

Liberty Field Ultralight Flyers April-June 2006 Newsletter

USUA Club #3 EAA Chapter #106



Newsletter

Officers:

President: Gordon Dupries

Vice Pres.: Les Goldner

Secretary: Mark Johnson

Treasurer: Vic Bologna

Your 2006 dues need to be paid now!

Please bring \$45 to our meeting or mail a check to Vic Bologna, 4760 Lakeshore Blvd., Lake Port, 95476

This is your last Newsletter if you don't pay!

June 10th, 2006 Meeting Notice

Our June meeting coincides with the Marysville fly-in and airshow. Because of this, our meeting will be held at the Marysville Airport, in near where we park our UL and LS aircraft (see *Upcoming Fly-ins* below). We will meet at 5-PM and try to move to a meeting area with some chairs, so try not to be late or you may not find us. Since we will have spent much of the day looking at exhibits, we can compare notes when we get together.

Our organization is small; ~~so~~ we need as many as possible to participate. Our group's 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 May 13th Meeting

President Gordon Dupries opened the meeting at 4:35-PM. There were 10 people present.

Old Business

The April minutes were approved.

Vic reported that the club made \$332 by hosting the Quality Sport Planes fly-in at Cloverdale. The group thanked Chris Desmond for donating the BBQ supplies and Vic for running the BBQ. We all agreed that this was a really good fly-in.

New Business

Since the Marysville airshow coincided with our June meeting date, Gordon suggested that we hold the June meeting at the airshow. The group concurred.

Joe Ehm told us that the area near LUF Field has been in the news. An indian gaming cassino has been proposed for the land just south of the field and an enviornmental group is studing the area north of the river. It is unlikely that the cassino will be built, but it is important for us to avoid flying over the preserve on the right side of our normal landing direction on the opposite shore of the river. Always make a left hand pattern and a short final to aviod the sanctuary.

Gordon noted that he was at the Smithsonian Air museum in DC and found the F18 simulator very realistic and interesting.

Les said that Chris Rampoldt provided instruction and approved him to fly his LSA into class D airspace and land at towered airports. Les thanked Chris.

Les also reported that he and Mark flew into LUF field. The field is still half under water and there is just enough runway to take-off with ULs. Harvey mowed the above-water part of the runway, which now has a nice grass cover that is in good conditions. The entire field should dry out soon. The group expressed thanks to Harvey for mowing the field.

We discussed upcoming fly-ins. The Castle AFB museum fly-in was rescheduled for July 15th. Jim Grimes mentioned that there was an upcoming Ercoupe flyin.

The group discussed the advantages of using LL100 fuel vs. auto gas with ethanol additive.

Don asked that we include a write-up of his problems with Michael Globensky in our next Newsletter. Don said he had a nightmarish experience when he tried to get LS trike training with Michael. The group agreed that Don should be able to express these concerns in our Newsletter.

Meeting adjourned 5:35

Our May Fly-ins

Since writing the last newsletter, we flew to Cloverdale and to Gold Country.

Cloverdale Fly-in

The Cloverdale Fly-in on May 6th was a real success in terms of participation and just plain flying fun.

Chris Desmond, who is associated with Quality Sport Planes, LLC, has a Zenith 701 aircraft, and is building an 801, agreed to purchase and donate all the supplies needed for the fly-in BBQ at Quality Sport in Cloverdale. Vic organized the BBQ, which was a great success. The weather cooperated and fly-in was well attended by our group.

Michael Heintz, who runs Quality Sport, invited his father Chris Heintz to speak at the fly-in. Chris designed the all aluminum highly acclaimed 601 & 701 high performance LS and several other innovative craft. At least 75 people showed up at the fly-in and we had an opportunity to let these people know about LFUFs.

This was the first time the group had an opportunity to see Andre's new Grumman. A few pics taken through Bim's camera lense follow:



Our LFUF group turned out in Cloversale en-masse!



Vic and Bim kept busy feeding about 100 people



Andre & Grumman (Chris Rampoldt tethered it so Andre could not fly-off without him)



Paul and his mystery guest



Mark, still trying to get his radio to work

Gold Country fly-around

The 3-day Gold Country Fly-around was delayed due to weather until May 24th. It was less than a success in terms of participation, but had its share of excitement and adventure. This was the longest flight that our group has sponsored to-date.

