

# Liberty Field Ultralight Flyers Aprilh 2006 Newsletter

USUA Club #3 EAA Chapter #106



## Newsletter

### Officers:

President: [Gordon Dupries](#)

Vice Pres.: [Les Goldner](#)

Secretary: [Mark Johnson](#)

Treasurer: [Vic Bologna](#)

### April 8<sup>th</sup>, 2006 Meeting Notice

Our April meeting will be held in Gordon's hanger at 4:30-PM on Saturday April 8<sup>th</sup>. Since the hanger formerly used by Vic, Harry and Jeff has been vacated, and the parts were moved to Gordon's, we need to try to arrive early to straighten out the hanger. So please try to come an hour or two early to work with Vic & clean up our hanger. The BBQ and fly-in previously planned for April 8th have been cancelled and we are all awaiting the weather to improve so we can reschedule our fly-ins.

Even though the weather is not cooperating, Our organization is small; we need each of you to participate. Our groups vitality depends upon all of us attending these meetings, joining the activities (see *Upcoming Fly-ins* below), and assisting each other!

### Unapproved Minutes of the March 11th Meeting

Meeting opened by President Gordon Dupries at exactly 4: 30 PM. There were 12 people present.

We had a new guest named Charlie Reed. He works at Travis Air Force base as a crew chief. He used to fly Huey helicopters for 5 years. He is interested in joining and buying an inexpensive ultralight from someone.

#### **Old Business**

The old minutes were approved as read. Cris Desmond says there might be a ban on beach landing in California so he is looking into other options to do on that weekend. At Shelter Cove, just airplanes can make it there. Les in Alaska buying a Zenith.

#### **New Business**

Don renewed his BFI certificate and only needs a signature.

Bryant Carpenter will come down from Corning to help us if we want. He will also help us work on our planes if we can get 10 or 12 people at \$200 each.

Ted Miller has 10 years of "Kit Plane" magazines if anyone wants them. "Sprue Aviation" has a DVD of their plant and plane parts if anyone is interested.

Our club has a ton of USUA safety papers and efficient flying info and brochures.

Come to the next meeting early, around 2 PM, and help us haul away old plane parts to make room in this hanger. Bring your pickup trucks to haul stuff away.

Meeting adjourned 5:35

### **Andre has his new Airplane!**

*Andre write the following:*

"Here's a shot of my Grumman AA1A. It is sometimes characterized as the sports car of the air. - It is very sensitive to control input and tends to fly "hot". Because of the small wing area you have to drive it in for landing and it uses a lot of runway. I love the slide-back canopy because I'll be able to take pictures without the intervening plexiglass. Now all I need is a driver's license!"

Congratulations Andre.



### **Bim's sail Party**

As reported in the last Newsletter, Bim's plane and the ground had an unfortunate meeting. To put his Quicksilver MX back in working order, next week Bim is putting on new skin and needs some help. If you want to help him put on his new feathers, please call him at 707-823-6254.

### **An Advantage of LFUF Membership**

The MX parts that were in Vics hanger were distributed to members who have MX's or needed the parts. These beneficiaries were Bim, Linn, and Vic.

### **Les Travels to Alaska to Bring Down his new Kit**

*By Les*

I now have 3 crates in my garage that will someday become a Zenith 701 STOL plane with a 100HP Rotax 912ULS engine (same as Chris Desmond's lizard plane). I saved over \$10K and partook in an Alaska adventure by purchasing the complete kit (including all instruments, special bush landing gear, and firewall forward parts) from an Alaska bush pilot/backwoods hunter. His place is almost 100 miles from civilization, but was able to truck the plane down river to a hanger at Fairbanks airport where we spent a week packing & crating the thousands of parts that make up a 701. The average temperature in Fairbanks was minus-25°F when I was there, but we were lucky to have use of a hanger with some heat.

Once the kit was crated, we purchased a trailer and the bush pilot drove my crates to Vancouver in 6-days where I met him and I took it on the last leg. Although it rained and

snowed throughout the trip, when I opened the crated at my home the insides were almost completely dry!

I hope to complete this project in about 6-9 months. Some pictures from the adventure follow.



