

Liberty Field Ultralight Flyers July 2005 Newsletter

USUA Club #3 EAA Chapter #106



Newsletter

Dues Notice:

Remember to pay your dues.

Either bring your \$40 to the July meeting or mail your check to our Treasurer, Vic Bologna, at 4760 Lakeshore Blvd., Lake Port CA, 95453.

If you don't renew by the end of July, you will definitely be cut from our Newsletter mailing list

Officers:

President: Gordon Dupries

Vice Pres.: Norm Archer

Treasurer: Vic Bologna

July 9, 2005 meeting

Our regular monthly meeting will be at the regular meeting location, Gordon's hanger, at the regular time, 4:30 PM July 9th.

Unapproved Minutes of the June Meeting

June 11, 2005

Gordon Dupries, Pres., opened the short meeting at 4:35-PM, 10 people attended the meeting. We welcomed Charlie Makiva. Charles has a Drifter powered by a 503. He was at Liberty Field before it's demise.

Old Business

- We discussed the runway grading at Harvey's place. To determine if this really was a 1-2 day job (costing about \$1000, half to be paid by LFUF), Mark organized a trip with two of our members, Andre M. and Charlie, who both have experience with heavy (earth moving) equipment.

New Business:

- Gordon noted there was a need for a club trailer to haul our ULs. Andre M and Jim offered their converted boat trailers and we decided to accept Andre's unit. Gordon will look into registering it and finding a place for it (hopefully on the Petaluma AP property).
- We discussed disposal of the Terradactle and Hurricane ULs willed to us by Ralph Savage. Anthony will check his archives and find a picture of a

Terradactile. Les will use the photo to approach air museums to determine if anyone wants it.

- We discussed and then decided to fly to Lake Pillsbury on August 20th. The details follow.

The meeting adjourned about 5:15-PM.

Planned Lake Pillsbury Fly-in

A trip is being planned for August 20th to Upper Gravelly Valley AP on Lake Pillsbury. This is a 75-80-mile flight from Petaluma. The airport is on the lake and next to a state park. The area is reported to be rustic and an overnight stay is contemplated. The trip will be organized at our July meeting.

Catch-22 for LSA N-Numbering

If you have a heavy UL or one with a 2-seaters exemption, at some point you will need Light Sport N-number your aircraft, which will necessitate having an FAA LSA ticket to fly it. The problem is that if you N-number your plane you cannot fly it with your UL ticket, but you may want to fly it before you are FAA certified when you take the LSA practical (flight) test. We clearly need to N-number our planes before taking the test in it, but if we N-Number our planes our UL ticket cannot be used to fly them. I asked around and think that the process shown below will resolve this situation. I welcome comments or corrections:

1. First get an LSA Student Pilots Certificate. You can get it from the FAA Flight Service Center or a licensed FAA CFI (Commercial Flight Instructor) I don't think the CFI who issues the certificate needs to be LSA certified. I also think that you need an endorsement from a CFI to allow you to fly your own (soon to be certified) plane. With this, you can fly your N-numbered craft before you have a LSA ticket.
2. Next apply for and get N-Numbers for your aircraft. Note that the FAA inspector may restrict flight for up to 40 hours for non-experimental or 5 hours for experimental aircraft. The restriction involves flight area and carrying a passenger. The EAA has all the info you need to get N-Numbers.
3. Next take the FAA LSA Knowledge test. I think that a UL BFI can certify you to take the FAA knowledge test, which is offered at many locations. I was told that the Gleim Sport Pilot software has a test that you can take to apply directly to the FAA for permission to take the Knowledge test.
4. After you pass the Knowledge test, take the Practical Test from a LSA instructor or from the FAA. So far, three people in N. Cal are on the FAA's list as LSA instructors.

It is also beneficial to take a 16-hour FAA sanctioned maintenance course so that you can perform your own annual inspections (see discussion in *Around the Hanger* section)

Around the Hanger

Trip to Golden West Fly-in

Several of us flew to the Golden West Fly-in in Marysville on Saturday June 4th. Some returned the same day and some stayed overnight. Since our Newsletter was not yet ready, we sent separate emails about this event. The highlights of the Fly-in were workshops, B17 and B24 tours, F/A 18 Super Hornets, and air show entertainment. However, the less happy events that took up most of our attention were:

- Paul's ill-fated attempt to take a shortcut between two taxiways resulting in a broken prop and some minor damage to his landing gear. Paul had to borrow Mark's car to get his spare prop and had to stay overnight to fix his gear.

- Anthony lost the keys to his coyote, could not hand crank it, but skillfully hot wired the starter. So if any of our cars are missing after one of our meetings...
- The wind picked up at night. Since we did not park in an area with tie-downs some of us slept lightly, concerned about tipping over (think portable tie-downs).

See *Notable Snaps* section for more on the Marysville outing.

Report; Harvey's Field prospects

As reported in the Minutes, Mark Johnson led an excursion to Harvey's field to determine the feasibility of the airfield grading. His report follows:

We three (Andre M. and Charlie and Mark) went to Harvey's place to ascertain the feasibility of putting in an 800' runway and we unanimously agreed it is doable. We first measured the bridge leading into the property to see if it was wide enough to take heavy equipment and it was. We then decided it would be best to follow the property line and we walked off the area. The ground was still too wet for heavy equipment but in a few weeks it should be OK. The first thing that must be done is the removal of a trailer and a semi truck and once that is done we must clear away all the overgrown weeds that are 6' in some areas. Before we cut the grass, we need a weekend crew to go in and remove all the debris hidden in the tall grass. Once the grass is cut, the heavy equipment can come in and start pushing the sledge down the embankment to create the airstrip. It may take an entire weekend and cost more than our agreed upon \$500 but we three feel it is worth it and we are willing to donate some of our own money to see the project through to completion. So how about it? Lets get a crew together before one of our meetings and go over there and clear out the trash under the grass.

