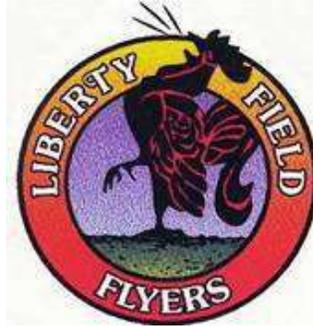


# LIBERTY FIELD FLYERS

## January 2014 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

## JANUARY 11<sup>TH</sup> MEETING ANNOUNCEMENT

Our meeting this month will be at 1-PM this Saturday in our Club hanger (16C) after our morning fly-out (weather permitting). There will be free Pizza and pop at 12:30-PM prior to the meeting (thank you Mark for picking up the pizza). We do not have a speaker so this month and the meeting is an opportunity to find out what each of us is doing, discuss flyouts and activities for 2014, and discuss our 2014 officer elections.

Also note that your 2014 \$45 dues are due so Vic would be happy to take your money.



## DECEMBER 2013 MEETING MINUTES

Due to our XMAS party, there was no meeting in December (and thus, no minutes).

## WORDS FROM THE PRESIDENT, PRACTICING ENGINE OUT PROCEDURES

Bill Sherlock last week casually mentioned that he had, I think, 23 engine failures in his past vast experience and it got me thinking about losing an engine after takeoff and at what altitude I would even start to think of turning back toward the runway I had just taken off from. I have, I think, aborted only 2 takeoffs in my Cessna and both of those were because of fuel contamination from water in my tank, (thanks for not dumping the fuel truck tank Mr. Fueler). Both times I slammed the throttle shut and stopped in time after my RPMs dropped and surged during takeoff.

Two Saturdays ago it was calm and cold at Petaluma in the morning so I thought I would take off on 29, climb at full power and 65 knots and cut my throttle back to idle at 300 ft ground level and turn back to the runway and see what it looked like. My best power off glide speed is 60 knots so when I cut the power I immediately dropped the nose to maintain 60 and turned sharp right. I basically ran out of altitude. The trees on the golf course got higher and higher and although I might have made it back to the edge of the midpoint on the runway, any further turn would have killed off the rest of my airspeed and altitude and as with many return

to the airport attempts, a stall would have ended my day, not to mention the small trees were in the way anyway. So, I added power, announced my intentions, and simulated a power loss after takeoff at 500 feet, AGL and normal climb speed of 65 knots. It went much better and with full confidence I touched down a third of the way down runway 11 this time using full flaps because I had plenty of altitude for my turn and line up for my landing.

I must admit that I was a bit surprised that a 300 ft. AGL turn around was so inadequate, but now I know. From now on, I think I will plan on a rough rule to be at least 500 feet after takeoff before I would even think of turning back after engine loss. Of course, continuing ahead if there are landing places is always the safest thing to do. Type of aircraft and prevailing winds are very much a factor also. Remember how slow an ultralight or light sport can touch down, but whatever you do, don't stall it at low altitude. We have some experts out there on off-field landings, but it never hurts to practice. Cheers, Chris.

## **TAKING THE PILOTS "PRACTICAL TEST"**

*By Rod Rennie*

When I made the appointment for the practical, the FAA examiner told me that we would start with a 3 hour oral exam and that the FAA was sending an observer to sit in. Of course this freaked me out because I don't know enough aviation stuff to answer questions for 3 hours; also it was probably going to be very thorough with the FAA observer present. Knowing this 10 days in advance also gave me plenty of time to worry about it.

On the day, I met Mike the examiner at the Airport office at 07:30 a.m. and spent half an hour going over my log book, the Planes log books, and the IACRA web site. At 8:00 a.m. the FAA observer arrived and we started the 3 hour oral! There were a lot of questions on safety issues. The IMSAFE and PAVE acronyms, aeromedical, error chain and runway incursions. At 11:00 a.m. the oral was over, I had survived, and felt exhausted, now we're going flying!

After pre-flight we took off and started with the cross country to the Nut Tree. That went well with the check points and wind drift using the flight calculator working out. Over Napa Mike had us divert to Sonoma Sky Park to do landings and take offs which was expected. On the first approach Mike had me do a go round when on final. The next one he wanted a short field landing and when I was about 4 feet over the runway, I lost too much air speed and stalled, landing heavily and rolling onto the grass. The right gear leg was bent but luckily no cables broke and was ok to fly back to Petaluma.

Mike said that I had failed the practical after that landing (no surprise there) but that I had passed the oral and cross country so that all I had to do was the air maneuvers, landings and take offs, so fix the plane and we'll do it AGAIN!

