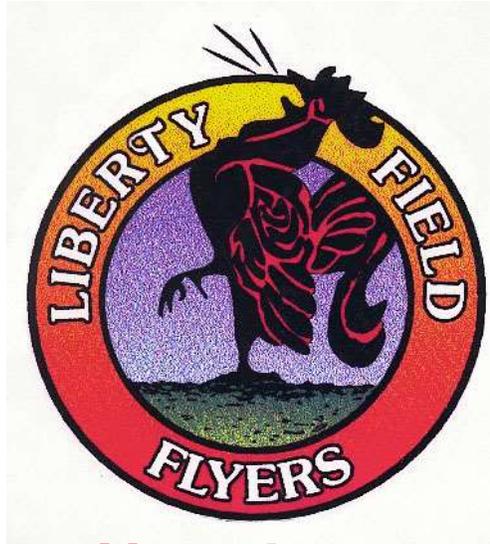


# Liberty Field Ultralight Flyers March 2006 Newsletter

USUA Club #3 EAA Chapter #106



## Newsletter

### Officers:

President: [Gordon Dupries](#)

Vice Pres.: [Les Goldner](#)

Secretary: [Mark Johnson](#)

Treasurer: [Vic Bologna](#)

### March 11th, 2006 Meeting Notice

Our March meeting will be held in Gordon's hanger at 4:30-PM on Saturday March 11<sup>th</sup>. Our organization is small; we need each of you to participate. Our groups vitality depends upon all of us attending these meetings, joining the activities (see *Upcoming Fly-ins* below), and assisting each other!

### Unapproved Minutes of the February 11th Meeting

Gordon opened the meeting at 4:45PM.

#### **Old Business**

Minutes were approved as written.

#### **New Business**

The third trip planned for this year ( to the Gold Country) was outlined by Don Anderson, with advice coming from Jim Grimes. The fly-in is set for May. Details are described in *Upcoming Fly-ins*, below.

The FAA has issued an Airworthiness certificate for Tony's heavy UL. Coyote

Chris Rampoldt will plan the March trip to Castle Air force base Museum. Les will be getting with Chris about the details.

Andre placed a deposit on a 1972 Grumman Yankee 2-seat side-by-side low-wing, sliding canopy, tricycle gear plane. The plane has a 135-HP Lyncoming 235C2C engine for a fast 130-MPH cruise. Andre has started his private pilot instructions with Chris Rampoldt.

Les put down a deposit to purchase a Zenith CH 701 kit (plane similar to Chris Desmond's "lizard" plane). The kit is in Fairbanks, Alaska: Les plans to go up in March to crate and ship it to Berkeley.

Les and Andre reported on Chris Rampoldt's condition. While walking near his house, he and his wife Vicki were hit by a car driven by a drunk driver. He is healing but has some swelling in his leg that may slow down his recovery.

The meeting ended at 5:17-PM, but discussions continued so that the Gold Country trip could be planned.

