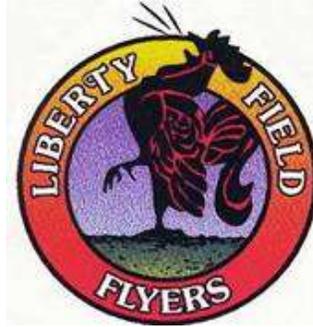


# **LIBERTY FIELD FLYERS**

## **FEBRUARY 2014 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

## **FEBRUARY 8<sup>TH</sup> MEETING ANNOUNCEMENT**

Our meeting this month will be at 1-PM this Saturday in our Club hanger (16C) after the free Pizza and pop at 12:30-PM prior to the meeting (thank you Mark for picking up the pizza).

We do not have a speaker so this month and the meeting is an opportunity to find out what each of us is doing, discuss flyouts and activities for 2014, and discuss our 2014 officer elections.

Also note that your 2014 \$45 dues are due so see Vic who will be happy to take your money.

## **JANUARY 11<sup>TH</sup> 2014 MEETING MINUTES**

(By Chris Rampoldt {Mark's dog ate the minutes he took at the meeting}).

14 members were present, with C. Rampoldt, president, and Victor Bologna - treasurer presiding.

We got an update on our member Brenda's progress on her repair to her airplane after an unfortunate ground loop on runway 29 at our airport. It was labelled an incident by the FAA which is fortunate and it appears the insurance company took little time in making good on the damage that had to be fixed. Mark's aircraft had an argument with a tree after landing at Harvey's field, (the only one tree on the property), and he is having the right landing gear fixed so he can go fly again. Bill Sherlock and myself, (Chris) both experienced what we thought had been some carburetor ice when flying up to Petaluma that morning. It happened about 9:30 am and Bill's, I believe, happened when he was cruising up to Petaluma and noticed an RPM drop solved by putting on his carb. heat. Mine was on base leg to 29 and the engine started running rough when I reduced power but it smoothed out when I also put on carb. heat. Temperature was in the high 50's.

### **NEW BUSINESS**

1. We have a new member and his name is Bill.....I'm sorry I don't have his last name. He has a hangar at Petaluma, has spent 30 years flying as a Pilot for TWA and American and.....has built himself a great Kolb Firefly ultralight aircraft which is about ready to take its first flight. The FireFly is a 100% legal ultralight with a One Cylinder Hirth engine and his airplane looked really well built. Good Luck Bill

2. Election of New Officers. The selection and voting of new officers will take place at the February 8 meeting at our club hangar at Petaluma. To vote or make selections you must be there.

3. All club dues must be paid up and if you have not done so, please contact Victor Bologna who has the list of who has or has not paid thus far.

The meeting was adjourned; records were entered... and then lost by our one and only Scribe/Secretary, Mark Johnson.

## **2014 ELECTRIC AIRCRAFT SYMPOSIUM**

The CAFE Foundation has announced their preliminary program for the 2014 CAFE Electric Aircraft Symposium. As you can see, this eighth annual event has again attracted an outstanding international faculty of leaders in all of the relevant technologies. We hope that you will be able to join CAFE this spring for this exciting two-day meeting in the beautiful Sonoma Wine Country. Registration online is easy with the links provided below.

Special link for reduced registration for EAA 124 members (which could extend to our chapter as well, or you can join Chapter 124 for \$30):

[http://cafefoundation.org/v2/ea\\_eas\\_2014\\_reg.php?type=eaa](http://cafefoundation.org/v2/ea_eas_2014_reg.php?type=eaa)

The 2014 Electric Aircraft Symposium Program:

<http://cafefoundation.org/v2/EAS/2014/EASVIII-earlybird.html>

The CAFE Foundation is offering EAA 124 members a reduced tuition of \$185 which is really a bargain considering the standard early-bird rate of \$449 other attendees must pay. Hopefully we will also be able to take advantage of this reduced rate. This includes breakfasts, Friday lunch, and snacks. The Friday evening Theme Dinner includes short presentations and discussions covering additional topics relevant to electric aircraft (dinner is optional at a cost of \$50).

I hope to see many of you at this great event.

## **WORDS FROM OUR PRESIDENT ON A RAINY DAY**

It's Friday and even on this rainy day I called Victor and he was at Les's hangar helping him with the wiring on the new 701 Zenith. We sure are good at helping each other out but please remember that the club needs help too. We need contributions like writing in our newsletter ....and that can be anything from technical stuff to almost any flight we do. Photos are always a good way to share our flying and the digital world has helped a lot. The turnout on Saturdays as well as the week days has been surprisingly good and we want to keep it that way. By the way....I talked to Mr. Treasurer and letters are being sent out to the members would have not been recorded as having paid their dues etc.

Tomorrow's meeting will be in the hangar and I'm sure it's going to be raining but that hasn't stopped us before. We won't be having a BarBQ, but perhaps we can splurge and order some sandwiches this time for the meeting.