After I fixed the undercarriage we arranged to meet on December 19th. This was postponed the morning of due to high winds forecast which included Petaluma. We arranged to try again the following Friday December 27th (I thought!). Imagine my surprise when the phone rang at 8:00 a.m. on the 26th and Mike asks if we were still on for that day? Luckily I had planned to go flying anyway and had not over indulged the evening before so I was good to go and arranged to meet at 11:00 a.m. as Mike was driving down from Sacramento. I had the plane pre-flighted and ready to go and met Mike at the Airport office to get on the IACRA web site with my endorsement to re-take the practical.

The first take off was a soft field which I did a very sloppy job of, veering to the left side of the runway, after liftoff. From then on things went better, flying to the west county and doing steep turns, power on a and off stalls, turns around a point, and simulated engine out. Then back to Petaluma for a soft field landing, short field take off, and a slip to short field landing, they all went really well but I was concerned about my first crummy take off. After the last landing Mike said to taxi back to the hangar, nothing about having passed or failed. I stopped in front of the hangar, we get out, I put the chute pin in, Mike walks into the hangar, I push the plane in, we're standing there, and then Mike says, "You passed", YES!!!! He really kept me on the edge of the cliff for a while there.

A special thank you to Tom Wilkerson for preparing me for and endorsing me for the practical.

In retrospect, if I had known how much time, trouble, and expense getting my license would be, I wouldn't have started in the first place, but now that I have it, I'm glad I did. I have learned a lot, made new friends, and had a lot of fun, what more can you ask?

## NEW YEAR FROM THE PAST

*(from Mark Johnson)*

The Party in 2003



Paul Lansdorf, Ralph Savage and Ted Miller sitting on the patio discussing flying with the soft city lights in the background.

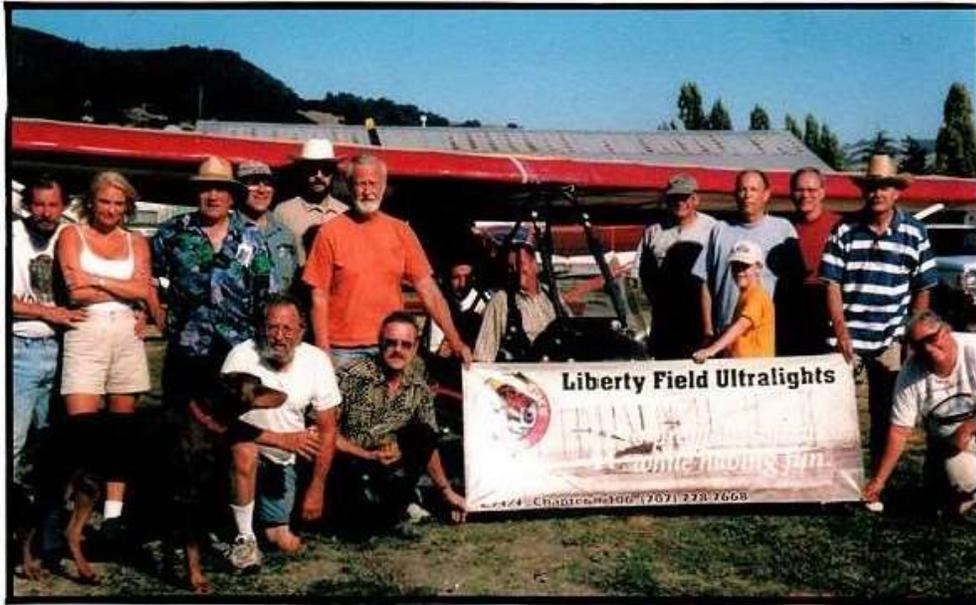


It all came down to this... 6 overweight, old men (Toni excluded) hovering around the desert table after they had already eaten more than they should. Truly pathetic.

New Year's Day Party in 2003 at Flyin Brian's Place



Chow time. There was over 20 of us (not counting the dogs) and there was still plenty of "take home" food. With 3 ultralights and 6 radio controlled models, we had a continuous airshow. Notice the bag of flour on the hood of the truck. Our "bombs" consisted of flour and sand in a paper bag. For the most part, the target had nothing to worry about, nor did the area for our spot landings...no one actually hit the landing area directly.



Here is the whole gang in front of Jeff's "Beaver" with our gorgeous new banner...  
(From Left to Right:) Our host Brian with a friend, Jim Grimes, Jim Enos, Ralph Savage, and Bud Stordahl  
(foreground) Brian's dog, Vic Bologna and Brian's friend. The dog is the goodboking one.  
(In the plane) Criss Rampoldt and Jeff Singleton  
(standing) Brian's friend, Ed Err nger, Gordon's son, Mark Johnson, Gordon Dupries and Charlie Ellery

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## PICTURE OF THE MONTH

(Please email your pics to [lgold@quantum-associates](mailto:lgold@quantum-associates) if you want them published)

*The following are XMAS party pics taken by BIM*









*From Bim's last ultralight flight in 2013*



*From Bim's First flight in 2014  
(Please keep on taking these great pics Bim)*