## Upcoming Fly-ins

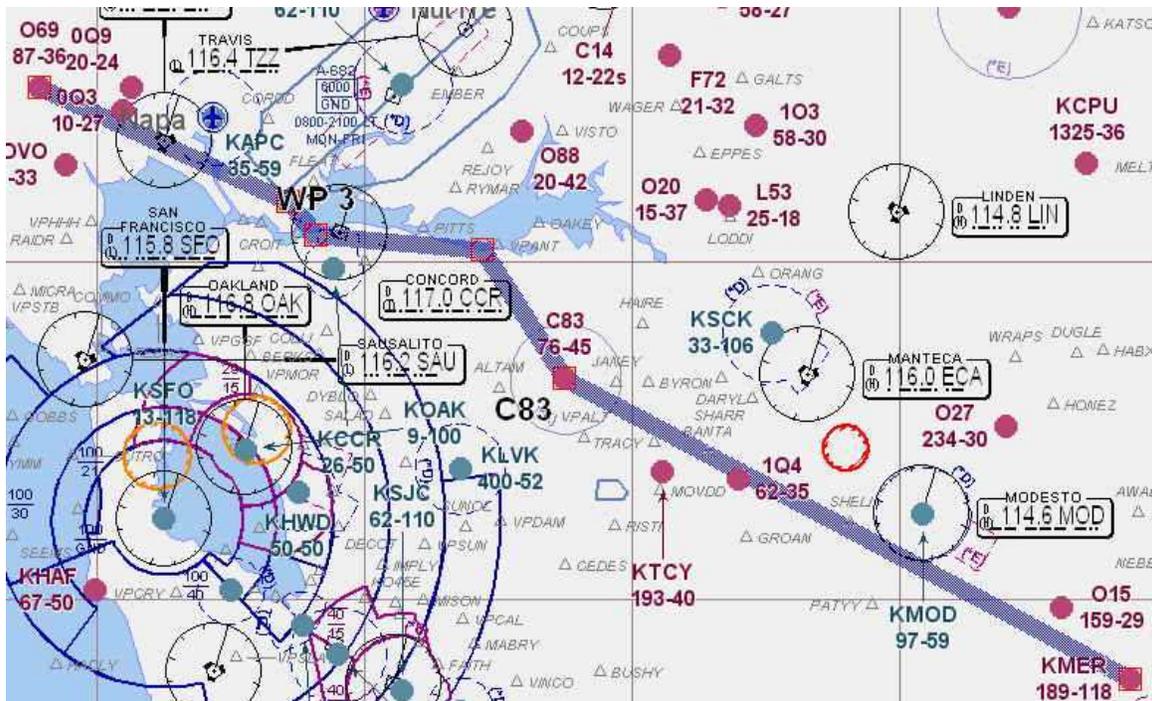
Mark your calendar for the following events:

### **Fly to Castle AFB Museum, March 25-26**

Chris R. will coordinate this event. Castle Air Museum is located in the heart of the San Joaquin Valley adjacent to Castle Airport. It is about 130 flight miles SE of Petaluma, with many good landing and refueling points in the Central Valley along the way. This is a two-day trip. Museum info can be found at <http://www.elite.net/castle-air/>. The museum contains historic World War II, Korean War, and Vietnam Conflict aircraft. At the present time, the Museum has restored and displays 47 aircraft.

Costs for this trip are minimal and there are good accommodations at the Castle airport. The old airbase, where we land, housed B52's, so some of us could probably land perpendicular to the 12000' runway. The field is friendly to light aircraft and tied-downs are free. There is an \$8 museum admission fee and accommodations in the officers quarters are \$35/night/room (advanced reservations required). For those interested, there is also an RV park on the premises and a motel in the nearby town of Atwater.

The plan is to fly out of Petaluma at 9-AM, go over the Benicia Bridge (the shortest safe over-water hop), drop to a comfortable low altitude after Antioch, and land at Byron for a pit stop (bring oil). Staying low, we go on to Castle, arriving before noon. We will tour the museum that afternoon and return to Petaluma the next morning. The route back will take us through Tracy; the flight over the Suisun Bay will have to be at a higher altitude to avoid the potential onshore headwinds. Details will be discussed at the next meeting, but let Chris know you plan to attend so he can reserve a large enough block of rooms in the old officers quarters. If enough of us go, we may be able to arrange a special tour.



### **Fly to Beach, April (after tax day, date TBD)**

Chris Desmond will coordinate this event. He originally said: *"I will be finding a most extraordinary location for our April adventure. I may not have the destination picked out until late February or March, but the mystery will only serve to heighten anticipation"*. However, he now says: *"I am hearing that there may be a state-wide ban re: landing on ANY California beach. Meanwhile I am investigating other options. . . I'll keep you posted as I learn more"*.

If anyone wants to suggest the "right" spot, please call Chris.

### **Fly to the Gold Country, May 19-21**

Don Anderson will lead this trip. We planned this trip at the February meeting. This is an ambitious 3-day event. The plan is to leave Petaluma, pit stop in Woodside, head up the Feather River to Sutter Buttes (an interesting rock formation), and make a second pit stop at Sutter Co. AP in Yuba City. Then over Marysville and Beale AFB airspace to Nevada County

Air Park, between Nevada City and Grass Valley. This first day flight, our longest, will total 135 miles (shorter if we go over the hills rather than over Napa).

