

Liberty Field Ultralight Flyers August 2006 Newsletter

USUA Club #3 EAA Chapter #106



Newsletter

Officers:

President: Gordon Dupries

Vice Pres.: Les Goldner

Secretary: Mark Johnson

Treasurer: Vic Bologna

August 12th, 2006 Meeting Notice

Our Next meeting will be held at LUF field during our August 12th fly-in and BBQ. In addition to landing and flour dropping contests, we may even duplicate some of the activities described in *Impromptu fly-in* (see below).

We will meet at LUF at about 10-AM, fly around, and return for a noon BBQ and meeting. We have arranged for a shady spot and calm winds so Bim can fly home without complaining (again see *Impromptu fly-in* below).

There will be prizes for the landing that comes closest to the line and for the best bombardier. We will find out who is really the best pilot.

Unapproved Minutes of the July 8th Meeting

Les opened the meeting at 4:30PM. About 17 members and friends filled the Petaluma airport manager's office for the meeting. Les introduced the speaker, Guy Minor, an FAA Safety Inspector. Guy spent about 1-1/2 hours describing accidents, their causes, and how they could have been prevented. He emphasized that although most FAA rules & TSO's (Technical Standard Orders) are not mandatory for experimental aircraft, they are based upon sound experience and thus there is good reason to pay attention to them. As an example, he described one incident where a screwdriver had slid back from the cockpit jamming controls in the tail and pointed to a rule saying planes need a barrier to prevent this from occurring. Many the members knew about two fatal Petaluma-area UL accidents that Guy discussed.

Old Business

Due to time constraints, we did not discuss old business

New Business

After Guy finished his presentation the group discussed and organized the upcoming flight to Castle AFB museum. Mark, Les, Harry, Chris R., Jim, Tony, and Andre decided to participate.

Flight to Castle AFB Museum

On July 15-16 seven of us with 4-planes flew the 130 mile flight to Castle AFB Museum. The flight was great and the airport and museum were interesting. The runways and tarmac were huge (designed for large bombers) and it took forever to do the downwind, and even longer to taxi to the tiedown area. The pictures below tell the story.



Andre & Chris in the Grumman met up with Harry, Les and Mark near Concord



Harry flying south of Byron on the way to Castle



Harry and Andre/Chris in formation near Antioch



At Castle we toured the outdoor museum that housed most of the bombers and many fighters and transports in the US arsenal from between 1940 and 1990.



Les has to touch everything. Here opening a port but unable to close it; causing the group to move away quickly!



Did you know we made bombers with 10 engines for Tony to stand under (B36)?



Mark trying to describe the size of a B52.



A B47



One of the 12 SR71 Blackbirds in this world. Les is blocking the view.



Upon returning to Castle we met the Airport Motel & Tarmac Manager, Heather, who had never flew in a small aircraft. The group volunteered Les (the only legally qualified LS pilot since Chris left early) to give her a twilight flight.



Heather held on really tight the entire flight, admitting that she was scared of heights. But in the end Les got a kiss and the group got a free car for the evening to go to town for dinner.



On the way home, near Concord, Mark wanted Harry and Les to land on this Carrier (it looked easy). But downwind we noticed obstacles on the runway and aborted the attempt.

Impromptu Fly-in

By Mark and Bim

There was a large impromptu gathering of our aircraft on Saturday July 22nd. Mark reported:

"A coordinated, colorful armada of ultralights and one Cessna rose into the sky out of Petaluma for the first time in months. There were 7 of us; Mark in his now multi-colored

Hawk, Harry in his speedy Rans, Don Anderson in his tryke with a female friend in the back seat, Lynn Deedler and Bim Lipp in Quicksilvers and Pat Fanning in his Rans. And last but certainly not least, Chris in his Cessna with Bud Stordhal in tow. Yes folks, you heard right, Bud paid us a visit and seemed to thoroughly enjoy himself. His presence even brought out our president; Gordon Dupree for a few hours so you know what clout Bud has with this club when Gordon shows up.

"So there we all were, flying in formation to LUF field. We all landed except Chris who swears he will do it next time when he is alone in the cockpit. Because Bim and Lynn only have 6-gallon tanks, they decided they needed to go back to Petaluma to get more gas before heading to Two Rock and to the beach. Since they both wanted to land at Two Rock, and didn't know where it was, Mark went back to Petaluma with them to show them the way to Two Rock. Everyone else headed straight for the beach after taking off from LUF. The three who went back to Petaluma could hear them on the radio having a marvelous time at the beach. Apparently Don, with his incredible luck, saw a school of hundreds of sharks so there was a lot of excitement around that. Meanwhile, three of us landed at Two Rock and we found out it was Bim's first landing in a cow pasture. (His unscheduled landing in the soft dirt near the runway at Healdsburg doesn't count). He missed all the wet cow patties so he hasn't been truly initiated into the club. We then took off for the beach just as the others were returning. We flew around Bodega Bay and then Lynn went straight home while Bim and I went to Petaluma.

"As I was landing, my turnbuckle to my down elevator came off so I lost my down elevator! But being the consummate professional that I am, I landed by cutting power and made a perfect landing as usual. Ho hum, just another day at the airport for me. Of course, I needed a change of underwear after I landed.

"See you all at our BBQ on the 12th at LUF. ... I want to see 12 planes in the air that day!"

Bim sent the pics below and added:

"I got up at 5am, drove to Healdsburg and watched the sun come up from behind the mountains. Called mark at 7am to find out how the fog situation was in Petaluma. Of course it was waayyy tooo hot for fog. I took off at 7:20; it took me 53 minutes to fly to Petaluma in beautifully still air to meet Mark and the gang. I topped off my tank with gas that Mark had brought for me. From there we headed to LUF field, which is easy to find. We flew around there a bit - under the supervision of Chris in his plane.

