

Liberty Field Flyers March 2010 Newsletter Summary



EAA Chapter #106U

Officers:

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

March 13th Meeting Announcement

As you know, we conducted a survey to find out when to have meetings and what to do at them. Nine of us responded (about 1/3 of our membership). About half of the respondents wanted to have earlier meetings on Saturday. Half wanted some food at meetings. everyone favored speakers, although some did not want speakers at all our meetings and others also wanted club member to speak and have casual conversations.

To try to accommodate the respondents, this month our meeting will be held at 2:30PM in our club hanger (12C). We will have either pizza or BBQ prior to the meeting (1:45PM, no charge). Our speaker is Chris Rampoldt, who will make a safety presentation. In addition, Don Anderson will show a short video that he filmed last month during one of our flyouts. Hopefully the early meeting time will bring out some members who normally don't show up... e.g., our ultralight contingent from Sebastopol.

We will try to get an outside speaker for an upcoming meeting.

February 13, 2010 Meeting Minutes

UNAPPROVED MINUTES by Mark Johnson

The LFF meeting was called to order by our illustrious President, Les Goldner, at exactly 4:30. Eight members were in attendance with no new guests.

Treasury Report

There is \$5,200 in our treasury with 24 paid members

Old Business

There was no old business this month.

New Business

Les agreed to send out a questionnaire to all members on how best to generate more group participation at meetings. A change in the time of our monthly meetings was discussed and all were in agreement to have our meeting with Pizza, immediatly after our flights. This

would entail moving our meeting to around 2 PM every second Saturday of the month, but a decision will await the results of the survey.

Les then mentioned a new member named (Ron ?), who is interested in buying a real ultralight. (Under 254 lbs.)

Our upcoming flight schedule for the coming month was reviewed. Both our 20th flight to the Santa Rosa Museum and the 27th flight to Lodi for their annual poker run were tentative at best, considering the weather forecast for the month.

Meeting was adjourned at 5:15.

Member News*

- Chris D. is in the putting the finishing touches on his new and extremely well made Zenith 701. As soon as the final electronics are in place, he's ready to test fly this beauty.
- Andre M. is very ready to take the final phase of his sport pilot practical test. He says that he will do so as soon as he and Lou Fields have the time and schedule the date.
- Jim G. is almost done with his Ercoupe rebuild.
- Les is getting ready to join a slow, scenic April 26th to May 2nd flight to Moab Ut, Canyonlands and Arches NP, Glen Canyon, Monument Valley the Grand Canyon, and more on. A chase car will carry gear to make camping possible this year. Learn more about this sojourn at our March meeting.
- There is a new Light Sport CFI in our area. Travis Morton works out of SkyPark but presently does not have an aircraft of his own. His phone number is 707-812-45818
- Our paid-up membership includes the people on the following list. If your name is not on this list but you paid this year or during the last quarter of 2009, let Vic know so he can mark you as paid. If your name is not on this list but you want to continue being part of the Liberty Field Flyers, please pay the \$45 dues to Vic Bologna or bring it to the meeting. Vic's email is victorbologna@aol.com and his address is 4760 Lakeshore Blvd., Lake Port CA 95453

Paid-up Member List (as of 3/8/10): Anderson, Archer, Chase, Bologna, Deedler, Desmond, Dupries, Enos, Ferrero, Ferris, Goldner, Grimes D, Grimes J, Hagler, Hess, Johnson, Lansdorf, Lipp, Makiva, Marcoux, Micksell, Miller, Ptaszynski, Stanfield, Torgovitsky, Wyckoff

(* Member News is abbreviated this month. Expect more next month, after Mark returns from Cuba)

Our Club's Tradition

Our Liberty Field Flyers club has an interesting history and tradition in the Petaluma area. Now, thanks to the miracle of OCR (optical Character recognition), we are able to look at this history. In the past our Newsletters were long, sometimes 20 pages or more, with long detailed minutes and articles written by many of the members. It would be great if more of us would write articles like these from the past.

This month's reprint of a LFF Newsletter article dates back to March 16 years ago. It describes the exploits of one club member in an ultralight, whale watching near Pt Reyes. We may want to schedule a similar trip this month. (Caution: review the minimum altitude flying restrictions in next article before heading to Pt. Reyes!).

