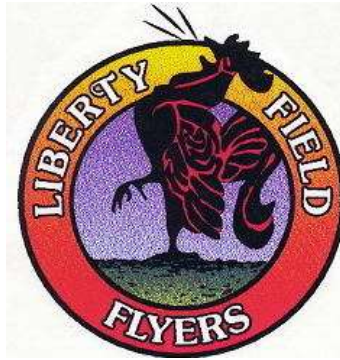


Liberty Field Flyers Sept. 2008 Newsletter



USUA Club #3 EAA Chapter #106

Officers:

President: Les Goldner
Vice Pres.: Harry Torgovitsky
Secretary: Mark Johnson
Treasurer: Vic Bologna

Sept. 13th Meeting Announcement

We will spend this meeting deciding which events we will schedule for the remainder of the year such as BBQs, flights, and parties as well as other topics of interest to our membership. (see *Upcoming Events* and *Tentative Calendar* below).

We can also discuss a club aircraft. We have about \$4000 in our treasury that could be used for seed money. (See Harry T's *Late Night Thoughts About A Club Airplane*, below).

The days are getting shorter. Some of us may decide to make a sunset flight after our meeting.

Looking forward to seeing you all Saturday.

Unapproved Minutes of August 9th Meeting

Our meeting convened at 4:30-PM. There were 15 attendees including three new potential members. Two of the new people came with there wives.

Old Business

Les started by outlining the events planned for the rest of August. These include meeting at the Wings over Wine Country Fly-in/airshow the following Saturday and the Lake Pillsbury /Gravelly Valley camp-out and fly in on August 30th.

Next we introduced ourselves and summarized our interest in flying for the benefit of the new attendees. The following noteworthy items were discussed.

- Ted Miller will start work on his Gull 2000 kit as soon as he cleans out his garage. He needs to talk with people who have experience building Gulls because the instructions lack specificity.
- Mike Wycoff and David Mikesell (new attendees) are in the process of restoring 5 UL and LSA aircraft at Gnos Field. They include a Rans S1, Pelican, Mitchell wing, Rans S12, and 2-seat Challenger. David also told us he is a parachute rigger.

- Tom Hagler (who came with his wife) joined our group. He has a 92' 2-seat Challenger clip-wing special and lives in Winsor.
- Vic announced that he has finally flown his rebuilt MX
- Mike Ferrero announced that he has been able land his Flight Star Spider on his small ranch... in as little as 200'. (Great flying Mike).

New Business

The remainder of our meeting consisted of a 45-minute safety lecture conducted by Chris Rampoldt, our CFI member. Chris, a charter member and former officer of LFF has over 5000 flying hours. He provided examples of the need to fly safely. To stress the importance of safe flying, Chris reviewed the club's five fatalities over the years (mostly in the early UL era, but still relevant to today's flying) and described how these accidents could have been avoided by planning and situation awareness.

He stressed the importance of:

- Checking your plane both before and after flying,
- Keeping your aircraft attitude within safety limits (and not testing the odds by exceeding these limits on a regular basis).
- Practicing maneuvers in a safe environment (particularly if you are a new pilot) and making sure that you have not exceeded your capabilities.
- Making certain your plane is kept within allowed physical limits (e.g., attitude and weight & balance).
- Not fixating on a goal so that you can change your plans as conditions demand (E.g., not trying to get home in unsafe conditions).

Meeting ended on-time at 5:40-PM (It was a great evening for a sunset flight).

Happenings to Members:

Chris Desmond was told by FAA medical personnel at Oshkosh that he should be able to renew his pilot medical (and so be able to fly his new Zenith 801).

Mark Johnson's prop was so badly out of balance that his engine mount broke in 3 places. Mark landed at Petaluma as soon as he felt the vibes increase. (One more break and we may have lost our Secretary). Les and Mark removed the engine and Jim Grimes welded the mount. Mark purchased a used 3-blade Warp drive prop and the plane runs without vibration for the first time in years!

Les passed the 100-hour mark in his new Zenith 701

Harry Torgovitsky (our VP) passed his FAA Knowledge test and purchased a white Challenger II, which we should see at Petaluma soon.

Upcoming Events

Sept. 20th, PAPA Fly-in at Petaluma Airport. There will be an area where we can display our planes. The airport will remain open during this event.

The remainder of this schedule is tentative. We need to decide where to go and what to do. Your input at our meeting is important.

Sept 27th, possible flight north along coast to Little River (Mendocino)

Oct 11th, we had a Chico flight planned, but Quality Sport Plane Ltd. has their semi-annual open house on this date. We usually participate by working the BBQ and QC has donated a few hundred dollars to us for doing this.

Nov 1, possible flight to Castle AFB museum in Atwater CA.

Contest: Do you really know your planes?

Name the aircraft in the attached picture (see "contestPic") and become the proud winner of a club polo-shirt. Only the first club member to answer correctly will get the shirt. Post your answer on LFF Yahooogroup email. (We will see if Chris Rampoldt really knows his planes).

Club Flights in August

Finally, a Successful Trip to Lake Pillsbury

This year, after 3 postponements, we finally had our annual Lake Pillsbury fly-in and camp-out. The consensus was that it was a great success.