We will spend the night at Nevada City. Don will locate motels or camping near the airport and arrange for transportation to tour the Empire Gold Mine State historic park the second morning. This is one of the oldest, largest, deepest, longest and richest gold mines in California; the site is said to be of great interest.

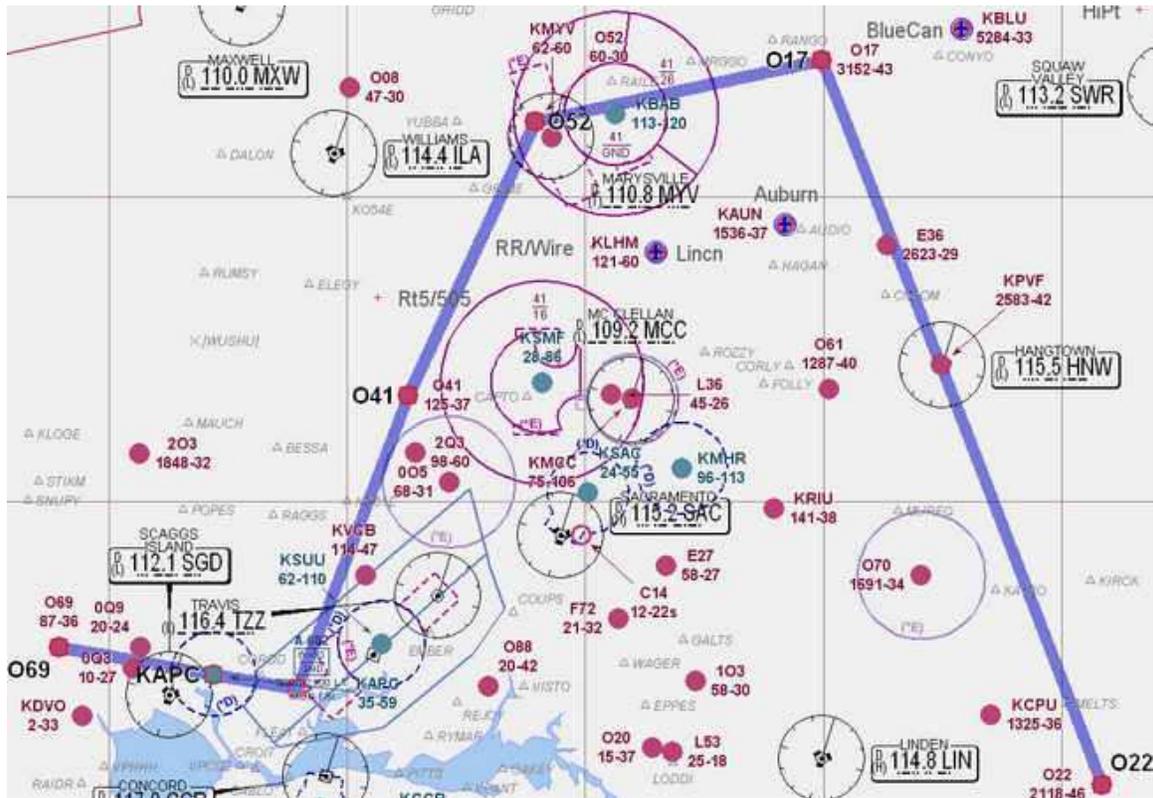
After the mine tour, in the afternoon, we will make a 90-mile flight south following Route 49 through beautiful rolling foothills, past Angles Camp to Columbia with a half-way stop at Placerville. We have the option to camp at the airport or go into town and spend the second night at a motel in Columbia City.



Columbia seems to be frozen in the 1800's. Today, Columbia State Historic Park is the best preserved of California gold rush towns. There is much to do here, from visiting the 19<sup>th</sup> Century shops, salons, and theater, to excellent dining.

