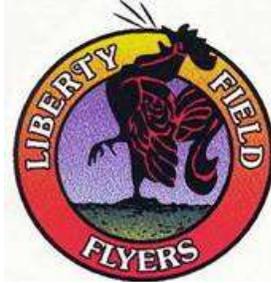


LIBERTY FIELD FLYERS

JUNE 2013 NEWSLETTER

(Note: if you can't see graphics, open the PFD attachment)



EAA Chapter #1534

Officers:

President: Chris Rampoldt
Vice Pres.: Open
Secretary: Mark Johnson
Treasurer: Vic Bologna

JUNE 8th MEETING ANNOUNCEMENT

Our June meeting will be held at its regular place and time (Saturday, 1300 hours in the Club hanger). Chris Rampoldt will bring copies of his long-anticipated proposed 2013 fly-out schedule for the remainder of the year and we will discuss and finalize it. We will also have a general discussion.

If you come early, (about 1230 hours) you can get some pizza before the other gluttons in club gobble it all up.

MAY 11th 2013 MEETING MINUTES

By Les Goldner

The meeting called to order by Chris Rampoldt at 1300 hour in the Liberty Field Fliers Pilot's Lounge. All-in-all 22 people showed up including several guests (our biggest turn-out in years!).

Some of the guests were introduced. This minutes writer was unable to catch all the names but Annie, Christopher's wife, was one of these welcome guests.

OLD BUSINESS:

The minutes of prior meeting were approved.

Vic said the club bank account has about \$4500 and that there were still seven people who have not paid their dues. He said he would give a list to Les to email the recalcitrant guys (*not yet done*).

Harry said we probably will not host the Pillsbury flight this year for health reasons and the group discussed the unpleasant possibility of a flight to Lake Pillsbury without Harry and Charlotte. The group agreed that July is the latest we should go. Chris said he would put this on the club calendar.

NEW BUSINESS:

Chris discussed the club calendar. A flight to Ukiah for their open house on June first, a flight to the Boonville in August for the Mendocino County fair, Santa Rosa for their Wings over Wine Country show, the Nut tree, Columbia for their father's day flyin, a polka run, and Castle Air Base Museum flights were discussed but nothing was finalized.

Les mentioned he would like to plan a 5-7 day trip to Idaho or Wyoming in July and asked if anyone was interested in joining in.

Following this the meeting was turned over to Christopher Desmond, who gave a riveting hour and half presentation on off-airport (back country) flying. He just completed back-country training with Loni Habersetzer, of [Big Rocks & Long Props fame](#), who stressed the safety issues and suggested that whenever we fly we should always take the time to make certain everything is done right (unless you are on fire). Usually our group has a very short attention span, but almost all of us stayed for the entire presentation and asked many questions. A copy of Christopher's notes follow.

Eating before Christopher's talk



Considerations for landing off airport

Landing site choice and evaluation:

Reasons to rush?

If your airplane is not on fire, take your time, be methodical and careful.

Do not be casual or spontaneous. Don't just "go for it" because it looks long enough.

Slow down. Evaluate. Think. Then develop a plan that takes all of the risks into account.

Low, slow, maneuvering. When under 500' No Gs, Shallow turns. Stay coordinated.

Wind conditions? Wind stability?

Only one aircraft evaluates at a time.

Clear your way down, 200 feet at a time. Both directions. Wind.

No radio chatter. When evaluating or landing.

Take-off before you land*. Wind. DA?

Obstructions? On approach and departure. Wind.

Hazards: length, width, alignment, grade*, camber*, surface composition, density and condition*, water*, obstacles, wildlife, visibility. Wind. DA

Dragging, virtual vs real, When is it impossible to drag? Incremental weight transfer?, Soft? Rough? Speed A+G? Attitude tricycle vs tail-dragger?, How much power?, Do not turn a planned drag into a landing, A bounce is an abort? Go around? Landing expectancy. Other times to abort? How do you turn a two way strip into a one way strip? It's easy but don't do it. Listen to your fear. Wind.

What do flaps do? When to use flaps?

One way strips*. All one way strips are two way up to a point. Where is that point?

After landing successfully:

Ask again, Is my airplane on fire?

Immediately upon coming to a stop: One and only one prudent action. Safety + Edu.

Where should you park? Other airplanes landing after you? You are at a firing range.

Could conditions change?

Think. Then develop a plan.

Taking off:

Reasons to rush a takeoff?

Runway evaluation:

Is the runway long enough? Factors?

Options?

Think. Then develop a plan.

Other considerations:

Evaluate your airplane and its systems for hazards*. Develop a plan.

What to take away:

If your airplane is not on fire. Slow down! Evaluate the risks. Think your situation through. Then make a plan that minimizes the risks. If you can't find an approach to your situation that neutralizes all of the risk, then you have a decision to make. Is it worth it? The best course of action is almost always to turn around or back out of the situation while you and your airplane are still in one piece.

MEMORIES OF ACES PAST... ANDRE PTASZYNSKI'S FIRST LANDING...

