

LIBERTY FIELD FLYERS

NOVEMBER 2013 NEWSLETTER

(Note: if you can't see graphics, open the PFD attachment)



EAA Chapter #1534

Officers:

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

NOVEMBER 9TH MEETING

Our meeting will be held in the club hanger at 1300-hours with a no-charge BBQ lunch at 1230-hours.

This month we have a very special presentation. Steve Smith, with assistance from Doug Dugger and Chris Rampoldt, will tell us about their recent fantastic flight and camping trip. They will present photos of their flight into Nevada, Utah, and Arizona; visiting magical places like Canyonlands NP, Moab, Monument Valley, Marble Canyon, the Verdes River, dry lake landings, and (unfortunately) a crash. Steve has made great visual presentation in the past, and this one should be stunning. *(See the "Pics" for the flight path followed).*

As usual, we fly-out at about 0948-hrs in the morning for a short flight prior to the meeting should the fog decided to dissipate.

OCTOBER 12TH 2013 MEETING MINUTES

(exactly as written, with all imperfections, by Mark Johnson)

13 members were present.

Our president, Chris Rampoldt opened the meeting at 1 PM with a request to our new membes to introduce themselves.

Ray Peterson from the EAA said he flys a Cessna 182 and is a volunteer Safety Instructor and a CFI. He is an advocate for the need of a consistent statement on flight patterns at Petaluma. He gathered information from us and will continue his pursuit of a clear and well understood flight pattern for all concerned.

Wayne Wright dropped in again after a few years absence and told us he is looking for a 2 seater plane. We directed him to Bud Bruener Jr's new Rans 14 for sale.

Brenda (?) owner of the new grass runway near (?) said we would be able to use it next spring when the grass was longer.

Treasury Report

Vic said we have \$4,500 in our account

OLD BUSINESS

There was no old business

NEW BUSINESS

Steve, Doug, and Les are going to fly to Tonopa, Salt Lake City and the Utah Parks. Then on to Bryce Canyon, Moab Creek, to Monument Valley, Page then to Phoenix. Chris was to join them on their flight home. We wished them all a safe and happy trip.

Chris then conducted a safety contest and Mark's team won of course.

Meeting adjourned at 2 PM



Art in front of his newly built Kit Fox Light

LFUF: I understand you have been flying for a long time.

Art: I got my first plane ride when I was 6 years old. I was waiting for my dad to finish his flying lesson and a man asked me if I wanted to go up with him in his new stagger wing Beach and I said yes. That man was Barry Goldwater and it happened in Phoenix, AZ. We had planes in our family for 40 years. Cessna's, a Mono Coupe, etc. I soloed at age 16 but I stopped flying shortly thereafter and haven't taken it up until 3 years ago. I have flown almost 50 different kinds of planes but only have about 300 hours total. I have 30 hours glider time and built two planes so far. We owned a Cessna 140, and Interstate Cadet, Taylor Craft, Huskies, a Christian Eagle etc.

I spent over 30 years building radio controlled model planes as you can see. This one is a 1/3 scale model of a Piper Cub. It has a wingspan of 12" and a 6 horsepower engine. It handles just like a real plane. (see photo) That biplane model is 20 years old and that J6 is 10 years old.

LFUF: How much do these models cost in case I wanted to get into radio controlled models?

This 2 h.p. engine is \$300 and that model is \$3,600. That radio is \$400. etc. It is not an inexpensive hobby.



Art's 12' wingspan, 1/3 scale radio controlled Piper Cub in his driveway

LFUF: What was your most exciting flight?

I did a lot of aerobatics with Jim Manley. He was the California aerobatic champion of 1986. We would go inverted right after take off and do an inside loop straight up then do a hammerhead stall and come down and go inverted a few feet off the ground the length of the runway. He was not only a great pilot, he built 6 planes. He built 2 Steam Sky Bolts, similar to a Steerman only smaller.

LFUF: What was your most dangerous flight?

You don't think those flights with Jim were dangerous even though he is so experienced?

Next month we interview Tony Toni

OUR LEADER, CHRIS RAMPOLDT HAS NO MESSAGE FOR US THIS MONTH

RAINBOW AVIATION OFFERS 2-DAY LSA REPAIRMAN COURSE

The 16-hour LSA repairman Inspection Course will be offered in Corning CA on Dec 13-14. The cost for the course is \$375.

This course allows LSA owners to do their own annual inspection, rather than hire an A&P to do the work. Call the Carpenters at 530-824-0644 if you are interested.

WANAPLANE

Due to extenuating circumstances, Les G. is looking for a new airplane. He says; It would be great if I can find a 701 (like the one he had)... But ideally any plane that can stall about 30mph, cruise at about 90 using about 3.5-GPH (or less), has 2-seats and storage space with a carrying capacity of at least 550-lbs (for fuel, baggage, and crew), and cost under \$40,000. He doesn't want to spend 3-years building; so is looking for a low hour experimental or a partially completed plane that meets Sport Pilot specs.

Please let him know if you know of something.

GREAT BUY; ZENITH 601 WITH VIKING ENGINE

(This plane is local that would make a great Club plane)

This Zenith 601HD with fat wings was built in the mid 1990's by a guy named Johnson. He registered the plane and had an N# and flew it for a couple of years. At that time it had an 80 h.p. Subaru engine that weighted about 200 pounds. I bought this plane when it was in a divorce battle from the last owner. The wife had sold off pieces of the plane until it was a shell. I replaced the firewall and everything forward with a Viking 110 hp engine (weights about 150 pounds) and an IVO (manual and/or electric) 3 blade prop. Whole setup is brand new and runs perfectly. I added 2 in the wing tanks (each at 13 gallons) with an electric switch. Both seats have built-in parachutes. The panel is complete for VFR flight. The only thing left to build out is the cockpit and the top skin of the fuselage it's over 95% complete. The plane is in a hangar at the Rio Vista airport. I'm asking \$19,995.00. This might make the perfect club plane.

There is a lot more to see. Call Tom (925) 370-6531

THIS MONTH'S PICS



Path taken by Steve & Doug on their flight



Les's electric glider motor installation



Mark at Harvey's field (taken by Charley)



Mark again at Swan Lake (also taken by Charley)



Charley's 92 year old friend flying in Patrick's new plane



Doug and Steve, landed on Salt flats in Utah desert



Steve flying high in Nevada



Steve flying at his normal altitude in Utah