Initially we had 4 planes and 7 people signed up to go, but the weather turned sour on the planned departure date and Don, the leader for this trip, decided that we should leave the first date that the weather cooperated. Since we left on a Wednesday only 3 planes and 3 members were able to take part. Don and Les participated in the entire 3-day experience, while Chris Rampoldt flew up on the second day.

All in all we spent about 10 hours in the air. The weather cooperated and the flying was great for the first-day's flight to Nevada City and the second day flying to Columbia. However, we had better than 20 MPH head winds and gusty conditions for the 130-mile return flight, which made the trip rather exiting. For example, landing into the wind at Byron for fuel, on the leeward side of Mt. Diablo, felt akin to landing a helicopter, and Don said that his landing in Petaluma was the gustiest he had ever experienced. We flew much of the way back at 4-5000-feet to avoid the gusts.

Interestingly, Chris Rampoldt said he was sitting down to a lunch with his wife Vicki, when he saw Don and Les flying high and very very slowly toward the west near Concord.

Don filmed the entire expedition, flying with one hand and filming with the other in hi-def with his new camera. He risked going into a few places where Les would not follow to get the right shots. We should be able to see the results later in the year.



Don flying up one of the many rivers we came upon during the trip

[The Saga of Mark's Hawk Repairs](#)

Mark finally decided to purchase new tail and flap feathers for his Hawk. The 20+ year old craft has never had new skins and has never been hangered. Although Mark felt that it could probably go another 20 years with the original feather, he capitulated because he was sick of getting the brunt of our jokes about his UL.

While removing parts Mark noticed metal fatigue in the small fitting that connects the jury strut to the wing struts. So Linn Deedler agreed to take the all of the jury strut fitting home for a simple braise-job fix. Well, it was very windy Friday (same day Don and Les returned to Petaluma) and with no jury strut, the left strut flexed and failed! So much for simple fixes!



Mark sais "nothing looks as sad as a Hawk with broken struts".

Don Tells all about his Hellish experience with Globensky

Report from Don Anderson.

After the group gave its OK (see *Minutes*), Don sent us his report describing a hellish year of ultralight trike training with Michael Globensky. Don started this report after several months of training with Globensky, and added to it as events occurred. This training course quickly spiraled downward and ended in a successful lawsuit against Globensky. Don's report is an attachment to this newsletter. It's a long read, but interesting as this sordid story played out. We omitted his nine scanned-in documents that he put in the report because they totalled about 600-KB. However, anyone who wants to receive these documents can sent us an email requesting them.

Don's report does not reflect the official position of our group, but it does represent one of our members experiences. Having said this, as Lynn Deedler put it; our group should try to back and support our members where there is reason to do so...

The report is in an HTML attachment to this Newsletter..

Upcoming Fly-ins

Mark your calendar for the following events:

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

Tony and Jim are coordinating this event: Tony is flying up on Friday with Jim this year in Jim's Ercoup (Tony,s Rans will say at home). This is a 3-day event However, most people will not be able to go on Friday and a contingent of slowest planes plan to fly-up together at 8:30-AM on Saturday. We plan ro camp out as a group near out planes as we did last year and fly home Sunday.

Last year the show was great and ULs were treated with respect. For more info about the air show, go to their web site: <http://www.goldenwestflyin.org/gwaahome.shtml>.

Information for those who are flying up on Saturday follow:

Information to Fly to Marysville (Yuba Co. AP. KMYV)