We will breakfast the third morning in town and then set sail for Petaluma. The trip home will take us to Lodi (103) for lunch and then north of Travis to avoid the delta. The total distance on this day is about 125-miles.

Don will take safe but excitingly beautiful routes. He will not take us through areas where we cannot land safely. Based upon the video Don has shown us of his flight over this area, this multi-day flight should be great.



### **Fly to Golden West Air Show, Marysville in June 10-11**

Tony and Jim will coordinate this event: Tony says "We will be flying the Ercoup this year instead of my Rans... Being this is a 3-day event (starting on Friday), I suggest the slowest planes fly up together in a group first. The faster aircraft can leave Friday afternoon or Sat morning. I think we should ALL camp out as a group. I have extra camping gear and if you (Les) are driving the RV up, we can load it with supplies and fuel. We should also take money out of the Club funds to pay for the main meals (at least 2) that will be cooked."

Last year the show was great and the UIs were treated with respect. The air show's web site is <http://www.goldenwestflyin.org/gwaahome.shtml>. The Yuba County Airport is an easy 90-mile flight over the Central Valley, north of Sacramento.

### ***Fly to Shelter Cove in July***

Chris R. will coordinate this event. We have not heard back from Chris yet about this trip, but last year's trip resulted in some good photography. Shelter Cove is 150-miles from Petaluma and will be a 2-day'er for Uls. Chris will need to find out about accommodations or organize a single day flight using GA aircraft.

### **Camp at Lake Pillsbury in September**

Les will plan this one. Lake Pillsbury's Gravelly Valley airport, a big 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. The only negative is the need to top 4500' over a mountainous area as you approach the lake (1900'). Several of our UL and GA members participated and had a good time last year.

### **[A Great Healdsburg Fly-in](#)**

On Feb 11<sup>th</sup> we had a nice Healdsburg Fly-in hosted by Bim. Mark, Paul, Pat, and I flew from Petaluma and met Bim and Lynn west of Santa Rosa. After a flight up the Russian River to Cloverdale, we all headed back to Healdsburg for bagels and lox at Bim's hanger. Don drove up just before we took off and joined Paul in his Qualt for an exciting flight north. Bim led us into a picturesque valley. It was a great day, as you can see from Bim's pictures in the *Notable Snaps* section below..

PS: I did a not-so-good video, available upon request.

### **[Bim May be Grounded for a Few Weeks!](#)**

***Dead Stick Landing, by Bim Lipp, February 27,2006***

Friday was a gorgeous day. Healdsburg showed overnight temperatures in the low 40s and promised to get into the 70s by midday. It was one of those clear, windless days that beckoned this employment-impaired 60 year old: "fly me!". I gave in to the temptation, of course.

My plan for the day was to get up to 4000 feet, turn off the engine and glide down to Cloverdale for a dead-stick landing. At 4300 feet, the views were incredible, clear all the way to Mt. Tam. Mt. Diablo stuck out clearly in the far distance. Towards the West, behind a few mountain ranges, was the calm hazy white of the Pacific. I turned off the engine. Immediately it felt like being up there with the birds, soaring high above the hills of the coastal lands. The only sound was a 30 mph wind breezing through my helmet. I must have been gliding for what seemed to be 10 or 15 minutes in quiet solitude, living out the dream of humankind, while slowly approaching Cloverdale airport.

A few minutes before I was about to land, I heard the jumper plane announce that he was going to land on runway 14, so that's where I headed, too. I was on the downwind, in the flight pattern like any good pilot, then turned left base and final for 14...when I realized that I was losing altitude faster than anticipated. The runway seemed a bit too far away. There was no panic, just the famous last thought coming to mind: "oh, I'll just land on the grass!".

At that point response to the controls went from mushy to non-responsive in a second. Unable to flare I landed nose-wheel first in a grassy field landscaped by gophers – mounds and holes and all. It was soft. The next thing that met the grass was the leading edge of the right wing's tip, all rather soft, though not soft enough for aluminum tubes. The third point of impact was the left wheel, which broke off without hesitation.