A couple of things I learned in the past two weeks. I was flying up to Auburn a week ago with a friend in his 172 and we were talking about the best engine off glide speed for his airplane. He said, did you know that most Cessna's have it set up to glide at their best engine off speed if you trim the nose to the full up position and relax on the control column or stick. I tried it out on his airplane and sure enough with power off and full up trim his plane glided down about 68 mph. It was kind of nice to know that and I tried it out on my own 152 and it worked also. I even tried it with full flaps and even then mine evened out about 60 knots which is the best glide for my plane.

I flew with Bill Sherlock in his Sport Star Lite Sport airplane which he owns with a partner of his. It's an all-metal low wing plane with a Rotax 912. I was impressed by how well it flew, how stable it was and how it had

everything that most general aviation airplanes have these days. The big benefit it has is its 4.5 gallon per hour fuel burn, lots of space, and although the prop was adjusted to a high climb setting on this airplane cruise would probably be around at least 115. Nice Plane. *(Ed note: the plane is for sale).*

See you tomorrow. Chris.

Chris added the following pic:



Can you tell us where and when this was taken?

## **HOW LOW IS TOO LOW? A CLEAR AS MUD LEGAL VIEW**

*(BY Kathy Yodice, AOPA Legal staff)*

### **HOW LOW SHOULD YOU GO**

Not all of the federal aviation regulations apply to every flight. One that does is the regulation identifying the minimum safe altitudes for aircraft operations. After all, every flight has to involve operation close to the ground for at least two phases of the flight: takeoff and landing. So, how low can you go and be in compliance with the regulations?

FAR 91.119 sets forth the minimum safe altitudes as an overall rule. Every student pilot must know this rule and demonstrate this knowledge on the private pilot knowledge test and practical examination. It sets out the requirements in terms of the area that you are flying over: anywhere, congested areas, and other than congested areas. The regulation begins with an exception--that is, except when necessary for takeoff or landing, and except when operating a helicopter, no person may operate an aircraft below the altitudes designated in the regulation. Helicopters can operate at lower altitudes, so long as the operation is conducted without hazards to persons or property on the surface.

Anywhere. No specific minimum altitude is designated by the regulation for when you're flying "anywhere." It depends on the area that is being overflown. FAR 91.119(a) states, "no person may operate an aircraft

below...an altitude allowing, if a power unit fails an emergency landing without undue hazard to persons or property on the surface." You must fly high enough to be able to make an emergency landing, assuming an engine failed, without placing persons and property on the ground in "undue" jeopardy or harm. This overall minimum supplements the more specific minimums for flying over congested and not congested areas. Potentially, this means that even if you are at the minimum altitude required over a congested area or other than congested area, this part of the regulation could require you to fly even higher.

**Congested areas.** "Over any congested area of a city, town, or settlement, or over any open air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft." The FAA does not define congested area in the FARs or in the Aeronautical Information Manual. Interpretations in low-flight enforcement cases are not consistent for purposes of drafting a precise definition. Such a determination is usually decided on a case-by-case basis, and in the cases that we've seen, congested has been interpreted rather broadly. For example, a highway with moderate traffic was found to be "congested," as was a seaside area where 200 to 300 persons were sitting on the beach or bathing in the water.

**Other than congested areas.** In areas that are not considered congested, but may otherwise contain some population, you must operate your aircraft at least 500 feet above the surface. In the circumstance where you are over open water or sparsely populated areas, you may operate your aircraft at any altitude, but you must not fly closer than 500 feet to any person, vessel, vehicle, or structure (including electrical or telephone wires). This 500-foot minimum distance requirement may be measured horizontally, vertically, or at a slant angle.

**Exception when necessary for takeoff or landing.** The regulation allows you to operate your aircraft at altitudes lower than those prescribed in the regulation when it is "necessary" for takeoff or landing. The key to complying with this exception is determining what may be "necessary" for a takeoff or a landing, and the determination will depend on the circumstances of your flight. For example, it will be considered "necessary" for landing for you to fly below the minimum prescribed altitudes while executing a normal approach to an approved runway. But, it will probably not be considered "necessary" for landing to fly below those altitudes on approach to an unsuitable landing area, such as a taxiway, a closed runway, or a field that is too small for you to safely land your aircraft.

These requirements were adopted for safety reasons, not for any noise concerns. Noise abatement procedures at your airport may exceed these requirements. Note that the altitude minimums are measured above the surface, not mean sea level, and in some circumstances, the minimum prescribe altitude is determined by the height of a building or a tower or the location of a person or a vessel, rather than the height of the underlying surface. There are also specific regulations that identify minimum altitudes for particular areas, such as the Grand Canyon.

"Flightseeing" is fun, but any flight close to the ground must be conducted in accordance with the rules and in a safe, prudent, and respectful manner.

Kathy Yodice is an attorney with Yodice Associates in Washington, D.C., which provides legal counsel to AOPA and administers AOPA's legal services plan. She is an instrument-rated private

## **PICTURE OF THE MONTH**

Sorry, no one submitted any pics this month and I can't add any aerial shots since I'm not yet flying my new plane.

Please email your pics to [lgold@quantum-associates](mailto:lgold@quantum-associates) if you want photos published here.