The best flying there is-- by JC

I've been expecting the spring-summer-fall weather pattern to set in with late morning winds grounding all MX's (except Hank Smedley) till late afternoon. But it's not happening every day. Last Monday, I took off about 2: PM. A northeast breeze wafted me out to Pt. Reyes in a little under 45 minutes. At Pt. Reyes, the wind was out of the south on the water as well as up where I was, still gentle. The ocean was virtually flat. Ideal for seeing the blow of a whale. I made one pass along the point toward the east, but saw nothing. It was a joy to turn and fly back west in almost the same length of time I'd flown east. But I still was not seeing any whales. I turned just beyond the lighthouse, heading back east and there were three adult Gray whales side by side just outside the surf line, swimming toward the point. And a couple of hundred yards ahead of them was another animal. All of them were blowing and diving together. There's some immutable law of light that you can see animals in the water only when the light is coming from behind you. That's OK, but there is a subsection that applies to seeing while you fly that codifies having the light behind you only while you go downwind. That means that usually I fly rapidly along Pt. Reyes toward the east, with good light, then turn around and fly s-l-o-w-l-y back toward the lighthouse with bad light hoping I'll be able to find the whales again when I turn around. Monday, I flew east in the good light no faster than I flew west blind to what was happening in the water. Rare day at Pt. Reyes.

And I knew I could drop down even lower (I was at 2700 feet) and pick up more tail wind to go home, so I could hang around longer than usual watching those whales. Eventually I could see the fuel level in that obvious tank over my head and knew I really did have to head back home. I headed up the great beach, where whale mother-calf pairs should be showing up pretty soon. A mile north of the northern parking lot, I could see strange patterns in the ocean just seaward of the breaking waves. As I got closer, I could see a pair of huge bubbly circles. Then, with the light and, of course, the wind behind me, I could see two more whales. Adult Gray whales again. They were stirring up the bottom between two rips, just offshore of the surf line. It looked like the peculiar kind of bottom feeding Gray whales do in the arctic. Neither whale ever blew at the surface, but they kept putting up that pair of bubble rings. I hung around for a while, but, reminding myself what a hassle it is to get fuel in an ultralight when you aren't even carrying your own 2-cycle oil, I reluctantly headed on up toward Tomales Point. Six whales in one flight! 'Tis the whale watching season--from now till about mid-May. No more whales, but it felt good to look and I did see several herds of Tule elk.

At Tomales Point, I was still enjoying a tail wind from the south, but I could see a brisk westerly on the ground. Another glance at the fuel level convinced me it might be a little cooler down there, but I'd better get myself down into that head-for-home tailwind anyway. I'd spent over 45 minutes watching whales. What a luxury!

The reliable westerly wafted me home, but was only frisky at Liberty Field. I logged 2 hours 40 minutes--and six whales. Flying doesn't get better than that!

Minimum Flight Altitudes and Flying along the Coast

(by Harry Torgovitsky, Attorney at Law. Repeat from earlier Newsletter)

The following are some rules we should bear in mind when we fly, so as not to endanger our certificates. I've paraphrased and summarized the rules to remove the legalese.

Minimum Altitudes Generally:

CFR Part 91.119 spells out **minimum** altitudes, except on takeoff and landing, as follows:

1. Anywhere - altitude allowing, on power failure, an emergency landing without undue hazard to persons or property on the surface.
2. Congested Areas - 1000 ft above highest obstacle within a horizontal radius of 2000 ft of aircraft.
3. Not Congested Areas - 500 ft above surface, except over water or sparsely populated areas, in which case not closer than 500 ft to any person, vessel, vehicle, or structure.

Minimum Altitudes over Wildlife Sanctuaries and over wildlife:

1. 2000 ft recommended over sanctuaries. No harassment of wildlife and no takeoff or landing. Boundaries are on sectional.

2. 1000 ft required over southwest tip of Tomales Bay, all around tip of Pt. Reyes, within 1 NM of Farallones and 1 NM of Bolinas Lagoon (see red areas on map), also some other areas south of GG Bridge.
3. 1000 ft over CA Sea Otter Game Refuge, inland to Hwy 1 and out 3 NM. (Santa Cruz and Monterey areas)
4. Outside of Wildlife Refuges - Aircraft may not harass, disturb, worry, molest, rally, concentrate, harry, chase, drive, herd, or torment wildlife.

Note:

Immunity from FAA sanctions may be possible through a NASA Safety Reporting System report, but only if the instance was unintentional.



