

LIBERTY FIELD FLYERS

DECEMBER 2014 NEWSLETTER



EAA Chapter #1534

Officers:

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

DECEMBER 13TH XMAS PARTY ANNOUNCEMENT

This month, instead of meeting at the hanger, we will have our annual XMAS party with a short club meeting before dinner.

The party runs from 4:00-PM to 8:00-PM Saturday at Carole and Darren's place, 132 Columbia Way, Vallejo 94589. If you have difficulty finding their place, you can call them at 707-554-8113. Lets all thank them for hosting the party.

A list of those planning to attend the party follows:

Last Name	First Name	Spouse or friend	Note	No
Cohen	Howard	Cathryn		2
Dupries	Gordon	Suzi		2
Endicott	chuck			1
Goldner	Les	Ruth		2
Johnson	Mark			1
Makiva	Charlie	Diane	Guest	2
Rampoldt	Chris	Vicki		2
Rennie	Rod	Frances		2
Richard	Brenda	Mark		2
Sherlock	Bill	Linda		2
Smith	Stephen	Kathryn		1
Stevenson	Darren	Carole		2
Torgovitsky	Harry	Charlotte		2
Wings	Luke	Carla		2
Wright	Wayne			1
Chase	Erich	Denise	Maybe	
Total				26

Please bring your pictures to the party for our annual picture contest and also bring a dish to share with the group based on the first initial of your last name (see below). Photos must be 5x7 or bigger, taken this year, and should be related to the club or flying. We have a few prizes for the winners.

If your last name starts with "A" through "R": bring a dish to go with the dinner. If your Last name is between "S" and "Z": bring a pre-meal appetizer and try to come early (before 4:00 PM) to put it out.

Also, if you want to help set up before the party of can help clean up afterwards, come a little early or plan to stay late.

Let's all make this the best Liberty Field Flyers party ever!

NOVEMBER 8TH 2014 MEETING MINUTES

by Chris Rampoldt

17 members showed up for the meeting on this Saturday and after our usual Pizza lunch brought by Mark Johnson and paid for by club funds, President Les Goldner brought the meeting together for a short time as most of our meeting time was used for a special presentation by member Steve Smith. No old business was presented as our Sept. meeting, which had been cancelled.

NEW BUSINESS:

The first point concerned the planned Fly Out to Shelter Cove. The club calendar has Saturday the 6th of December for this flight and Chris Rampoldt inquired if that would cause any conflicts to any pilots if we stuck to this date. No conflicts were mentioned, and also some member said that Bill Sherlock would be back from Hawaii soon enough to fly the one day trip. A call for hands was requested for those that could make it and were interested. 5 pilots with planes raised their hands. The tentative list of pilots was Les Goldner, Chris Rampoldt, Rod Rennie, Steve Smith, and Bill Sherlock. Other possible pilots/planes included Brenda Richard. Empty seats for others were also mentioned. Most members agreed that Shelter Cove airport is one of the most scenic airports on the West Coast.

Second new business was the upcoming Christmas Party set for Saturday the 13th of December. Volunteers to host the party were requested. This year and Darren, who has a house near Napa Airport stepped up and agreed to host the Party at his home. Thank you very much Darren and Carole. Having made the location decision, Les said he would be putting out an announcement about how potluck food would be assign based on first initial of member's last names.

A short round-the-room sharing started with Darren who said his new 701 had been thoroughly inspected and passed by the inspectors from Sacramento FSDO office. He said he was going to take about 3 hours of flight in another 701 and then would be ready to begin testing his own airplane. Brenda was commended by our Club Secretary for taking a flight earlier in the week flying together with a couple of the pilots with slower airplanes. She noted that all you have to do is put your flaps down and cruise along, and you would be surprised how little fuel you use going 70 miles per hour.

Our meeting was adjourned so we could enjoy Steve's complete and enjoyable recount of his 3000+ mile River flight across the West together with Chris and Les.

Respectfully, Chris.

LOW, SLOW FLYERS -- PILOTS ASSEMBLE AIRCRAFT TO FEEL THE WIND

Thursday, November 20, 2014

By Bennet Goldstein, Daily Sentinel



Jim Schroeder (left) and Henry Bader stood at the Le Mars Municipal Airport Thursday by a Sonex plane they built together. It took the gentlemen several years to construct the aircraft in their spare time. It travels at about 120 mph and cruises at an altitude of about 8,000 to 9,000 feet.

If you see two airplanes gliding low in the sky over a snaking creek, it may be Le Mars residents Jim Schroeder and Henry Bader spreading their wings. Or if you own a restaurant in a nearby county, and a group of hungry pilots suddenly appears in your entryway after landing their planes, you would be serving pancakes at a flight breakfast. The activities you witnessed are just some of the things the two are able to do in their free time using the light sport aircraft they assembled themselves.



