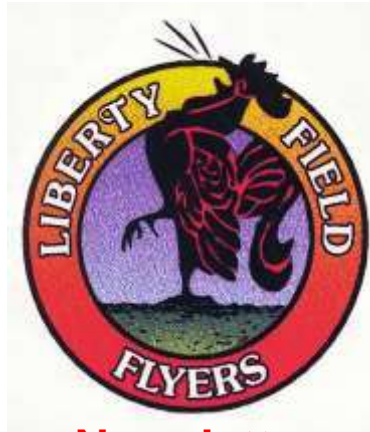


Liberty Field Ultralight Flyers December 2006 Newsletter

USUA Club #3 EAA Chapter #106



Newsletter

Happy New Year

Officers:

President: Les Goldner

Vice Pres.: Bim Lipp

Secretary: Mark Johnson

Treasurer: Vic Bologna

January 13th Meeting Notice

The first meeting of the year will be at Gordon's hanger on Saturday, January 13th at 4:30-PM. We will try to plan events and put together a flying calendar for 2007. Please plan to attend.

Unapproved Minutes of the December 16th XMAS Party & Meeting

Twenty-seven members and wives attended our XMAS party this year at Les & Elaine's place on Saturday December 16th. During the party we had a gift exchange and saw a little of Don's hi-def flight videos. The party was followed by a trip to the Chabot Planetarium where 17 of us were able to get a group discount for Planetarium and IMAX shows. The group enjoyed both the party and the show. (See *Notable Snaps* at end of Newsletter)

A short meeting started at 5:15 PM and ended about 5:45

Old Business

There was no old business.

New Business

- Election of officers.

By unanimous vote, the membership elected the officers listed above. Gordon, who had been President for 10 years declined to run for another year. He discussed the history of the club with graphic details about life at Liberty Field. The group expressed their gratitude to Gordon for leading the club through some very trying times during the transition from Liberty field to Petaluma.

- Picture contest.

This year's winners were Les and Jim. However, we forgot to get the prizes, so both will receive gift certificates at the next meeting.

- Awards.

Gordon gave EAA awards to the EAA officers. He also gave Les the Carl Wilby Award for outstanding contributions to the club. Carl was a very active member who was generous with his time to help other members and was well liked. He passed away several years ago when his UL broke-apart near.

Charlie Looses a Few Things

Including his prop, prop shaft, and bearings

Just after take-off from runway 29 at Petaluma, going downwind toward LUF field, last Saturday Les heard Charlie say he was "going down"... then nothing.

After a frantic search, Les landed at Petaluma thinking Charlie may have made it back, just in time to get a cell phone call from Charlie, who said he was Ok but in a field at the end of Adobe road near the power plant.

Charlie was probably at about 500' and had just cleared the airport when his engine speeded up dramatically. Charlie told us he knew his prop was off almost immediately and saved his engine from over revving within a split second. Then he cleared the high tension power lines, and headed for a nice recently planted alfalfa field that was just to his left. He said his landing was one of his finest and except for muddy wet feet, all was well.

A 1" solid steel fixed prop shaft that held the prop bearing and prop sheared off neatly. The prop cleared the plane without hitting a thing, so that there were no control problems during his forced landing. Charlie will be looking for the prop to see if the bearing froze prior to the mishap.

Les, Charlie, and his two sons took the wings off his plane and drove the plane back to the airport. This all took no more than 2-hours.

Charlie asked that anyone flying over the area to the left of the power sub-station look for his prop. *(Pls avoid the fort building because the park employees report low overpasses to the airport and FAA. Needless to say, also take care to stay out of the Petaluma traffic pattern)*



Charlie in field where he landed. Notice the happy-to-be-standing on ground smile



The plane less wings. Note the empty space where the prop once was.



It's nice having a couple of sons to help haul away your plane.

