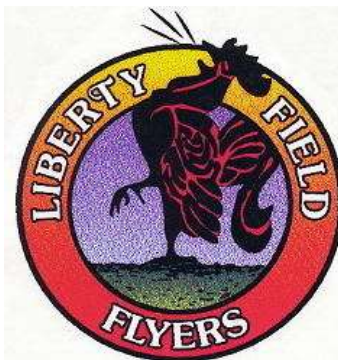


Liberty Field Flyers November 2008 Newsletter



USUA Club #3 EAA Chapter #106

Officers:

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

November 8th Fly-In / Meeting Announcement

This month our regular meeting will be replaced by a fly-in BBQ at Harvey's field by the river. If the weather is bad or the field is under water, we will substitute this fly-in with a regular 4:30-PM meeting at the Petaluma Airport manager's office (no BBQ).

We will use our meeting to plan our XMAS dinner, discuss what we did this month, plan next year's events, and just schmooze.

Looking forward to seeing you all Saturday.

October Minutes

We did not have a formal meeting in October, so there are no minutes. However, at the Cloverdale fly-in on October 11th we discussed the XMAS party venue and decided to ask Lynn Deedler if we could have it in his hanger in Sebastopol on December 13th.

Club Flights in October

This month we had two fly-ins and a lot of informal flights. These "pilot's choice fly outs" included flying to Liberty Field to view a cross-section of the history of UL flight in Doug Green and Nancyrose's barns (see attached pic) and watching Harry T. making landings there (see attached pic). We also flew the coast several times (see pic), watched Tony shooting his 10000 round per minute riot gun (see pic), and did touch-and-goes at Harvey's field. Our two fly-ins are described below:

Participation in Quality Sport Plane fly-in and BBQ on October 11th.

Quality Sport Planes (QSP) has an open house twice a year. We have run their BBQs and received donations from QSP for our services. This time the winds were predicted to be high and there was a smaller turn-out than expected. However, we performed our BBQ tasks, thanks to the guys in the attached picture (and some not in the pic).

Our Flight to Boonville for Lunch on October 25th.
Written by Mark Johnson [with editor's comments in brackets]

On October 25th, Harry Plevney, Don Anderson, Mark Johnson, Mike Ferrero and Les Goldner with his uncle, flew to Booneville where Chris Rampoldt was waiting for us. We first flew up the Russian river to Cloverdale with Mike and Mark a few feet off the water with Don in tow filming it all with his new High def camera. How he can hold that 15 lb. camera with one hand and fly his plane with the other is beyond me.

Most of us gassed up in Cloverdale, then it was off to a destination where almost no one had been before. There were very few landing sites on the 25 miles from Cloverdale to Booneville but we all flew at 3,000' [except for Mike, who was out front trying to see how far into the canyons he could get without dinging his plane] and that leg of the trip went well. As we approached the airport, we were greeted over the radio by the airport manager welcomed us and advised us how to land and how to taxi to his hanger. His hanger had a lot of aeronautical memorabilia and several vintage planes. We then all squeezed into a van and got a tour of heir little town.

[Mark forgot to mention that he had trouble finding Boonville and then announced over the radio that he was making a straight in approach. Several other aircraft were in the pattern and he was advised by one of them not to continue, so he ended up going upwind in the downwind leg at pattern altitude where I happened to be going downwind. We passed close, closing at about 140-MPH %&*!!!].

After lunch, it was up over the mountains to the beach. Les, Harry and Mike came out over the Pt. Arena light house [where we were supposed to fly to. It was great to look down at the light; see attached pic] while Don and Mark came out over a golf course [without knowing their position or whether they were north or south of Pt Arena light]. We did not find each other until Bodega bay. The beach was gorgeous for the entire 70 miles to Bodega. Don shot Mark winding down the craggy shore the entire 70 miles. There should be spectacular footage in that sequence. [Expect to see Don's hi-def videos at our XMAS dinner].

At Bodega, we went inland to Petaluma and we all landed within a few minutes of each other, except for Mikey. He was just behind us as we approached Petaluma but he didn't land for another 10 minutes. Our ace flyer, and most experienced pilot sans Chris R., ran out of gas two miles short of the runway! Friendly farmers came out and gave him gas and within 10 minutes he was in the air again. That is what happens when a 503 tries to keep up with a 912 engine. He estimates he burnt 5 gallons an hour trying to keep up (normally he uses 3.5-GPH. Let that be a lesson to everyone. All is well that ends well.

Learning to Fly?

By Harry Torgovitsky

Most of you guys learned flying when the times were right. With the current regulations, there's quite a bit more red tape involved. As you already know, to fly a fat ultralight, now called an ELSA, one actually has to get a light sport pilot's license. So the FAA gets its chance to become involved with all aspects of licensing the pilot and the airplane. This involvement, I'm sure, will make for greater safety in the same way that government regulation has made the drugs we take, the food we eat and the water we drink, so much safer.

Anyway, Les and I have each had the unique experience, on separate occasions and under way different circumstances, of stalling a Challenger 10 feet off the ground and living to tell about it. At least Les did it in an engine-off, emergency off-field landing situation. I managed to perform this feat at the Petaluma Airport on a calm day with no mechanical problems. I

simply began to round out too soon, the forward motion of the plane came to a sudden stop and we just dropped. One might expect that such a hard landing would do extensive damage; fortunately, the plane sustained only minor damage to its landing gear and, at this point in my flying career, I feel that any landing I walk away from ain't so bad.

To paraphrase what some well known Chinese philosopher is supposed to have said, "disasters offer opportunity". This little disaster gave me the opportunity to learn about techniques of repair and sources of parts which I am sure will come in very handy in the future, given my natural talent as a pilot.

At present all the repairs have been done and additional landings have been performed without further damage (but they have lacked that certain drama and excitement of falling out of the sky). I want to thank Les, Charlie and Mark for helping with the repairs, especially with raising the plane off its main gear, something I could not have done alone, and for all the other advice and assistance I've received. The way members of this club so generously share their time and knowledge with each other is pretty amazing and gratifying.

[Ed's note; Mark was technically pilot in command when this 'hard landing' was made, so Harry, you can blame Mark if you want, even though Mark could not read the airspeed from the back seat of your Challenger. Also note that Harry's landings are improving each time he flies] .

Club Polo Shirts

Note that we still have a few club shirts available for \$20.

Calendar of Upcoming Events for This Year

We will try to fly out each Saturday from now to the end of the year... weather permitting. In addition, we have two formal events remaining this year:

Nov. 8th, Harvey's Field BBQ.

If the weather holds, and the field is not under water, we will have a BBQ at noon at Harvey's field, followed by a short meeting. The event will probably include flying contests if we have volunteers to set it up.

Dec. 13th, XMAS Party.

For the past two years our party has been at Les's place in Berkeley. In prior years, we held the party in Lynn's hanger (in his yard) and before that we partied at restaurants. This year we will be going back to Lynn's place in Sebastopol on December 13th from 2 to 5-PM. Lynn is at 1777 Bollinger Ln. We can discuss details at our meeting on Saturday.