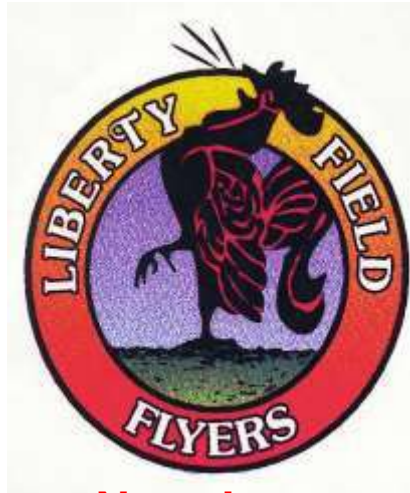


Liberty Field Ultralight Flyers October - November 2006 Newsletter

USUA Club #3 EAA Chapter #106



Newsletter

Officers:

President: Gordon Dupries

Vice Pres.: Les Goldner

Secretary: Mark Johnson

Treasurer: Vic Bologna

November 11th Meeting Notice

(Note: October 14 meeting has been cancelled)

We will not have another meeting this October because we meet at the Cloverdale BBQ last week.

The November meeting will be held on our normal meeting date, the second Tuesday in November (November 11th). Please think about what you would like to do for our Xmas celebration this year and bring your ideas to the meeting. We have a few options, including a party at Les's place in the Berkeley hills on December 2nd, 3rd, or possibly December 16th. If this location is too far for the group, or if the dates are too early or late in the month, we can select a restaurant or ask another member to host the party.

Unapproved Minutes of the Sept. and Oct. Meeting

Our September meeting, was held on the 9th at 4:30-PM in the Petaluma Airport Managers office. Denny Pollard, from the Oakland FAA FSDO office was a no-show. He was going to emphasize the urgency to get moving to obtain Light Sport Airworthiness certification for our heavy ULs.

Old Business

The minutes of the previous meeting were unanimously approved.

New Business

The group discussed what needed to be done prior to the end of January to avoid losing "grandfather" ultralight experience when applying for an FAA Sport Pilot rating. This process also involves getting Airworthiness certificates for those who wish to take their Practical test (flight test) in their own aircraft.

The group agreed to hold extra meetings in October to coach those who need Sport Pilot and Airworthiness certificates. Six candidates joined this group. These were Mark, David, Don; Vic; Gordon; and Harry. Les agreed to help obtain materials and review what each person needed to do. Chris R. (a CFI) and Tony (a BFI) volunteered to work with these people to provide Practical test and log book assistance respectively.

This meeting was a longer than normal because the subject is complex. We adjourned at 6:10-PM

In October, we decided to skip our regular second-Saturday meeting (which was to occur next Saturday) because almost all of us were at the Cloverdale Fly-in on Sunday October 8th.

We had a very short meeting on October 8th at 1-PM in Cloverdale.

Old Business

We discussed the next steps to move ahead with our Sport Pilot and Airworthiness certifications.

There was no New Business, and the meeting was adjourned at 1:10-PM.

Cloverdale Fly-in

The Cloverdale Quality Sport Plane fly-in's BBQ netted the club almost \$300. We need to thank a lot of people for making this possible, but special thanks go: to Vic for taking charge of the BBQ, to Bim and Gordon, assistant chefs, to Chris Desmond for donating the food and fixings, and to Michael Heintz for inviting us to participate in the Quality Sport Plane fly-in.

We all seemed to enjoy the day. The air was calm in the morning. This made for a great flight and the six of us who flew to Cloverdale enjoyed the trip. When we left, Gordon, Mark and Les made a low pass over the field before departing the area. Don filmed a lot of stuff (maybe we get to see some of it at the XMAS party) and he also gave rides to a "choice" few in his trike. The rest of us gathered around the BBQ and took a few pics (see below).



Bim sent us this shot. Bim plans to add a thank-you note on this pic and we will send a copy to Michael Heintz, owner of Quality Sport Plane.



Hungry flyers waiting to be fed!



Gordon & Mark, very high above the Russian River going to Cloverdale (you don't want to see when they don't fly so high)



The BBQ team



Dave, why is the prop on your trike pointing skywards?
 Could the wing really be a subterfuge to avoid having to apply for a helicopter ticket?

[Aborted Flight to Lake Pillsbury](#)

From the start this fly-out was in trouble. First the participants dwindled down to just 2-ULs and 2-GA airplanes. In the GA planes, Chris was only going up for a few hours and Jeff was coming up later to camp with us. Then we got started a little late due to fog.

Then, when we started to climb after passing Cloverdale, all hell broke loose. The wind kicked Mark and Les in their ULs/LSAs around like kites. So we turned back to Cloverdale where Chris, Andre and Vic met us. The jump plane pilot at Cloverdale reported that he

almost lost his passengers out the door opening when he pushed through 2000' and hit the turbulence.

Lastly, Mark tested and discovered that only one of his two ignition systems was working... so we limped back to Petaluma.



Andre & Vic with Mark and his "new" Coyote in Cloverdale

[FAA Scuttle-Butt](#)

I (Les) was at the FAA yesterday and got some interesting but undocumented scuttle-butt:

- Someone in Sonoma Skypark is "thinking about" purchasing 20 S-LSA (standard, factory built, light sport aircraft) and starting a large LS flying school. S-LSA's are pricy, (\$60K-up) so who ever is contemplating this has a few dollars in his/her pocket.
- Information about the RV crash that occurred two months ago:
 - The plane was not equipped or certified for night flight.
 - The pilot was not instrument rated (although the plane had IFR equipped).
 - The accident appeared to have happened in foggy instrument flying weather.
- The FAA Oakland FSDO office is planning to team-up with local sheriffs in Northern California to check all planes at all airports that are not N-numbered to see if they meet the part 103 rule as soon as the conversion period ends.
- Denny Pollard may be willing to come to Petaluma and do Airworthiness Certificate checks for all the members in our club who need them on a single day (but not on Fridays or weekends). I think that this would be better than trying to get him out for individual inspections.
- Restrictions on retractable gear for amphibian LSAs are being eased. Retractable gear will be allowed but it is still not OK to retract or lower gear while flying. (Won't this new rule be a little hard to enforce Mr. FAA?).

[Notable Snaps](#)



Don sent us these unbelievable pics showing the resilience of an F15D and its pilot after a collision that took off almost all the right wing. Using differential thrust and a lot of stick, the pilot was able to maintain control and land safely! Makes you wonder if the 15D really needs wings!

LFUF Saturday Calendar (tentative)

October	November	December
8-Cloverdale Quality Sport Fly-in	4-LUF field Fly-in	2-TBD (possible XMAS party date)
14-Regular Monthly Meeting CANCELLED	11-Regular Monthly Meeting (Gordon's @ 4:30PM)	9-TBD (possible XMAS party date)
21-TBD	18-Fly up GG-Bridge (weather permitting)	16-Pilot's choice fly-around
28-TBD.	25-Santa Rosa Airport Museum trip	23-TBD
		30-1 New Years flights