential penalties for non-compliance.

We then did what we flyers do best... eat. Many people brought their favorite dishes and it was all good; even Andre Mirek's home made and personally killed bear sausages went down OK.

We then took to the skies for our annual bomb drops and spot landings.

Mark would have won both of the prizes but he allowed for prop wash on the bomb drop and there was none, so his bomb landed 1,000 feet off target but he did win the spot landing contest. Ken Robbers was lucky to win the bomb drop by hitting within a few feet of the target, but Mark would have hit it spot-on if he didn't deliberately allow for prop wash. (Being editor has its advantages on reporting activities) Anyhow, quite a few of the other flyers got really close to the targets so the competition was fierce this year.

We then cleaned up and headed back to our respective airports because the wind was picking up. We had a heck of a good time and we all look forward to next year's extravaganza.

You can see pictures from our BBQ on our Web Page at _____

[Visit to Oshkosh](#)

Four of us (Gordon, Les, Chris R. and Vic) went to the EAA's Airventure at Oshkosh last week. It is hard to report about Airventure because the show is almost unbelievably grandiose, but these brief tidbits may help:

- You could listen to and actually speak with Chuck Yeager (sound barrier and WW2 ace), Dick Rutan (non-stop around the world), Jim Lovell (Apollo 13), and many other greats.
- Airshows had several squadrons of aircraft performing at different altitudes including bombers (including a B2), and F22, and U2s. At times there were 25 or more planes in the air.
- 750,000 visitors were at the show this year
- There were thousands of workshops, talks and demos.
- Of the thousands of new aircraft on display, about 100 new Light Sport planes, some from major aircraft manufacturers, gave a lot of credibility to our branch of aviation.
- Aircraft and campers were spread over several miles and overflow lots were as far as 20 miles from Oshkosh.

- There were hundreds of flying related services / vendors including all the ones we know like the Carpenters from Rainbow Aviation.



There was even a MIT spin-off start-up taking deposits for their flying car. (Pusher with canard front bumper, elevator rear bumper, and wings that accordion fold in middle). See additional pics at our Yahoo site, _____.

[Club Events Planned for 2007](#)

Events planned as of this date are shown chronologically below:

This is our special events calendar. We can fly or drive to most of the events and those who have an extra seat can take club member passengers.

Note that club members meet most Saturdays at about 9:30-AM when there are no special events for pilot's choice fly-outs.

August 18 Wings over Wine Country Fly-in and air show at Sonoma Co. Airport

Jeff Singleton has just volunteered to host a BBQ at this annual Sonoma Co. Airport air show in Santa Rosa. His hanger is in the midst of the air show activity and we can probably get in without incurring the admission fee. Some of the new Sport Pilots can be shepherded into Santa Rosa by other club members who have already been signed-off to fly into Class D space. Others can drive up.

We will be discussing the plans at our August 11th meeting. For more information please look at our August 2nd email (if you don't have a copy you can read "[Upcoming LFF Events](#)" it at our web site, <http://groups.yahoo.com/group/LibertyFlyers/>).

August 25-26 Lake Pillsbury Camp-out

Note that this event was moved from August 18-19 because it conflicted with the Sonoma Co. Air show (see above). Pillsbury's Gravelly Valley "airport", a big wide unimproved 2000' high gravel strip, surrounded by a lake and State parks, provides good camping 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 from previous years had a great time; this is a good opportunity to get up-close and personal with the local elk.

Harry Torgovitsky plans to drive up to Lake Pillsbury to camp. He can carry some of our gear in order to free up room for passengers, to lighten airplane loads, or to enable single seaters to join the event. Talk to him about it at our August 11th meeting. Thank you Harry.

One negative: if you plan to fly up your will need to top 4500' over a mountainous area as you approach the 1900' high lake.

Other Activities (provided by Jim Grimes)

- Salinas Airport, International Air Show September 29th & 30th see <http://www.salinasairshow.com/>

Great LSA Aircraft Still for Sale!

Les's wife says he can't have two planes, so with regrets, he plans to sell his well-maintained Challenger II long wing airplane, N116MG. The plane was completed Oct. 2005 & has been continuously hangered. The airframe & Rotax 503 engine has 218-total hours with meticulous maintenance records.

Extras include: Grand Rapids Electronic EIS (Engine Instrument System), 1150# BRS chute, fiberglass main gear with tundra tires, hydraulic breaks, hinged easy-access nose cone, upholstered seat, Hacman mixture control altitude compensation (tested at 11,000+-feet), auxiliary fuel pump, full cover to store plane outside (never used), spring dampened nose gear, belly bag in-flight storage, Superflite paint, and more.



Pic by Bim

Should our club own a LSA?

There has been some discussion about having a LSA for those in our group who do not have their own aircraft. There are many issues like the type of plane, insurance, user fees, maintenance, etc. Before even considering these things we need a sense of our membership on the concept of having a plane that would (somehow) pay for itself and be available to qualified / checked-out members. Please feel free to comments about this issue in our Yahoo email

