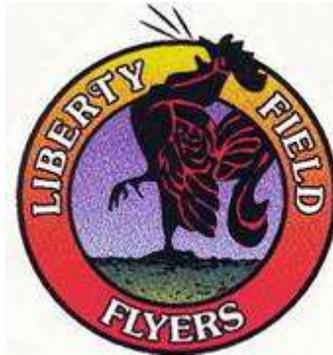


# **LIBERTY FIELD FLYERS**

## **October 2016 NEWSLETTER**

***EAA Chapter #1534***



### **OFFICERS**

**President:** (to be determined)

**Vice President:** HARRY TORGOVITSKY

**Secretary:** CHRIS RAMPOLDT

**Treasurer:** VIC BOLOGNA

**Newsletter:** MARK JOHNSON

## **SEPTEMBER MEETING MINUTES**

*By Chris Rampoldt, Club Secretary*

Saturday Sep. 10 our current President Harry Torgovitsky opened the meeting with a total of 6 members present.

### **OLD BUSINESS**

The first old business was a unanimous thank you to Mark and Les for the effort that must have gone into the last newsletter. The articles were interesting, informative and the photos donated by many members were superb.

Then a lengthy discussion ensued about our recent attempts at sharing club responsibilities and whether it was going well or not. It was decided that it was working alright for now.

### **NEW BUSINESS**

Les brought up the subject of new club members and how to recruit them. The idea of using Craig's list and Meetup was discussed and finally Les was given permission to spend \$60 to join Meetup and try that venue for a while and Harry said he would place the club in Craig's list.

Putting an article in the local Press Democrat was also considered but Brenda recommended using the Argus Courier, and agreed to look into it.

However, the biggest item under new business was the announcement that we as a club had 1 month to vacate the hanger because Eric Chase moved his plane out and Mark could not find a new hangar-mate nor could he afford to stay there alone. We got permission to hold our monthly meetings in the newly rebuilt airport office and we all agreed to help in the cleanup and transition.

Club expenses were the next topic. Harry ran down the annual cost from last year: \$420 for Pizza, \$600 for rent, and \$350 for club social costs. Our EAA costs came to \$240 for insurance, \$100 membership dues, plus \$10 miscellaneous = \$350. Les suggested a money saving possibility by asking members to pay \$3 per person for pizza at our meetings. Others suggested raising our annual membership fee to \$50 to placate Vic, who wants to keep a large reserve in our bank account. Harry checked the EAA rules and determined that we had a quorum, so the club voted unanimously to have the club pay for the pizza at the meetings.

Harry also asked the club to pay retroactively for the food on the Lake Pillsbury trip and the upcoming Christmas Party. That motion was also unanimously upheld in the affirmative.

Last item: Mark Johnson agreed to receive the incoming calls from prospective new members. The meeting was adjourned at 3 PM.

## **REMINDER**

**Our next club meeting will be held at the airport office at the usual time...**

**Pizza at 12:30 and the meeting starts at 1 PM sharp. Hope you can come.**

## **OUR ACE OF THE MONTH**

**This segment has been reinstated due to the fact there were no exciting group flights to Oshkosh or Lake Pillsbury recently and we have exciting news from Eric Chase...**



## ERICH CHASE

***LFF: What got you into small plane flying?***

I was into airfoils since I was a kid. I had model airplanes and one thing evolved into another.

***LFF: When was your first actual flight?***

My first actual flight in a small plane wasn't until I was 35. We were flying 3 Cessnas in a row one night. One had a working radio, the other had night navigation and the other had landing lights. We all flew around in a tight formation pretending to be one plane. I flew the one with the good radio.

***LFF: What was your most harrowing flight?***

I had a really rough ride once in a sail plane out of Middletown. It was winter and blowing and raining and it was so rough, the dirt on the floor board was bouncing off the top of the canopy! We then climbed at 1,500 fpm to about 12,000' to get out of the gale winds. At that point the control stick froze due to the rain. The gap seals froze to the control stick and we spend the next few minutes beating on them to loosen them up. I nosed the plane over to 45 degrees to dive to where it was warmer but the winds were so strong we were still climbing at 95 knots. The instructor at that point said: "I will show you how to slip this plane". So we put the left wing straight down and slowly descended. He then said, "That is enough instruction for one day!"

***LFF: What was your best flight?***

I went up to Arlington, WA a few years ago in a Highlander kit built Bush Plane. It is similar to a Skyraider only bigger.

***LFF: We hear you are building a special plane. What exactly is it?***

The designer and I built a full sized, foot launched, flying wing sail plane! Al Bowers, the designer, was the chief scientist at Edwards Air Force base. Our unique creation is a carbon fiber molded craft with smooth surfaces. It has a 50' wing span and a 30-to-1 lift to drag ratio. This plane will fly when other hang gliders fall out of the sky. The wings are twisted like a propeller blade and the whole thing is a bell shape distribution design - no rudder necessary! We expect to fly it within a week and we intend to sell a ton of these eventually. Here is what it looks like...





This is not ready to fly



Erich getting grilled at Sailplane meeting in Tehachapi



## OUR PHOTOS

Since few pictures were submitted, there isn't a big selection this month.

A "rare" pic from Chris's plane



**HERE IS ALL THAT REMAINS OF OUR ONCE PROUD FLYING CLUB**

But all is not lost - we will be meeting at the Airport Office every month which is warm, recently redesigned and full of comfortable chairs - I think we can make that adjustment easily!



Bill probably took this one close-up



The following three pics are from a flight Les and Ruth took to Shelter Cove last week