Driving down the river near Fairbanks



Starting to crate the parts



The Rotax 912 had never been opened



The trailer is finally in my garage

### [Upcoming Fly-ins](#)

*Mark your calendar for the following events:*

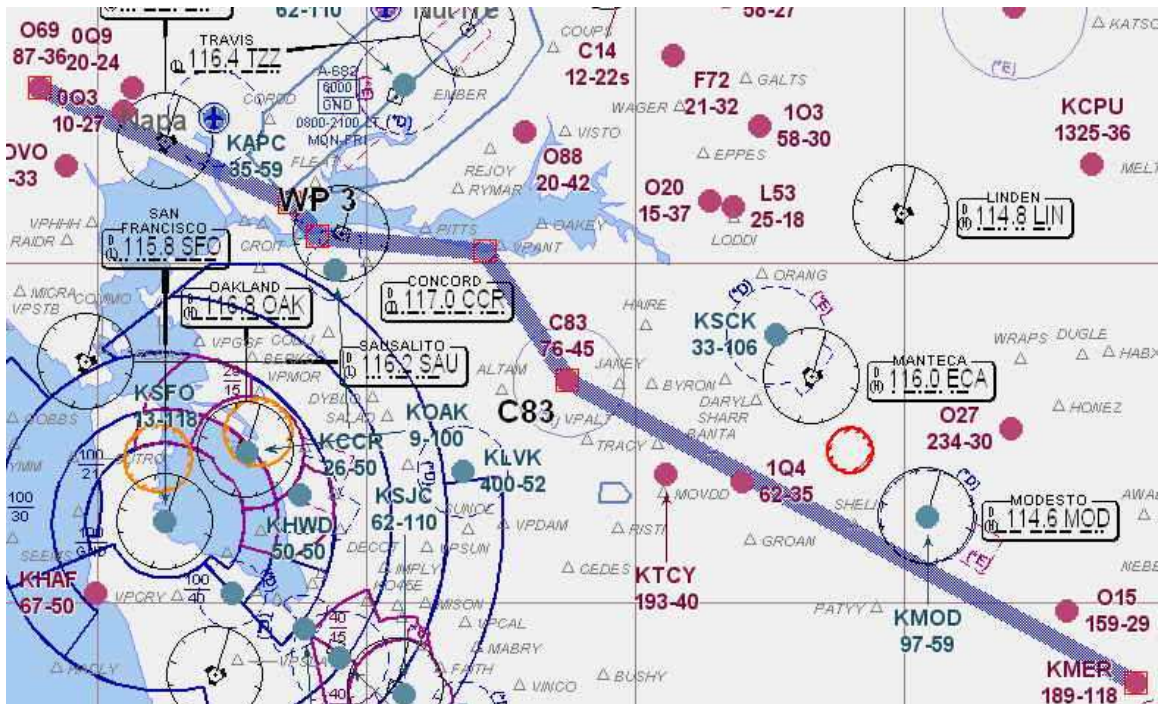
***Fly to Castle AFB Museum, date to be determined***

We cancelled this event last month do to bad weather. Chris R. will coordinate this event and set the ealiest possible date when the weather clears.. Castle Air Museum is located in the

heart of the San Joaquin Valley adjacent to Castle Airport. It is about 130 flight miles SE of Petaluma, with many good landing and refueling points in the Central Valley along the way. This is a two-day trip. Museum info can be found at <http://www.elite.net/castle-air/>. The museum contains historic World War II, Korean War, and Vietnam Conflict aircraft. At the present time, the Museum has restored and displays 47 aircraft.

Costs for this trip are minimal and there are good accommodations at the Castle airport. The old airbase, where we land, housed B52's, so some of us could probably land perpendicular to the 12000' runway. The field is friendly to light aircraft and tied-downs are free. There is an \$8 museum admission fee and accommodations in the officers quarters are \$35/night/room (advanced reservations required). For those interested, there is also an RV park on the premises and a motel in the nearby town of Atwater.

The plan is to fly out of Petaluma at 9-AM, go over the Benicia Bridge (the shortest safe over-water hop), trop to a comfortable low altitude after Antioch, and land at Byron for a pit stop (bring oil). Staying low, we go on to Castle, arriving before noon. We will tour the museum that afternoon and return to Petaluma the next morning. The route back will take us thought Tracy; the flight over the Suisun Bay will have to be at a higher altitude to avoid the potential onshore headwinds. Details will be discussed at the next meeting, but let Chris know you plan to attend so he can reserve a large enough block of rooms in the old officers quarters. If enough of us go, we may be able to arrange a special tour.



#### **Fly to Beach, April (after tax day, date TBD)**

Chris Desmond, who will coordinate this event, has not yet gotten back to us with details. He originally said: *"I will be finding a most extraordinary location for our April adventure. I may not have the destination picked out until late February or March, but the mystery will only serve to heighten anticipation"*. However, he now says: *"I am hearing that there may be a state-wide ban re: landing on ANY California beach. Meanwhile I am investigating other options. . . I'll keep you posted as I learn more"*.