Not So Easy Getting Sport Pilot License

**by Mark Johnson
HELL WEEK PART 1**

On December 19th, Paul, Mark, Gordon and Vic drove and flew to Corning, CA to get Sport Pilot Licenses. *Little did we know what we were getting into.* Only Vic seemed to know because he wanted to go home after only being there for an hour and that intuition didn't go away for 3 days. Sometimes I think we did him a great injustice by persuading him to stay. Nobody deserves the amount of stress we went through just to learn we didn't know anything about aeronautical principles and that we couldn't fly very well.

On day one, we all got ground school. Brian Carpenter is awesome in his knowledge and flying ability. His wife, Carol, is also an impressive instructor. We were dazzled with charts and graphs and drag coefficients, torque demonstrations and just general knowledge on how to fly a plane instead of just aiming it. Vic almost went home.

On day two, Paul took a grueling two hour oral exam with Brian and not only lived to tell about it, he actually passed. Meanwhile, more ground school and Gordon had his first preparatory flight because he had the least amount of flight time. He actually ended up faring better in the air than we "more experienced" flyers because he was teethered on a Quicksilver like the one Brian was using. Brian took him up and Gordon said he didn't do too well so Vic nearly went home again. That night we all huddled in a motel room reviewing for our oral tests. Paul told us what to expect and Vic threatened to leave again.

On day three, Mark with his undeserved confidence, naivety and some might call stupidity, volunteered to take the oral and two horrific hours later, he emerged with a discontinuance notice to be finished later after a lot more ground schooling. Meanwhile, Paul learns he can not take the test flight in his plane because his log was not signed off properly so he went for a flight with Carol (Brian's wife and partner). Because Paul bent a main spar on a hard landing, the Carpenters were not happy campers the next day after a night of feverishly repairing it. That night, both Paul and Mark helped Gordon and Vic with the oral exam and you guessed it... Vic wanted to leave again.

Day four found us flying, taking oral exams and cramming for our flight tests. We all walked around with our shoulders up around our ears and jumping at harsh sounds. Paul flew home, Gordon passed the oral easily and Vic and Mark continued to struggle with that strange little plane. The stick had a 2 1/2 foot range from up elevator to down elevator and when one is used to a 3 inch range, it is a major adjustment... not to mention the fact that we had been aiming our planes haphazardly for over 15 years. (Brian claims we never actually flew it) That night, Vic finally got his wish... we all went home for Christmas.

HELL WEEK PART 2

Back came Gordon, Vic and Mark a few days later and we didn't even have to threaten Vic to get him to return. Vic takes the oral and two hours later, he emerges out of the interrogation room with a beet red face but he passed! His blood pressure must have been 200 over 120 and he was all smiles. Meanwhile, Gordon passes his flight portion of the exam and goes home with a shiny new temporary Sport Pilot Certificate. Vic and Mark stay on for two more days for more flights which seem to get progressively worse. Now Mark is threatening to go home but when he learns what it will take to take the test in Petaluma in his own plane (i.e., obtaining an Airworthiness Certificate), he stays another day. So after \$1,500 in training expenses, both Vic and Mark have to recess for New Years day.

On January 2nd, Vic and Mark returned to Corning. Vic passed his flying test (congratulations Vic) and received his Sport Pilot certificate. Mark was told he still needs more flight hours.

...So stay tuned for HELL WEEK PART 3 in Mid January when the Carpenters return to Corning and we learn if Mark and/or Paul pass their flying exams.

Open Cockpit trip to Castle AFB Museum

At a recent meeting Jim Grimes asked if we could organize another trip to Castle this year on a day when they have "open cockpits". The first such day is Sunday May 27th. So keep May 26th and 27th open for a 2-day trip down to Castle AFB. We had a good time last year, but with the open cockpits, this year's trip should be a lot more interesting (ever see inside an SP-71 Blackbird or a B1 bomber?).

We need to make reservation this month, to assure that we can be accommodated. So, if you want to go, you need to let us know at the January meeting.