We came to rest about 20 feet from the first Impact and 150 feet from the beginning of the runway. Cloverdale, being a very forgiving airport with lots of "open space" around it, seemed a good place to be. I sat in my comfortable seat; no body part had hit any hard surfaces. I was perfectly fine. The diagnosis was a few bent tubes, a ripped sail and a bruised ego. I got up and walked to the hangars.

Sitting in their hangar were Al + Robert who have close to a century of flying experience between them. It was a warm welcome; they remembered me from the time when I had a tie-down space right across from their hangars for a few months last year. Al is uncle to Darrel Beer who helped Lynn coach my solo flight last April.

After they heard about my "landing" and make sure I was ok, if a bit shaken, we hopped into al's station wagon to check out the point of impact and to see what was left of my ultralight. We agreed that it should be moved from right under the approach to the side, at least to the end of the taxiway.

So they went back to the hangar and returned with all the essentials to move a limping ultralight. With four hands, a suburban, a truck rope and a creeper dolly we "walked" the patient out of the green, down the taxiway to Robert's hangar. The creeper lost a wheel halfway to the destination and the 4 hands had to work a little harder.

Robert made a delicious hot coffee, rolled out the tools and a service cart and together we started to disassemble the baby. We were almost finished when Lynn arrived with the trailer. He had dropped everything he was doing when he got my call for help and drove all the way to Cloverdale.

We loaded the parts, tied things down and soon were on our way home.

Thank you, guys!

### [Trees 1 - Ultralight 0](#)

For a very interesting 30 second Quicksilver MX crash video, go to [http://www.youtube.com/?v=ipedd4Q\\_H4M](http://www.youtube.com/?v=ipedd4Q_H4M). The crash victim, Marty Lunsford, wrote:

On Saturday, August 27th 2005 I took my Quicksilver MX to the Raleigh (NC) East airport to do a little flying. On previous flights I had noticed that the engine was only developing about 5700 RPMs at full power. It should be hitting about 6200 RPMs, so a friend of mine, who is familiar with 2 stroke engines and carbs, met me at the airport to see if we could tweak the engine a little.

When I first pulled the plane out of the trailer, I noticed that I had left the fuel valve on after the previous flight. As a result, the air filter was saturated with fuel and oil, and it was even dripping off of the filter. After assembling the plane we tried to start the engine. It normally only takes a few pulls to get the engine going, but this time it took several minutes. We turned off the fuel valve, opened the choke, and opened the throttle to pull lots of air through the engine. Eventually it caught, and we let it run at about 2500 RPMs for a few minutes to warm up.

After the engine had warmed up, we ran it up to mid range, and then full throttle to check the RPMs. It was still only hitting about 5700, so we throttled back to idle and I went to get the Cuyuna manual while my friend held the plane. We looked at the diagram of the carburetor in the book, and after a minute or two, realized that the carb on my plane was slightly different from the carb in my book. Realizing that we weren't going to be able to make any adjustments right then, I decided to just go fly a little.

Here is where the memories of my friend and I break down. We think we had turned the fuel valve at the bottom of the fuel tank back on, but we're not really sure. I had already done my preflight and walk around, so I didn't check the valve immediately before taxiing out to the runway. The video shows the outcome of the flight.

I was taken away by ambulance, and the next day a couple of friends went back out to the airport to put the wreckage back into the trailer and take it to my house. I asked them to check the fuel valve to see if it was on or off. When they got to the airport, the fuel valve was OFF, but the fuel filter, which is located between the tank and the carb, was full of fuel (it has a clear cover). We don't know how long the engine will run with the valve in the off position, but I suppose it could idle for several minutes, just sipping on the fuel in the carb bowl and the filter.

However, we had the engine running at various power settings for approximately ten minutes before I actually took off. I don't think the engine could possibly run that long if the valve was off, so I'm assuming we turned it back on. But that is one of the "unknowns".

If we had turned the valve back on, then how did it get turned off before my friends picked up the plane the next day? Well, I crashed right next to an airport, and some of the people who came to rescue me were from the airport. It is possible that one of them had enough airplane smarts to realize that the fuel valve being "on" was a safety hazard. Maybe they turned it off shortly after my crash. That would make sense, since the valve was off, but the filter was full of fuel. Of course, all of this is just a guess.