CTAF-123.05, AWAS (weather)-118.475, Tower-126.4 Ground-121.05

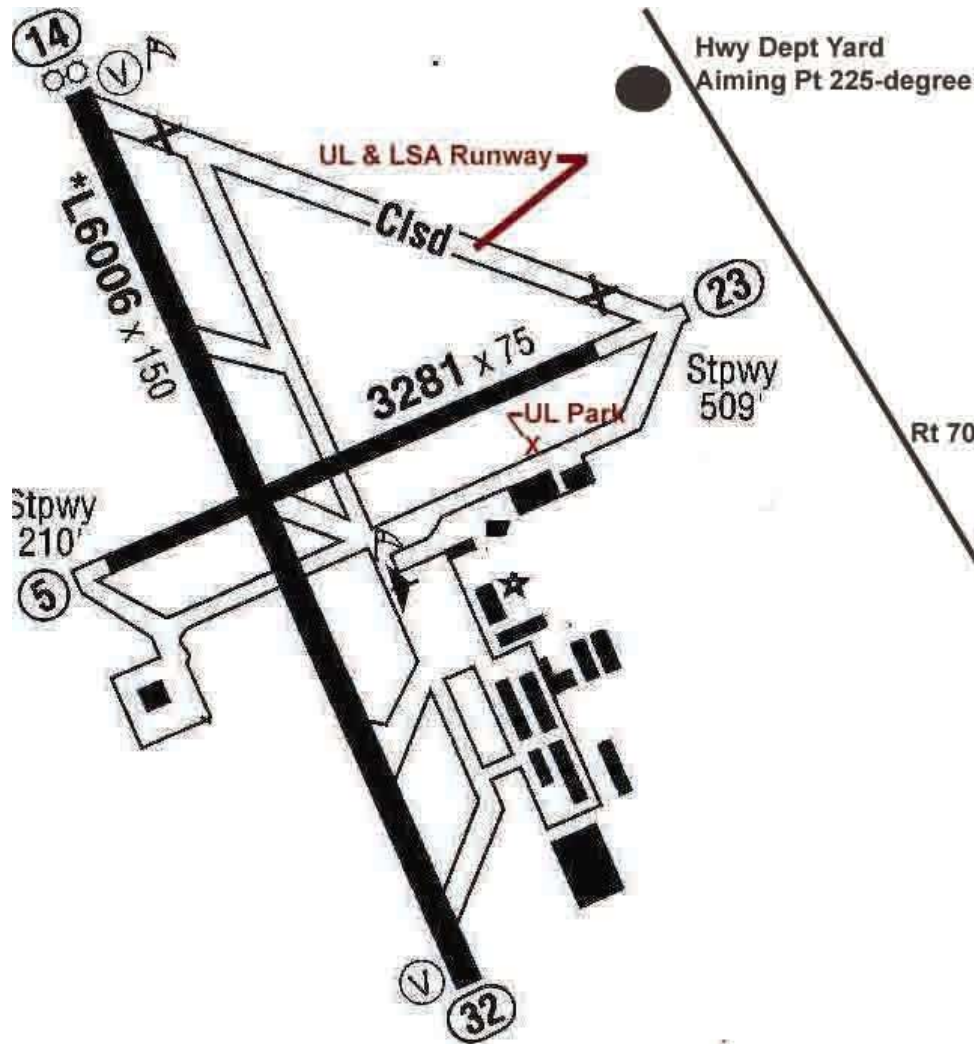
The direct course is about Fly: 60 miles @ 28-deg. However, we generally like to fly a southern route for safe emergency landing sites and to avoid class D and C airspace, so our flight is about 75 miles.

We need to arrive before 10:30-AM to avoid heavy traffic and the 11-AM airport closure for the air show. To get there in time, we should leave at 8:30-AM.

Our UL and LSA that come up to Marysville from the southwest need to be south of the airport and drop to 500-feet about 5-miles out to avoid heavy GA traffic expected on Runways 14-32. From about 3-4miles out we follow Rt. 70 northwest. Stay over 70 to avoid Beale AFB space to the east.

ULs and LS aircraft land without calling the tower (we announce on 123.05, the CTAF/Unicom freq.) on the closed runway that is on the northeast side of the field (see *below*). Watch for rough spots near the ends of the runway and do not cross the extends or get close to runway 14 on base or final. Our pattern will be left-hand if landing toward the southeast and right-hand landing toward the northwest to keep us out of GA traffic.

We park at the spot marked "UL Park-X" on the map below. Bring tie-down stakes and rope. We will meet at the "X" and venture forth.



Alternative Class G and E airspace Airports

Airport	Pattern Runways	Freq	NO
Sonoma SkyPark	1020' 10-65	122.8	0Q9
Sonoma Valley/ Schellville	810' 8-67	122.9	0Q3
Nut Tree	1110' 30-47	122.7	KVCB
Watts-Woodland	1100' 42-29	122.8	o41
Colusa	63-18 13-31R	122.8	o08

Angwin-Parrot	21-50 16-34R	123.0	2o3
University	870' 31-47	122.8	0o5
Yuba City	1060' 17R-35	122.7	o52

