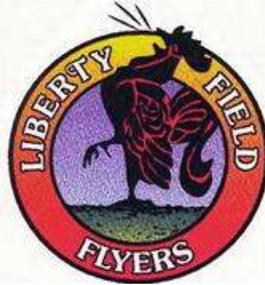


# LIBERTY FIELD FLYERS

## January 2013 NEWSLETTER

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



**EAA Chapter #1534**

### **Officers:**

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

## JANUARY 12<sup>TH</sup> MEETING ANNOUNCEMENT

This meeting and our Saturday activities should be of interest to all of us.

Our speaker for the 1:00-PM meeting is CHP flying officer James Andrews from the Air Operations, Golden Gate Division, headquartered at Napa. Jim will talk about the role of CHP air ops and we can question him about enforcement activities with regards to our flying. Jim has been noted in the papers for his many enforcement and humanitarian missions ([see this link for an example](#)).

Luke, our new President, will open up discussions about club activities and flyouts we want to plan for 2013.

Before the meeting there will be an airplane safety inspection at 10-AM, a fly-out at 10:45-AM, and our free Pizza lunch at 12:30-PM. Luke requests that we fly to Healdsburg.

## DECEMBER 15<sup>TH</sup> 2012 MEETING MINUTES

*By Les Goldner*

We had a very short meeting during our Christmas party. Officers were elected for 2013. The new officers are listed at the top of this Newsletter. There was no old or new business. Afterwards we continued to party. See pics at end of Newsletter.

## YOUR 2013 DUES ARE DUE.

Please bring your \$45 dues to the meeting or mail them to our Treasurer, Vic Bologna at 4760 Lakeshore Blvd., Lake Port Ca. 95453.

# THINKING AND FLYING SAFELY

*By Luke Wings, President*

Gentlemen.

How important is your Run-up before you commit your life and your aircraft down the Runway? I have seen a general aviation pilot, who started up the engine, roared off his parking to the runway and took off. I once had 3 in a Cessna 172 taking off at a short strip with a wire at the end of the Runway. Only to find out by hind sight that I had carburetor ice. I thought I was going to bathe my passengers in the mud of China camp taking off from Smith Ranch. Fortunately, I applied carb heat at 200ft over the mud and climbed out of disaster. This could have been found out on the ground.

Do you have a check list for your run-up?

When you feel not so sure, do you full power run-up for at least a couple minutes?

Do you do a thorough run-up after the mechanic just played with your airplane?

You made it back to the runway after a loss of power; do you do a full power run-up?

Do you know your full power static RPM?

Can your brakes hold your airplane at full power?

- May be you should tie it a tree, but it is better for you find out if your engine is going to quit while you are on firm ground.
- Here is the case for check list. Most general aviation airplane check lists have the part where the pilot checks "the flight control to be Free and Correct". Mark could have picked it out that his ailerons were rigged in reverse back then.
- Why full power run-up? In my case with the Cessna with full load of people and fuel. I need every inch of power possible. I know my static RPM of around 2200 for that particular airplane. If I don't get that 2200RPM holding the brakes, I am not going to commit that airplane to the TO. I am going to check my mags to see if they are both good. I am going to apply carb heat. If the carb indeed has ice, it will cough at first but the power will also regain.

A 4 stroke engine that does not overheat the ground with a full power run-up will not overheat in the air. A 2 stroke is different beast but I bet they behave the same with few exceptions. Maybe, Bill could chime in on the 2 stroke side.

The fatal crash of a Canadian challenger with the restricted fuel flow sensor could have been saved if the pilot did a 2 minute full power run-up.

Gentlemen, every aircraft in our fleet is different. Learn the characteristic of your aircraft. Develop a Run-up check list that suit your airplane and perform your run-up religiously.

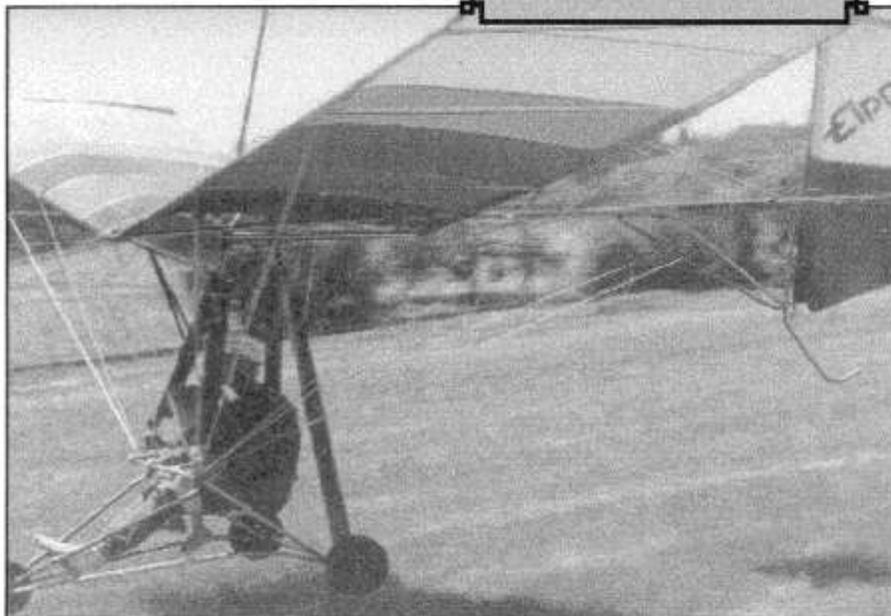
Until then, Think safe and fly safe.