Le Mars pilot Henry Bader gazed at airplane assembly instructions in his basement workshop Thursday. The directions are as intricate and detailed as the thousands of parts that form the aircraft he is piecing together.

Those are the sorts of planes people build in their living rooms, said Le Mars aircraft dealer Tom Mullally. They are light and strong, and make human flight affordable, he said.

Parts, paint, electronics and space rental for a light aircraft can start at \$17,000, with upper limits determined by the builder's desire to customize the plane. For these two pilots, the bells and whistles under a plane's skin are not what draw them to aviation. It's the joy of flying low and slow.

READY FOR TAKEOFF

Bader's passion for flight ignited in his native St. Libory, Neb. He remembers watching veterinarians flying over alfalfa fields in the 1940s. "Instead of driving a car, a lot of times they just flew to the farm places. That was so much faster for them," he said.

Bader, 85, learned to fly shortly before he served in the Korean War. As soldier in the US Army, he was trained to spot enemy aircraft. He also dropped mail to the front lines.

Bader also piloted after he moved to Le Mars in 1964. "After a hard day's work, I'd just go fly around here to relax," he said.

Schroeder, 75, received flight lessons in high school. "Back in 1957, my uncle Joel McCormick ran the airport out here (in Le Mars). As a high school graduation gift, he gave me some flight hours in aircraft," Schroeder said. Schroeder remembers learning to fly in a tandem airplane, with the instructor sitting behind him, communicating through a funnel over the blare of the engine. Schroeder returned to the runway after a 30-year hiatus. While taking pilot's lessons at the Le Mars Municipal Airport, he noticed other pilots were handling home-built planes. "It really intrigued me," Schroeder said. "And I thought, 'You know, I think I would like to build an aircraft.'"

IT COMES IN A BOX

For both men, creating things with their hands came naturally to them. Bader began by building contraptions with his brother. "We lived on a farm. When it snowed, we wanted to get around," he said. They created a makeshift snowmobile using a motorcycle engine and a propeller. "It was pretty crude," Bader said. The first airplane Bader constructed appeared on the cover of Popular Mechanics magazine in the 1960s. The Parker Jeanie's Teenie, he said.

Bader was hooked and has constructed aircraft ever since -- four at the moment. "I like to build and I like to fly," he said. "If I build one and sell it, then I don't have anything to fly, so I've got to build another one."

Schroeder's first airplane took shape in hour-or-two spurts between 1999 and 2002. He estimated it took him about 600 hours to construct his Challenger aircraft, which he painted to look like a shark. Burning unleaded gasoline, it flies at about 75 mph.

Cruising altitude is generally between 1,200 and 4,000 feet, Schroeder said. The Challenger came from a kit, with an instruction book several inches thick. "It's literally like putting a model airplane together," he said. Rivets and gussets bracket aluminum tubes, which form the aircraft's frame. The body is covered in a special

fabric similar to rayon, called Ceconite. It has to be glued and ironed onto the wings. Schroeder noted fabric may seem like flimsy material for a plane, but even aircraft that flew in WWII used fabric coverings when they were traveling several hundred miles per hour.

The plane is often called a "rag and tube" plane, he joked "You put rags over metal tubes, and they fly," Schroeder said.

For such a small plane, the Challenger contains sophisticated electronics, he noted. Altitude, airspeed and fuel levels are all monitored, and measurements delivered to the pilot's control panel. "It was a real learning curve in order to build this," Schroeder said.

Assembling one's own aircraft is advantageous to the pilot, said Bader. It familiarizes the pilot with all the aircraft's strengths and weaknesses. Self-building also allows the pilot to perform maintenance on the craft throughout the year. "You take care of your equipment better," he said. "You're looking at that thing all year long, trying to spot the problem."

A LIGHT SPORT

Schroeder's second aircraft was actually a collaborative project he undertook with Bader. They assembled a Sonex aircraft.

Reflective silver with a single propeller, the aircraft is hangared by the Le Mars Municipal Airport Runway. The Sonex cruises faster than the duo's other aircraft, "like a sports car," said Schroeder. The two pilots share rides. Rather than fly through traffic, cutting sharp turns, they still prefer flight in the slow lane. "When you fly a fast airplane you're busy flying," Bader said. "When you fly a small, little airplane like these, you're looking outside all the time. You really learn to look out and fly the airplane by feel. You don't use the instruments so much."

Schroeder agrees. Light aircraft respond to wind gusts, forcing the pilot to pay attention, he said. Low, slow "flyers" allow pilots to enjoy the scenery of the earth as it passes below. There are moments when Schroeder has seen pilots fly above cornfields, letting their wheels rub against the tops of cornstalks. Sometimes he catches smells or sees animals jump when he restarts the engine midair. "It's the freedom of flight," Schroeder said. "When you're up there and you fly over a town like Le Mars, you look down and it's so small. Your personal problems just kind of vanish when you get the perspective of all this."