(Does that good looking plane remind you of someone?)

(The PTAS in Andre's last name is short for Post Traumatic Aerial Shenanigans)

The Low Road -



Just before Andre's first solo flight...

Andre's view...

Petaluma Municipal Airport Saturday, March 27, 2004
(this date will live in infamy for Andre)

The months of waiting for insurance finally built up my frustration level to the point where it eclipsed my fear of soloing. So there I was, full throttle and before I knew it the runway had vanished.

In the months of waiting, I had made friends with the tiny cockpit of my Rans S5, so it was not shocking to be alone until I realized how erratically the horizon seemed to be bouncing around. What had all those hours of dual with Tony taught me? I thought I could at least fly straight and level. My understanding, much later, that a two seater, with two people and twice the fuel is a lot heavier than this little S5, did not help as I realized I had to land this bobbing little cork. I could only imagine what the guys witnessing this performance from the ground were saying to each other.

Turning base and final seemed to work fine and down I came... flair... bounce... flair... bounce... not pretty, but it was done!

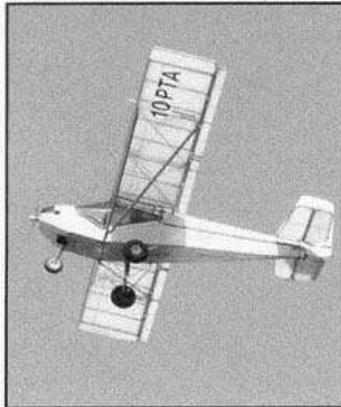
After all the congratulations, what else was there except to repeat? Up again, still bucking embarrassingly around the pattern, now trying to sound calmer about my radio communications but clutching the stick so hard I forget to release the "push-to-talk" button for minutes after my transmission.

Coming around again, my final approach looked good until the second bounce on the runway. Oh-god-if-I-don't-get-out-of-here-in-about-half-a-second -I'm-gonna-be-in-small-pieces! Hit the throttle and fly out listening to my heart pound louder than the Rotax engine!

Once more into the pattern, really feeling shaky now. But things have changed. I can hear incoming traffic I have to locate. I go into a holding pattern just to let everyone by and catch my breath. Suddenly, a seventy miles per hour wind blasts into the cockpit. Surprise! - the door is open... I can't close it with my free hand, so I let go the stick to do it with both hands and Oops, the plane is diving! After I pull the nose up it dawns on me that the plane is still flying okay, so forget the damned door! Back we come for a landing with lots of ventilation.

This time the landing is a little less bouncy and I get three wheels on the ground, but where's the runway? It seems to have gone off to the right and I'm cutting daisies on the left. The brakes work and bumpety-bump I come to a stop not far from Jeff, Chris, Mark and Tim.

Thanks for all your support guys and yes, in the future, I will try to touch down on the main gear before the nose-wheel!



He is in the air!



TOUCH-DOWN !

MORE MEMORIES: THE GOLDEN WEST SHOW, CIRCA 2002

GOLDEN WEST FLY - IN
MARYSVILLE JUNE 18, 19, 29

All photos by our roving ambassador Jim Grimes



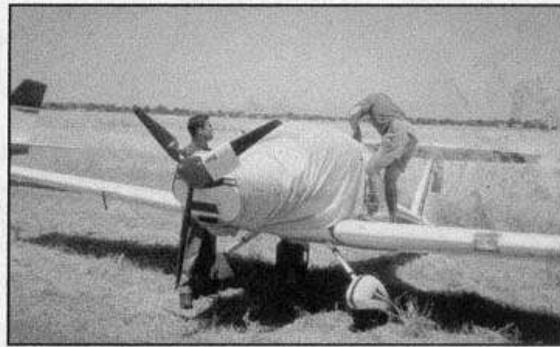
Paul, Tony and Jim's friend sitting in front of a showcase Rans.



A spiffy 2 seater. Does anyone know what model it is?



Paul, Norm, Tony and Jim under the shade of Norm's Titan....not much shade under those short wings!



Tony helping Paul cover his Gault. (I didn't misspell it, it is a Czech plane)



Jim in front of Tim's mini Great Lakes. Tim was out looking for a welder for his muffler



Norm in front of his all metal Titan. No, I didn't cut off the wings, that is all there is !

Chris R. plans to bring a new proposed fly-out schedule for discussion at our meeting Saturday.

THIS MONTH'S PICS



Ukiah Flyin, The girls (like Miss Mendocino pictured here) go crazy over virile LFF guys. (Vic, Chris, Jarek, Johnathen, and Les flew in).



Chris, running the meeting (discussing the club calendar).



Gordon, in his Challenger, going to Cloverdale. Les, Jarek, Andre, Mike, Chris, and others also flew-in.



Andre "flying" his lightly loaded truck to a Hayfork camping weekend.
(Mike also drove up and Jarek and Les flew in).



Tree cutting near Hayfork to get a little wood for a small fire.



Andre showing Jarek how to make a fire from a few sticks when none of them are matches.
(PS: After 2-hours almost successful... but not quite!)