Confusion over Sport Pilot Deadlines

Last July the EAA reported the following (EAAeHotline Vol. 6, No 33):

"There will be no extension of the January 2007 deadline for registered ultralight pilots to "test out" of sport pilot training requirements." Going on to say:

"Ultralight pilots who are registered with an FAA-recognized organization can transition to the sport pilot certificate if they pass the written and practical examinations before January 31, 2007. Registered ultralight pilots wanting a sport pilot ticket after that date must also complete the required flight training."

Now Mark provided me with an e-mail saying the following (confusing, but may minimize the effects of the deadline):

From: Bob Comperini [mailto:bob@fly-ul.com]

"Here's the deal:

"Before 1/31/07, the magic "ultralight letter" exempts you from having to*prove* that you meet the requirements of 61.309, 61.311, 61.313. It also exempts you from having to have a "CFI endorsement" to take the tests (unless you fail the tests). It does NOT exempt you from having to know the required material to pass the test.

"Even after 1/31/07... and in fact "forever", previously logged "ultralight training time" can continue to count toward Sport Pilot, per 61.329(a)(2).

"In plain english, what the heck does that regulation say? It says that if you miss the 1/31/07 deadline, you are now required to show proof that you meet the requirements of 309, 311, 313 (20 hours, 5 hours solo, the required cross country, yada yada yada). That regulation specifically says that your time logged in accordance with 61.52 can count toward these requirements.

"Ok, so what the heck is 61.52? That's a new reg, that specifically says that time received from a BFI can count toward SP. In a way, it says that for the purposes of SP, a BFI can act as a CFI to provide the training, as long as: (1) the BFI and student are properly registered with their Org, and (2) The training is logged in accordance with 61.51.

"Ok, so what the heck does 61.51 say? In plain english, this is the reg that describes and defines what a legal and proper logbook endorsement is. This is the reg that says that training time must include a description of what was done during the lesson, and the "instructor" must sign the logbook, with the instructor's "certificate number" (BFI number), and expiration date. So, bottom line:

(1) People can get training toward SP, from a BFI, right up until 1/31/08(when the BFI programs go away).

(2) Training from a BFI, must be properly logged, and the training must show that the items in 61.309/311/313 were part of the training (this could be a problem, if current BFIs aren't "up to speed" on SP, and don't know what to teach, or how to log it).

(3) Both the "student" and the "BFI" must be properly registered with their Org.

(4) Those hours never expire.

(5) A BFI can NOT make endorsements (such as tailwheel, solo, or recommendation to take tests. Official endorsements can only be made by a CFI). The only "endorsements" a BFI can make, are the signatures in a student's logbook, to document training time received."

Three notes from your Editor:

1. Don't take this e-mail to the bank since some people who supposed to know (including the EAA) have not come to this conclusion.
2. If this email is true, we still need to do a lot of work to become LS pilots (see *Not Easy Getting Sport Pilot Certs* above).
3. If you take the test before the 1/31/07 "deadline" and fail (which you will if you haven't studied) you have an additional 90 days to take the test over without re-qualifying or adding any flight training requirements. In other words, your UL pilot experience will still count for another 90-days).

Need for Members

Our active membership has dropped off in the past few years. It would be nice to have more members. Anyone with ideas about increasing our membership, please let us know at our next meeting.

CPS Rotax School

In mid February CPS will offer courses in maintaining Rotax 2 and 4 cylinder engines. One course is offered for 447-503-583 engines and another 3-day class for 912-914 engines. Although these courses are pricy, they go as far as teaching how to completely rebuild these engines.

Notable Snaps



XMAS Party at Les & Elaine's (above and below)





Chris Desmond's CH701 with a serious mobile camera mount
(Chris in cockpit ready to do a "shoot")

[2007 Club Calendar](#)

To be set up at the next meeting. Until then, we will continue flying as weather permits on Weekends.