New Cuyuna engine for sale

Brian is offering a new 40-HP Cuyuna UL02 Engine for sale at a bargain price of \$500. Phone 707-584-1954.

Clearlake Fly-in Cancelled

Due to Vic's unavailability, the Fly-in to Vic's house, scheduled for July 2nd, has been cancelled

LSA FAA maintenance course being offered

Rainbow Aviation, in Corning, is offering a 2-day maintenance course on August 13-14. This course will bestow a certificate that allows us to perform annual inspections on our "N" numbered Light Sport Aircraft. I believe that Experimental LSA do not require an FAA licensed mechanic to perform maintenance. This is the only course of this type currently offered in the West.

Contact Carol Carpenter at Rainbow if you are interested. Her phone is 530-824-0644. Carol's husband, Brian, is one of the three LSA certified instructors in California. Corning is about 150 Miles from Petaluma.

The 14th wealthiest American, Walton dies in UL Accident

Walton crashed after taking off from an airport in Jackson Hole Wy.



The cause of the accident has not yet been determined, but an article declared that the aircraft he died in made a hard, forced landing earlier when he was flying the ultra light from West Virginia where it was built.

Sources wrote that Walton purchased the experimental aircraft from an owner in West Virginia who constructed the plane in his garage. Walton had a troubled flight from West Virginia and ended up towing the plane on a trailer the final leg to Jackson Hole.

Walton died when the plane crashed at about 12:20 p.m. on Monday after taking off from Jackson Hole Airport. He was its only passenger. The National Transportation Safety Board identified the "accident vehicle" as a CGS Hawk Arrow, which it called "an experimental, kit-built airplane." Michael Collins, a flight instructor at Jackson Hole Aviation who looked the plane over in a hanger before its final flight, said a Rotax engine powered it.

An interesting story from Chuck Slusarczyk, the designer of the Hawk, follows:

"Just for the record and to stop speculation it was a CGS Hawk Arrow II. When I sold the kit to John I had no idea who he was. Our dealer in W.VA helped him build it and it was my impression he was going to N number it. He flew it home to Jackson Hole WY from W VA about a month and a half ago. When I last talked to him he was happy as a clam. It was set up for mountain flying, it had tundra tires, heavy duty tail wheel and big engine. He also had a set of floats for it.

He had a bad landing a few weeks ago and we sent him parts to repair the damage. I don't know if this was the first flight after the repairs or not.

None of us knew who he was, he acted like any number of guys I've met who enjoyed to fly and talk airplanes. He said he was a corporate pilot and flew in one time with a Citation to check in on his plane. That's all we know now and anything else is a guess. I'm in contact with the NTSB and will offer any help requested of me.

All we can do at this time is to pray for him and his family. The guy I knew wasn't a rich and famous guy he was one of us. Rest in peace."

USUA Petitions FAA to extend time limits from USUA, 6/14/2005

In an effort to augment the Sport Pilot/Light Sport Aircraft transitioning process, USUA has filed a petition with FAA that would extend the time limits detailed in that rule. If accepted by FAA, this would extend the deadlines for transitioning ultralight pilots, instructors and the vehicles ("Fat Ultralights," and existing trainers) an additional two years. Also, the USUA petition includes a request to extend the training exemptions that allows the use of two seaters for training purposes, for an additional two years as well.

It is important to note that by this action, USUA is proposing a means by which the Sport Pilot program could meet or exceed it's projected goals. For USUA members (as well as all ultralighters nationwide), wishing to transition into Light Sport Aircraft, this could provide ample time for all of the pieces of Sport Pilot to fall into place.

Notable Snaps

(If you are unable to view these pictures, email a request for smaller files)



Vic's Skyraider



Some familiar faces at the UL parking area in Marysville (L-R, Anthony, Jim, Paul, Vic, Chris, and Mark)



Pat after his Marysville flight. Les and Pat flew as a group from Petaluma with Paul circling back to check on them



Paul fixing his damaged tail gear with plastic ties (Isn't the whole plane is plastic)



Les, after dropping leaflets on Sacramento and returning to base

LFUF's Calendar			
July	August	September	October
	6	3-lake Tahoe Airfest @ lake Tahoe AP (530)541-0480	1-To be determined
9-LFUF Meeting Gordon's hanger	13-LFUF Meeting Gordon's hanger	10-LFUF Meeting Gordon's hanger	8-LFUF Meeting Gordon's hanger
16- Fly to Healdsburg	20- Wings over Wine Co. Sonoma Co. AP, Santa Rosa (707)575-7900	17-To be determined	15-To be determined
23 Fly to Coast	Fly to Lake Pillsbury	24-To be determined	22-To be determined
25-30 Oshkosh	27-To be determined		29-To be determined

LFUF's Roster

Since we could not squash our roster to fit on a normal portrait size email page, it is included as an attachment. It can be printed in landscape mode from your web browser. No new changes have been made this month.

If your browser prevents you from opening this attachment, email me for a version in a different format.

Rgds,
Les