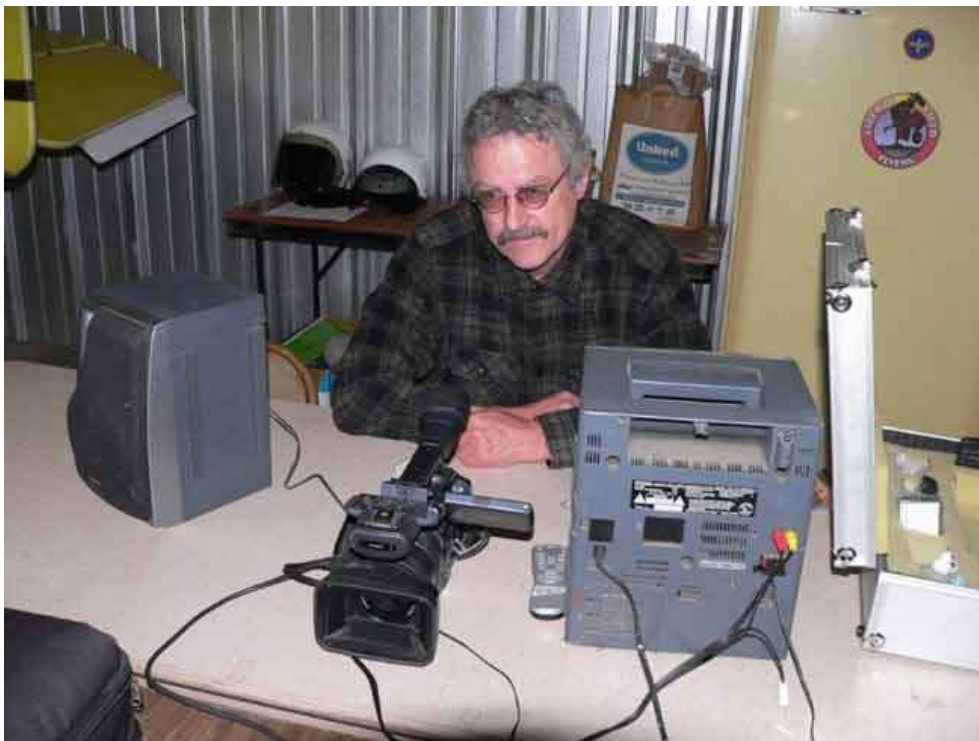
Red areas: 1000' minimums, extending inland further than shown

Flights & Activities since our Last Newsletter

(Pictures do better than words here)



Relaxing at our February meeting in the Club hanger



Don Showing off his videos using the club's digital projector



Les, looking out from 6000 feet over hills NE of Napa, going to Vacaville



Chris R., looking out from 6000+ feet over hills NE of Napa; on way to Nut Tree



Andre P. and Chris R. having coffee at Nut Tree





After Nut Tree, Chris R and Les get rained on going home from Rio Vista.



Andre M and Mike sitting in Andre's 701, pretending they're flying



At our Annual club plane inspection (Harry's plane had least problems and Mike found the most serious one.
(Most pic here and below take by Charlie)



Don, doing what Don does.



Mike in Les's plane showing him how to fly it.





The regulars at liberty Field.



The regulars at Two Rock.



Harry skidded sideways at Liberty, bending his nose gear. He fixed it and flew out later.



Doug Green telling Harry that his "soft" nose gear's failure protected the plane from more serious damage.



Les; taking the cash, winning the Lodi guy's poker run (note cash in hand).

Club Flying Calendar

<u>Saturday</u>	<u>Flight Activity</u>	<u>Flight to</u>	<u>AP Code</u>
3/13	BBQ Lunch, Flying & photo contests w/prizes), and Club Meeting	Harvey's Field (backup is O69)	None
3/20	Fly to Nut Tree for lunch	Vacaville	KVCB
3/27	Fly local. Flight for a \$4 lunch hamburger	Sonoma Skypark	0Q9
4/3	Pilot's choice flyout & \$4 hamburger	Local strips & Skypark	0Q9
4/10	Poker run (\$20 fee) & Club meeting	4 local strips, back for meeting @ Petaluma Club Hanger	TBD O69
4/16	Pilot's choice flyout & \$4 hamburger	Local strips & Skypark	0Q9
4/24	Dream Machine air show	Half Moon Bay	KHAF
5/1	Whale Watch flight & \$4 hamburger	N. Coast & Skypark	0Q9
5/8	BBQ Lunch & Meeting at Quality Sport Plane	Cloverdale	O60
5/15	Learning to fly into Controlled airspace	Santa Rosa	KSTS
5/22	Pilot's choice flyout & \$4 hamburger	Local strips & Skypark	0Q9
5/29-30	Castle Air Museum, open cockpit day, overnight stay	Merced	KMER