If anyone wants to suggest the "right" spot, please call Chris.

#### **Fly to the Gold Country, May 19-21**

Don Anderson will lead this trip if the rains ever stop. We planned this trip at the February meeting. This is an ambitious 3-day event. The plan is to leave Petaluma, pit stop in Woodside, head up the Feather River to Sutter Buttes (an interesting rock formation), and make a second pit stop at Sutter Co. AP in Yuba City. Then over Marysville and Beale AFB airspace to Nevada County Air Park, between Nevada City and Grass Valley. This first day flight, our longest, will total 135 miles (shorter if we go over the hills rather than over Napa).

We will spend the night at Nevada City. Don will locate motels or camping near the airport and arrange for transportation to tour the Empire Gold Mine State historic park the second

morning. This is one of the oldest, largest, deepest, longest and richest gold mines in California; the site is said to be of great interest.

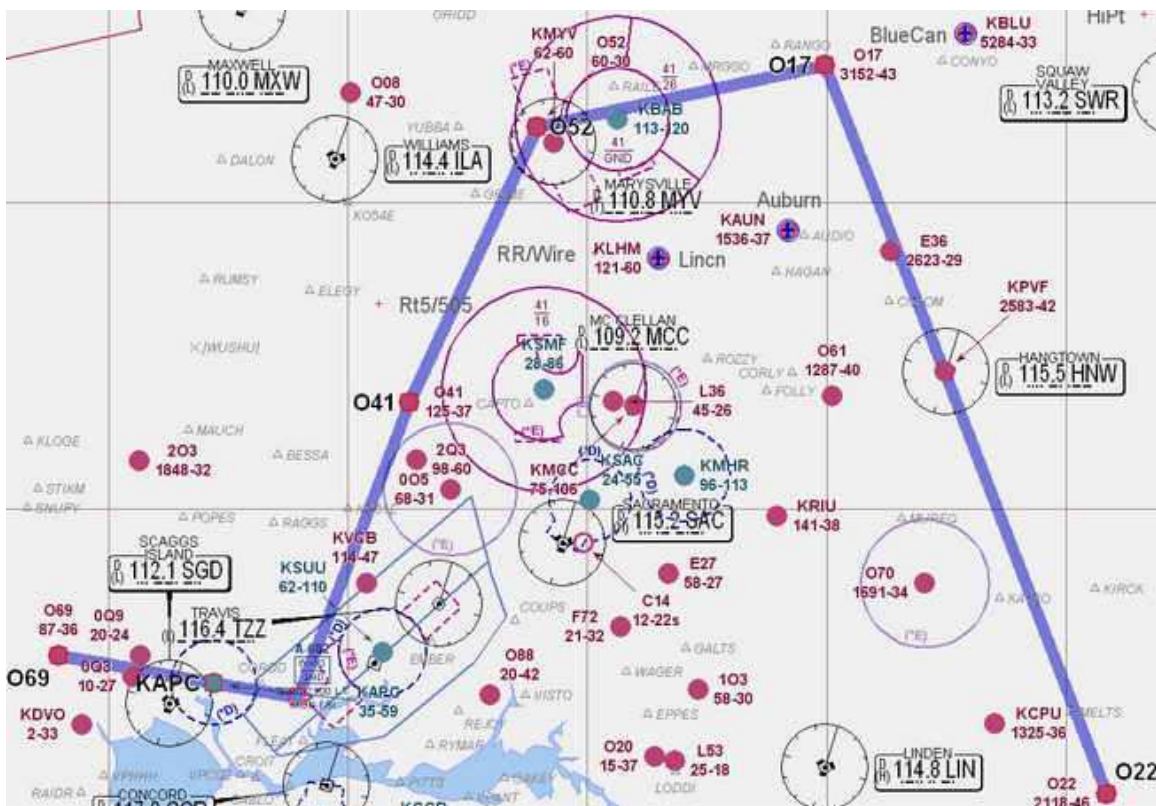
After the mine tour, in the afternoon, we will make a 90-mile flight south following Route 49 through beautiful rolling foothills, past Angles Camp to Columbia with a half-way stop at Placerville. We have the option to camp at the airport or go into town and spend the second night at a motel in Columbia City.



Columbia seems to be frozen in the 1800's. Today, Columbia State Historic Park is the best preserved of California gold rush towns. There is much to do here, from visiting the 19<sup>th</sup> Century shops, salons, and theater, to excellent dining.