Weather 1-800-992-7433

New item: Open House at Charles Schultz Sonoma Co. Airport June 17-18

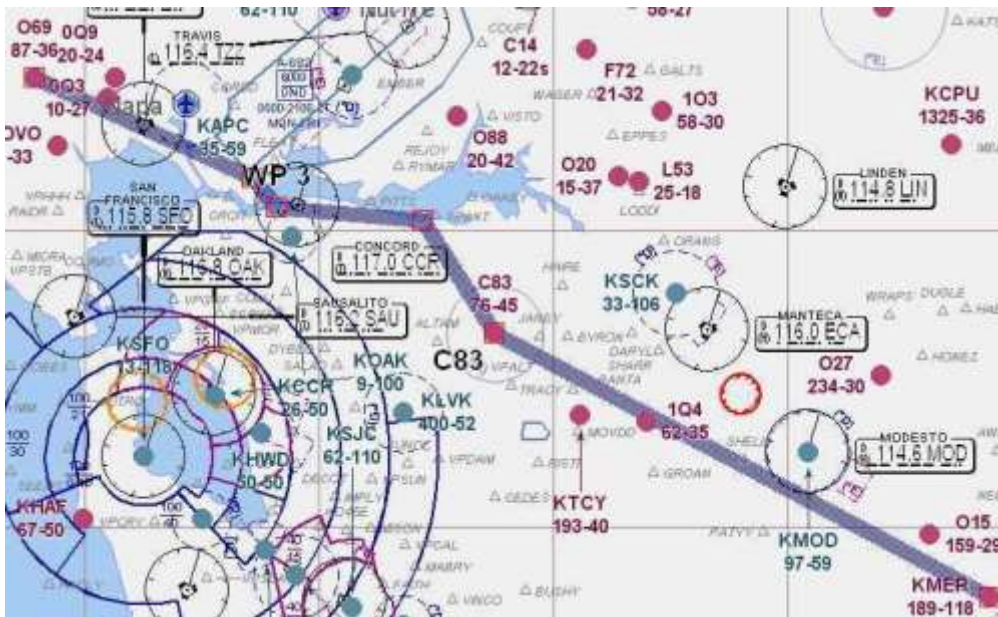
This airport is just over the hill from Petaluma. For those interested, we could fly (or drive) to the airport on Saturday June 17th as part of our normal activity at 10-AM. There will be a pancake breakfast hosted by the CAP, a hotdog lunch, climb-aboard Pacific Coast Air Museum exhibits, free flights for kids (Young Eagles), , and a slew of sponsors (CHP helicopter) Cap, Dragon Flight School, Organization of Woman Pilots, EAA, Coast Guard, Etc.)

Fly to Castle AFB Museum, Rescheduled for July 15-16.

We cancelled this event twice: first because of bad weather, and second due to Presidential airway restrictions. Chris R. will coordinate this fly-in. Castle Air Museum is located in the heart of the San Joaquin Valley adjacent to Castle Airport. It is about 130 easy 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 officer's 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), trop 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 thought Tracy; the flight over the Suisun Bay will have to be at a higher altitude to avoid the potential onshore headwinds.



Fly to Shelter Cove on August 26-27 (tentative)

Chris R. will coordinate this event. 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.

Paul Applied for FAA Airworthiness Inspection

Paul Lansdorf had an appointment this week to get his Quail inspected for a Light Sport Airworthiness Certificate. After he spent a lot of time spiffing up his craft for the inspection, the FAA inspector, Denny Pollard was a no-show! Apparently, this is common. These safety inspectors are on call to investigate accident and "incidents". We know of a few other times when inspectors were no-shows and airworthiness inspections are probably a low priority to them.

Notable Snaps



Jim Grimes at his Ercoupe Fly-in

LFUF Saturday Calendar (tentative)

May	June	July	August
6-Cloverdale Fly-in (*)	3-Fly to 2-Rock & coast	1-Fly Russian River to Healdsburg & Cloverdale	5-LUF Field mow and clean-up Fly-in
13-Regular Monthly Meeting (Gordon's @ 4:30PM)	10-11-Golden West Air Show fly-in led by Jim Grimes(*)	8-Regular Monthly Meeting (Gordon's @ 4:30PM)	12-Regular Monthly Meeting (Gordon's @ 4:30PM)
19-21- Flight to Gold Country led by Don Anderson(*)	17-Fly to coast	15-16-Flight to Castle AFB Museum. Tentative date(*)	19-TBD
27-LUF field dried-out. Inaugural 2006 fly-in	24-LUF Field mow and clean-up Fly-in	22-TBD	26-27-Trip to Shelter Cove led by Chris R. Tentative date(*)
		29-Fly to coast	* Note: See Upcoming Events in Newsletter

The calendar has not been updated from last month. LUF Field has dried out enough to land on the western half of the runway (about 500' of runway is available).