My friends also told me that the prop turned freely, so the engine didn't seize. They tried to start it, but it would not start.

I have also been wondering about the engine kill switch. The previous owner of the plane told me to be careful of it because it was easy to kill the engine when grabbing a hold of the tube by the pilot's head. Looking at the video, I clearly did not grab that tube until after the engine died, however, the switch might have some corrosion in it which caused it to short out, or the wire may have gotten pinched somewhere, and the vibration of the engine may have caused it to short out.

It will be several weeks before I have recovered enough to investigate what caused the engine failure. I'll update you when I have more info.

[View the video of the crash here](#). (3.9Mb. ©2005, Marty Lunsford); Things to notice in the video:

- I had 2700 feet of paved runway in front of me, but I chose to make an immediate left turn after taking off. That was my biggest mistake.
- When the engine failed, the plane almost immediately stalled. I was in a turn, and climbing at about 27mph (I remember looking at the ASI). I didn't push the nose over immediately, and since the plane was still at a climb attitude, the airspeed dropped below stall speed in less than a second.
- There was very little distance between me and the trees, so even if I had managed to keep the plane from stalling, I still would have ended up in the trees.
- It's hard to see on the video, but the plane is spun to the left by the trees. As I fell through the trees, the plane actually ended up going backwards slightly with the wings acting as "parachutes" The camera cuts out a fraction of a second before I hit the ground. If you pause the video on the last frame, you can see the road that I had just passed over. I did a 360-degree turn while falling vertically through the trees.

Hope ya'll can learn something from this. - [Marty Lunsford](#)

### **Pilot Uninjured When Challenger Crashes in field**

**By Joel Becker, Associate Editor  
Dunn County News**

A St. Paul man can count his blessings after he walked away from his ultralight airplane that crashed nose first into a field near Boyceville Thursday afternoon.

According to Boyceville Fire Department Fire Chief Brian Marlette, Martin Shanahan, 41, of St. Paul was flying his Challenger II ultralight when he lost control after the aileron cable malfunctioned a few miles west of the Boyceville Municipal Airport where he intended to land.



This ultralight plane crashed on its nose in a field east of Boyceville Thursday afternoon. The pilot, who was uninjured, deployed a parachute to slow the fall of the plane and saved him from injury. Joel Becker/Dunn County News

"He knew he couldn't coast that far," said Marlette. So Shanahan pulled his BRS chute (a safety device that acts like a parachute for the entire craft) and slowed the craft before it crashed nose first in a field.

Shanahan said Friday that he was preparing to land in Boyceville when the rudder jammed and put him into an unrecoverable spin. When he realized we could not regain control, he deployed his chute at about 300 feet.

Though the chute was slowing the fall, Shanahan said he was concerned he could be impaled (as the craft is only made of fabric and aluminum tubing) on a fence post below. The plane landed on its nose next to a fence and fell into an upright position with the right wing on top of the barbed wire.

The 911 call was made by an employee of the nearby ethanol plant shortly after 5 p.m.

Gordon Kolkind, who owns the dairy farm and hay field where Shanahan crash, said he saw the plane in trouble, circling above his farm. He said the plane's circles became smaller and smaller until it spiraled down about 100 yards from some large pine trees and the buildings on the farm. Kolkind said Shanahan was a lucky man to be able to walk away from a plane that took a nosedive into the earth.

Shanahan, who was the only occupant of the plane, refused medical treatment at the scene.

According to Marlette, the Federal Aviation Administration will not investigate the crash because the aircraft is considered experimental. The plane suffered damage to the nose from the impact and to the tail when it hit the ground.

*PS: Word was passed onto the Challenger web site that the BRS chute was only installed the week before the crash! Had it not been installed the outcome would have been very different*

### **Ultralight Fatality**

***Bim reported the following:***

"Just heard about a fatality down in South Carolina where an instructor died. He was up with a student in the students X-Air when they had problems and came in hard. I think they said it came in nose first at 20-degree angle. I like to think the instructor put the craft down on his side to protect his student, but go figure, I am just conjecturing about this. For more on the crash, go to [www.trentonflyers.com](http://www.trentonflyers.com)".