We will breakfast the third morning in town and then set sail for Petaluma. The trip home will take us to Lodi (103) for lunch and then north of Travis to avoid the delta. The total distance on this day is about 125-miles.

Don will take safe but excitingly beautiful routes. He will not take us through areas where we cannot land safely. Based upon the video Don has shown us of his flight over this area, this multi-day flight should be great.



### **Fly to Golden West Air Show, Marysville in June 10-11**

Tony and Jim will coordinate this event: Tony says "We will be flying the Ercoup this year instead of my Rans... Being this is a 3-day event (starting on Friday), I suggest the slowest planes fly up together in a group first. The faster aircraft can leave Friday afternoon or Sat morning. I think we should ALL camp out as a group. I have extra camping gear and if you (Les) are driving the RV up, we can load it with supplies and fuel. We should also take money out of the Club funds to pay for the main meals (at least 2) that will be cooked."

Last year the show was great and the Uls were treated with respect. The air show's web site is <http://www.goldenwestflyin.org/gwaahome.shtml>. The Yuba County Airport is an easy 90-mile flight over the Central Valley, north of Sacramento.

### **Fly to Shelter Cove in July**

Chris R. will coordinate this event. We have not heard back from Chris yet about this trip, but 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.

### **Bill Bardin's Light Sport Qualifications**

*From Mark*

Hi Group,

I asked Bill Bardin of Lodi to provide me with a list of all the certificates he holds along with a short description. If you have any interest in the sport pilot category it looks like Bill has it covered. He still does ultralights too.

Certificates:

- Sport Pilot Flight Instructor for ground and flight training, and all necessary endorsements for testing and qualifying Sport Pilots. Also can still teach ultralight pilots.
- Sport Pilot Examiner (SPE, also known as DPE, Designated Pilot Examiner) for giving practical exam, proficiency checks, and additional ratings (floats/tailwheel/ +87 kts./etc.) to Sport Pilot candidates.
- Sport Pilot Flight Instructor Examiner (SPFIE, also known as DPE, but with authority to create instructors). Authority to give practical exam to Sport Pilot Instructor candidates.
- DAR (Designated Airworthiness Representative). Authority to certify Amateur-Built Experimentals, Experimental Light Sport Aircraft, Trikes, and Special Light Sport Aircraft.
- LSRMA (Light Sport Repairman "Maintenance", Airplanes) Authority to work on all Experimentals (AB and ELSA), SLSAs, and do 100-hour and Annual Inspections on ELSAs and SLSAs for my own and other folks airplanes.

### **Notable Snaps**



From Don Anderson: These are the the Blue angle and Thunderbird aircraft. Starting from bottom (I'm not sure about the numbers but the nickname is good) the first Blue Angel on the bottom right is the F9F-5 Panther, next is F9F-8 Cougar, F11F Tiger, F-4J Phantom, A-4 Skyhawk and the F-18 Hornet.. The Thunderbirds on the left side of the picture are in order from bottom to top, F-84E Thunderjet, F-84F Thunderstreak, F-100D Super Sabre, the fantastic, wonderful, beautiful, superb and awesome F-105 Thunderchief, the F-4 Phantom (nick named Rhino because it is so ugly), the T-38 Talon and the F-16 Falcon

## **LFUF Saturday Calendar (tentative)**

April	May	June	July
1-Rained out!	6-TBD	3-Fly to 2-Rock & coast	1-TBD
<b>8-Hanger clean-up &amp; Regular Monthly Meeting (Gordon's @ 2:30 &amp; 4:40PM)</b>	<b>13-Aircraft Check-out &amp; BBQ @ LUF field &amp; Regular Monthly Meeting at 1-PM Pet</b>	<b>10-11 Golden West Airshow fly-in led by Jim</b>	<b>8-Regular Monthly Meeting (Gordon's @ 4:30PM)</b>
15-TBD based on weather	<b>19-21 Flight to Gold Country led by Don</b>	17-TBD	15-Tentative flight to Cloverdale (slow & fast UIs)
<b>22-Tentative reschedule of Castle AFB Museum trip</b>	27-TBD	24-Fly to LUF Field and beyond	22-TBD
29-LUF Field clean-up and fly-in			29-Tentative trip to Shelter Cove

### **LFUF's Roster**

Note that the roster has not been updated or included this month due to time constraints. Please review February's roster information and email any changes to me, Les Goldner, <mailto:lgold@quantum-associates.com>.