## MEMORIES OF ACES PAST... LYNN DEEDLER

LFUF  
INTERVIEWS

“ace”  
of the month

LYNN DEEDLER



Lynn and his son Brian (7 years old) coming in for a landing in his weight shift Eipper Quicksilver.



Lynn's first hanglider...it was an antique design called a Ragallo.

### LFUF: How did you get into ultralights?

The first thing I piloted was a “Bamboo Butterfly”. *Popular Mechanics* magazine came out with the plans for the Ragallo glider and since I taught metal shop in High School, we made 5 that flew. They consisted of bamboo, plastic and duct tape. Me and my students ran down the hill near the school and had about 4 good flights. (see above right) Liability was not much of an issue in those days!

So, when the first UL appeared, I naturally had to have one. My first lesson was from a guy named White in San Rafael. It was the first model weight shift Eipper Quicksilver. It did an amazing 10 mph. I first had to come up with a \$1,000 cash damage deposit and I got a 2 part lesson...

1. I hung from a tree as White shouted...”bank left, bank right, go up, go down” etc.
2. Then I flew!

The field was just 6 flat lots in a new home subdivision. Pear trees on one side and blackberries on the other. I got up to 25 mph with that one. We used to

land in shopping centers and buy ice cream in those days! No instruments and no rules. We had a number of crashes but never any personal injuries because at 30 mph, all we did was crunch up the planes a bit. When family and farm came along, I took an 18 year break from flying. But 3 years ago, I sold the farm and bought a Quicksilver Sprint. I now fly it out of my backyard. It is a 320' strip and I can take off in 100'.

### LFUF: What is one of your most memorable flights?

It was the flight pictured above left. I tied my son onto my lap and with his head under my chin, we flew around Sebastapol looking at the cows. It is truly a magical moment with your son tucked in so close you can carry on a conversation. even with all the engine noise.

Next month we interview whoever volunteers

**A ROMP DOWN MEMORY LANE**

# **MARYSVILLE'S GOLDEN WEST FLY-IN WAS GREAT!**

**Check out the cool aircraft our club  
members enjoyed...**



**THESE ARE ONLY A FEW OF THE ULTRALIGHTS AT THE SHOW**



**RALPH SAVAGE CHECKING OUT THE LINE UP OF JYRO - COPTERS**

## FOGGY DAY FLYING AND TWO MISTAKES

*BY Chris Rampoldt, VP*

Last Saturday I took off from Concord at 9:30 am with 6 miles visibility and rain forecast for the late afternoon. I landed at Petaluma and picked up Victor who rode with me while Les and Urik took off in front of me for a local flight together. Andre and Mike followed later in the army plane. It was very smooth and cold but the visibility was obviously not getting any better. The point of this article is how reduced visibility just changes things..... like 1. cross-country flights, don't do it, 2. keep monitoring your home or destination airport (we had Les's gadgets for that). 3. aircraft traffic in the pattern is a lot harder to see. After takeoff from runway 11 I announced our left crosswind turn to follow Les on the left downwind departure. I had earlier heard a Cessna announce that he was on a 3 mile 45 for runway 11 but kind of ignored it because I was busy on takeoff and for some reason had it in my head that he would be coming in from the usual direction for a 45 entry for the 29 pattern. Looking back on it, I guess the reason it didn't think that he would be coming from that direction was that I couldn't really see the traffic in the 11 pattern because of the visibility and it didn't register that, " Oh, he will be coming from the direction of Shellville!". So when Vic and I were about to turn downwind, here is this Cessna 152 right in front of us turning off the 45 and entering the downwind. I was really surprised but not shaken up but I realized I hadn't been expecting him, didn't see him until the last seconds, and although I had my landing light on, I know I would have seen him earlier if he would have had his light on. Although the whole operation was legal, according to the FAA, low visibility does make a difference. So, the visibility was about 5 miles at this time, we decided not to go to Healdsburg instead went south to land at Gnos. but before we got very far, Les had picked up the latest weather at Concord which was now about 5 miles in fog. I turned back to drop Vic off so I could return home before I got shut out of Concord. Andre then called when I got on the Petaluma frequency and I proceeded to yack on 122.7 before Peggy, with a student in another airplane, rightly told me, "too much talking". Andre had said something about being "south of the airport" and I guess I was a bit uptight about not knowing where people were after that last incident. I dropped Vic off, flew back to Concord and lunch was had by eight Liberty Field flyers in Petaluma without me. Let's all get up flying this coming year, support our new President Luke, and see you at next weeks Saturday meeting. Chris.

## RECENT PICS

The following are from the XMAS party







Lunch last Saturday. Weather was hazy & Chris had to fly back to Buchanan Field early



Aerial view of Les's new place near Petaluma off Lakeville Hwy



Earlier this week, a bad day for a Beachcraft stuck in the mud near Runway 29