Seven aircraft and 13 people participated (10 stayed overnight). We had a gourmet dinner, thanks to Charlotte and Harry T., and excellent wine and hors d'oeuvres, thanks to Patti and Bim. The wind got nasty at times but this did not dampen our enjoyment. Going up to the lake on Saturday morning, headwinds at cruise altitudes were clocked up to 30-MPH. During the afternoon and evening hours, we got ground winds gusting easily to 45-mph. Bim braved the winds in his slow MX, traveling through Cloverdale and Ukiah, since the range (and speed) of his MX ultralight is limited. Don arrived early afternoon and showed us how the wind broke part of his wind screen off. When he took off in the late afternoon, we had to hold his trike's wings to keep them from hitting the ground on take-off. After Don took off he had to land way up near the top of the runway, about a mile away because his engine was "not right". But the problem cleared and he had a trouble-free flight home.

Mark, the city slicker, as usual, complained most of the time. No phone or internet reception. Not enough of a wine list to choose from. Not enough leg room in Les's plane. The screeching Elk made too much noise. The sleeping bag someone loaned him had a hole in it. The pillow was not firm enough etc. etc. Everyone else loved the experience.

A few pics taken at the lake are attached to this Newsletter but you can see all the pics on our Yahoo website at <http://ph.groups.yahoo.com/group/LibertyFlyers/photos>. Don is amassing all the Hi-def camcorder shots into what will probably be an impressive DVD... To be available soon.

Santa Rosa Air Show

Many of us flew or drove to Sonoma Co. Airport for the Wings over Wine Country Airshow. The show met expectations. The tower controller was patient with several of us who flew in as a group, some without tower experience. Again our pics are on our Web site (thanks to Bim).

Late Night Thoughts About A Club Airplane

Written by our VP, Harry Torgovitsky

First let's start with the legal aspects. We'd form a limited liability company (LLC) which would be a completely separate entity from the Club. Club members would have no liability for the activities of the LLC.

An LLC is owned by its members (shareholders) and protects them from personal liability from the activities of the LLC. The members would all be investors in the LLC which, in turn,

would own the plane. Although the agreement of the LLC could require that all members are members of LFF, that's probably not necessary, or even desirable.

Setting up of an LLC is not a complicated or expensive matter. However, the operating agreement among members of the LLC would have to be very comprehensive. It would have to cover such matters as the sale of a member's interest, ousting an uncooperative member, collecting from a member who is delinquent in payments, admission of new members, etc. In other words, practically all conceivable and imaginable aspects of human interaction with respect to joint ownership of an airplane would have to be covered in the agreement. In effect you would have a partnership and partnerships are notorious for presenting difficult problems in their operation. Still, in conclusion, from a legal aspect it can be done.

Next, the practical aspect. The use of a plane by 4 or 5 people would require purchasing a newer and definitely more expensive airplane. The plane would require more maintenance because of all the use and would have to be hangered, not tied down. Cost of insurance would also be considerably greater and if the plane were to be used for instruction, then the cost of insuring it would likely be higher still. Besides insuring all the LLC members for liability, we'd probably also want hull insurance. (Any flight training after 2010 on an ELSA converted from a fat ultralight would have to be of an owner and not be flight training for hire. Since the plane would only be for the use of members of the LLC, this requirement shouldn't pose a problem. If the plane purchased isn't an ELSA converted from an ultralight, then it would have to be an SLSA for instruction purposes, which will be even more expensive.)

I'm certainly far from being an expert in owning airplanes, but I've run some rough numbers and, all in all, both the costs of acquisition and of operation would end up being more than individual ownership of a cheaper plane, especially if the plane weren't hangered. In addition all the other problems and conflicts that frequently arise from group ownership would be avoided.

Could the Club use a plane to attract additional members? Probably. Flight training seems to be one of the more difficult things to obtain conveniently and close-by. But using the plane for instruction would involve the higher cost of purchase, insurance and maintenance. Why would the other members of the LLC agree to that? It seems to me that most people, who might be interested in joining LFF, may want to fly "low, slow, safe and cheap". A club plane, on the other hand, would be more expensive than individual ownership. Does anyone have a different take on all this?

Harvey's Field Update

You may still be able to fly into Harvey's, but dirt has been piled on the right side of the runway (approaching from the river). We were told that this dirt will be spread to try to keep this side of the field above water in the rainy season...So the ducks may be disappointed this winter.

Tentative Calendar

Sep	(6)Pilots' Choice Fly-out*	(13)Meeting 4:30P Petaluma AP	(20)Petaluma Airport fly-in (Big this year)	(27)Pilots' Choice Fly-out*	
Oct	(4)Pilots' Choice Fly-out*	(11) Cloverdale. BBQ Open hse. Meeting 4:30P Petaluma AP	(18)Pilots' Choice Fly-out*	(25)Pilots' Choice Fly-out*	

Nov	(1)Pilots' Choice Fly-out*	8-Meeting 4:30P Petaluma AP	(15)Pilots' Choice Fly-out*	(22)Pilots' Choice Fly-out*	(29)Pilots' Choice Fly-out*
Dec	(6)Pilots' Choice Fly-out*	13-XMAS Party & Meeting	(20)	(27)	