"Lynn & I flew back to Petaluma to gas up again and then Mark lead Lynn and me via Liberty field to Two Rock and the small landing strip west of it. Since we were so much slower, Mark circled us a few times like all good sheep dogs do. It took me 4 overflys before I got my courage together to actually land on that strip, trying to avoid the cow patties. From there we took off about 20 minutes later to fly out to the coast, low over the water at Dillon beach, much to the joy of all the beach goers.

"Lynn returned home to Sebastopol from there and Mark lead me back to Petaluma and its 105 degree heat. We met up with Don and Chris, had lunch and a gallon of ice water each. Mark was nice enough to chauffeur me into Petaluma to get gas before he wrapped up his Hawk. The flight back to Healdsburg at about 2-pm was the bumpiest ride I ever had in my short career as an ultralight pilot. All white knuckles. The temperature up at 1500' was 100 degrees, and with 35mph wind in my face, was actually bearable. As soon as I touched down in Healdsburg I could feel the runway reflecting heat and I was back in the pizza oven! Thanks to Jeff and my hangar, I didn't have to cover my wings. Otherwise I would have probably melted into the asphalt at that time."

Bim's pics of the impromptu fly-in follow:



Harry making a 3-point landing at LUF Field



Resting in the grass at LUF Field



Looking down at LUF Field with Bim on the runway



At 2-Rock after Bim finally had enough courage to land.



Lynn flying next to Bim near 2-Roc



Lynn, too close to Bim



Mark near 2-Rock



The fearless flyers on their longest excursion

[Ultralight Radio Show on the Web](#)

Anthony Duckworth let us know that there is a UL radio show at the following site: <http://www.ultraflightradio.com>. You can sign up and get notices about the show times or listen to archives.

[Flyagogo.net Web site](#)

Chris R. reports that there is a new web site with sectionals, weather information, map overlays and more. Just go to <http://www.flyagogo.net/>

[Flight to Trinity](#)

Andre and Chris flew to Trinity AP in the Trinity Alps last week in Andre's Grumman. A few pics from the flight follow



Mt Shasta (is Andre flying IFR?)



Does Andre need new spectacles? Bike probably on loan from the campgrounds where Chris and Andre spent the night

[Upcoming Fly-ins](#)

Mark your calendar for the following events:

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.

Aircoupe for sail

Jim G. reported the following (looking for someone to fly with?)

For Sale::1966 Alon A-2 Aircoupe 1610 Hrs. Since new Airframe and Powerplant. 467 Hrs. STOP W/ new Millennium Cyls. Carburetor, Slick Mags, Voltage Regulator, and S. S. Exhaust stacks, Spin on filter at that time. New Smoke canopy glass, and rear windows. Annual till January 2007.

This is the only Aircoupe in the World to hold multiple National/World speed records through the NAA. Entered in the Copperstate Dash for all seven years that it was held, and in the Powder Puff Derby in 1970 under different ownership.

Narco Mark 12-D with Loc., AT 50 transponder W/ AT 150 Altitude encoder. King Kx 99 Portable TX/Nav. Ross LCA-200 Loran, Garmin GPS 90, and Audio panel with Muse select and AM/FM Cassette, three light marker beacon receiver, EI Superclock. 2 axis autopilot with coupled D/G. The attitude gyro is also new.

The airplane is "ready to go" and is being sold because of my age D. Wayne Woollard, 428 W. Meadow Ln., Kingsburg, CA 93631. (559) 897-4046 woollard@inreach.com Asking \$39,500



FAA Enforcement Effort Likely for "Heavy" ULs

For the third time in a month we are hearing that the FAA intends to enforce weight, fuel, and airspeed limits in 2008. The FAA person who handles Airworthiness certification for LSA at the Oakland FSDO had urged us to get started ASAP to convert heavy ULs to LSA. He has volunteered to speak to us at our September meeting to help get the ball rolling so as to avoid the crunch he expects to see in mid 2007.

The FAA can authorize fines of up to \$7000 for flying a heavy UL, and State law provides for up to 6-months in jail for operating "vehicles" without proper licenses.

Notable Snaps



Bim found this on the Web: The clouds are called Mammatus clouds. They do not precede a tornado, or foretell a storm, but are formed when the air is already saturated with rain droplets and/or ice crystals and begins to sink. The worst of the storm is usually over when these kinds of clouds are seen. They are quite rare, but really beautiful.



Bim for the birds (His shadow with the birds over the Russian River)



Charlie M. took this shot of Les taking off from 2-rock when he, Mark and Les flew there early in the month.



Also at 2-Rock by Charlie; Mark's plane out to pasture with the cows



One reason why ULS don't have retractable gear.

LFUF Saturday Calendar (tentative)

July	August	September	October
	5-TBD	2-Fly to 2-Rock & coast	7-TBD
8-4:30-PM Meeting at Petaluma Airport Office. FAA Safety Talk	12-Aircraft check-out, BBQ, & flying contest @ LUF field.	9-Regular Monthly Meeting (Gordon's @ 4:30PM)	14-Regular Monthly Meeting (Gordon's @ 4:30PM)
15-16 Castle AFB Museum Fly-in	19-Fly up Russian River	16-17-Fly & Camp at Lake Pillsbury	21-Tentative flight to Cloverdale (slow & fast Uls)
22-Fly to LUF Field	26-27- Fly to Shelter Cove	23-Fly to LUF Field and beyond	28-TBD
29-Fly to Coast		30-TBD	

This Calendar has not been updated since July '06