### **FAA Maintenance Super Seminar & Exhibits, March 10th**

***Denny Pollard of the Oakland FAA SFDO asked us to post this notice.***

Northern California Aviation Maintenance and Safety Symposium plus exhibits on Friday March 10 and Saturday March 11, 2006. 7:00 a.m.- 5:00 p.m. with registration from 7:00 a.m. to 8:00 a.m. Register at the door, or call Guy Minor at (510) 748-0122 ext. 247 to pre-register, or pre-register on-line at <http://faa-oak.x-connect.net/>. The seminar will be at the Fremont Marriott 46100 Landing Parkway, Fremont, CA 94538. Contact Information: GUY D MINOR, Phone: (510) 748-0122 Ext 247, <mailto:guy.d.minor@faa.gov>

FAA personnel will address current aviation issues. Industry representatives will present product development and training workshops. Over 35 topics will be presented. A huge industry tradeshow will be open between sessions! Note: This symposium qualifies as required training for IA renewals. IA's bring documentation for renewal.

### **Flight at Big Sur**

Bim sent us a web site URL with an interesting story about a hang glider flight at Big Sur. The story is called *A Flight to the Borderlands*. If you have an interest, go to <http://www.flyaboveall.com/gazis.htm>.

### **Will you live to 80?**

***Submitted by Don Anderson***

I recently picked a new primary care physician. After two visits and exhaustive lab tests, he said I was doing "fairly well" for my age. A little concerned about that comment, I couldn't resist asking him, "Do you think I'll live to be 80?"

He asked, do you smoke tobacco or drink beer/wine?" "Oh no," I replied. "I'm not doing either."

Then he asked, "Do you eat rib-eye steaks and barbecued ribs?" I said, "No, my other Doctor said that all red meat is very unhealthy!"

"Do you spend a lot of time in the sun, like playing golf, sailing, hiking, or bicycling?" "No, I don't," I said.

He asked, "Do you gamble, drive fast cars, fly an ultralight, or have a lot of sex?" "No," I said. "I don't do any of those things."

He looked at me and said, "Then why do you give a shit if you live to be 80?"

Note that the calendar and roster have been omitted this month due to time constraints. Please see last month's Newsletter for these items.

### Notable Snaps

Pictures from last months Healdsburg fly-in (complements of Bim)



Les, trying unsuccessfully to touch Bim's camera (pic is not enlarged!)



Mark, over the hills



Over the Russian River



Lynn flew close to Bim for much of the flight



Lynn, even closer!



Mark before landing at Healdsburg



Paul over the golf course where the two groups met-up



Self Portrait of an aviator



Les over the river

Note that the calendar has not been updated this month due to time constraints.

<b>LFUF Saturday Calendar (tentative)</b>			
February	March	April	May
4-Fly to Ocean	4-Fly to LUF Field. Then Pilot's choice fly-around	1-Fly to 2-Rock	6-TBD
<b>11-Healdsburg Brunch plus Regular 4:30PM Monthly Meeting</b>	<b>11- Regular Monthly Meeting (Gordon's 4:30PM)</b>	<b>8-Aircraft Check-out &amp; BBQ @ Pet. +Regular Monthly Meeting</b>	<b>13-Regular Monthly Meeting (Gordon's 4:30PM)</b>
18-Fly to LUF Field (if dry). Then Pilot's choice fly-around	18-Fly to LUF and then to Ocean	15-TBD 22-TBD 29-TBD	20-TBD 27-TBD
25-Fly to 2-Rock	25-Fly to LUF Field. Then Pilot's choice fly-around	Including Flight to special beach spot (TBD)	Including Flight to Gold Country-TBD

### **LFUF's Roster**

Note that the roster has not been updated or included this month due to time constraints. Please review last month's roster information and email any changes to me, Les Goldner, <mailto:lgold@quantum-associates.com>.