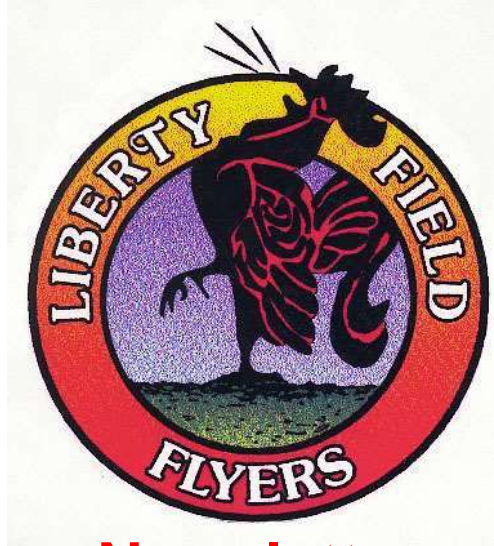


# Liberty Field Ultralight Flyers November 2005 Newsletter

USUA Club #3 EAA Chapter #106



## Newsletter

### Officers:

President: Gordon Dupries

Vice Pres.: Les Goldner

Treasurer: Vic Bologna

### November 12th, 2005 meeting notice

Our next LFUF meeting is Saturday November 12<sup>th</sup>, at 4:30-PM, in Gordon's hanger. Among other things, at this meeting we will decide how to celebrate Xmas this year, and also discuss LSA certification.

We need bigger turn outs at these meetings, so please try to attend.

Note; this month we are also meeting for Brian's Remembrance, at his place, on November 5<sup>th</sup> (the details in *Upcoming Events* in this Newsletter).

### Unapproved Minutes of the September Meeting

**October 10th 2005**

Ten of us attended this 4:35-PM meeting including one new member, Ray Forsberg. Ray just purchased a Fisher FP202 Koala up north. He is a retired Berkeley City employee. He got his wife interested in (letting him fly) ULs at our Brian's BBQ last month. Then, at the Nut Tree fly-in, he arranged to purchase his plane.

#### **Old Business**

Anthony Duckworth discussed his meeting with Harvey Goldberg re: LUF field. In his Sheriffs uniform, which emphasized the need for our group to listen intently, Anthony discussed the following:

- Harvey requires each of us to sign the Liability Release, written by Anthony, before landing at LUF field. We read this disclaimer and it is included with this Newsletter. (The Liability Release is included in this Newsletter. You need to cut it out, sign it, and give it to Mark if you plan to use LUF Field).
- There was a legal issue regarding access to Harvey's land. Anthony said that Harvey had a legal easement battle, and although Harvey won this battle, it left scars. We are allowed to cross over the neighbor's property, and over the bridge onto LUF field. We should avoid speaking with the people West of the bridge going into the property and let Harvey know if anyone stops us there.

- Harvey said that we must maintain the field. We discussed soil cement (cement mixed into the top inch of dirt and wet) and grass. Chris Desmond agreed to look into the cost and method of putting grass on the field.
- Anthony mentioned that someone had done a "wheelie" on the field, which Mark had smoothed over, but we need to place a barrier so cars cannot drive onto the field. We discussed placing something (a chain or saw-horse) there but no one was assigned this task.
- We do not know how long we will be able to use the field. Harvey wants LUF field to make his place attractive to sell it to wealthy pilots who are looking for their own field. LUF field sets a precedent for airfield usage and improves the rooming, making the place attractive to prospective purchasers.
- Anthony also suggested that we invite the Helicopter rescue unit from his area to a meeting to describe rescue procedures related to aircraft rescue operations. We decided to consider this for a future meeting.

### ***New Business***

Anthony is putting up a Yahoo Web user-group for LFUF. Some of the group expressed concern that personal information could get out on the Web, but Anthony assured us that this does not happen.

Victor, our club Treasurer, said that we have over \$4000 in the club checking account. He also said that he was able to give Ralph Savage's Pterodactyl away, but has not yet sold the other UIs (the possible sale Vic mentioned fell through).

Les discussed his idea to try to get the Presidio National Park to allow a fly-in over the GG Bridge to Chrissie field in SF. The group felt that this would be too difficult to arrange (since it requires permission from the FAA, the National Park Service, and the Coast Guard) and suggested he look for an area in the GG National Recreation Area or a local or State park. Les said that he would explore this.

We discussed whether it is illegal to flying over the ocean beaches. Both sides of the beach, from Bodega bay to the GG Bridge are marked on the Sectional chart with markings requesting (but not requiring) that we fly above 2000-feet. It was felt that since we usually do not do fly low over these areas, and then only to take photos or practice emergency procedures, we are not violating the law. Also, it was suggested that when we fly low, we stay over the water rather than over people walking on the beach.

While we all admired Don's cartoon art in the Newsletter, some were not happy with its content. A motion was made by Bim to forgo all politics from our Newsletters. The group agreed unanimously to keep politics out of the Newsletter, except when it directly affects the LFUF.

Chris Desmond mentioned that Quality Sport Planes is having an open house BBQ at their new hanger in Cloverdale the following Saturday. The group agreed to make this an official LFUF fly-in and Les agreed to notify members of the event via email.

The group decided to do nothing about the bad treatment we experienced at the Nut Tree fly-in (see last newsletter).

Since several of us had difficulty landing in a strong crosswind when returning from the Nut tree, we spent a few minutes discussing gusty crosswind landings. One suggestion was that in a potentially dangerous situation, we could carefully land on a taxiway facing the wind; we can ignore landing regulations in an emergency.

During the meeting Les showed two DVDs that he took while flying: (1) with Mark and Andre at Lake Pillsbury and down the Russian River and (2) with Don Anderson going to Clearlake. If anyone wants a copy, let Les know.

The meeting ended at 5:20-PM.

### **Upcoming events**

#### ***Brian's Remembrance BBQ Saturday Nov. 5<sup>th</sup>.***

The latest info we have regarding Brian Lane's Remembrance-BBQ is that it will start at 11-AM, Saturday November 5th, at "Brian's Place."

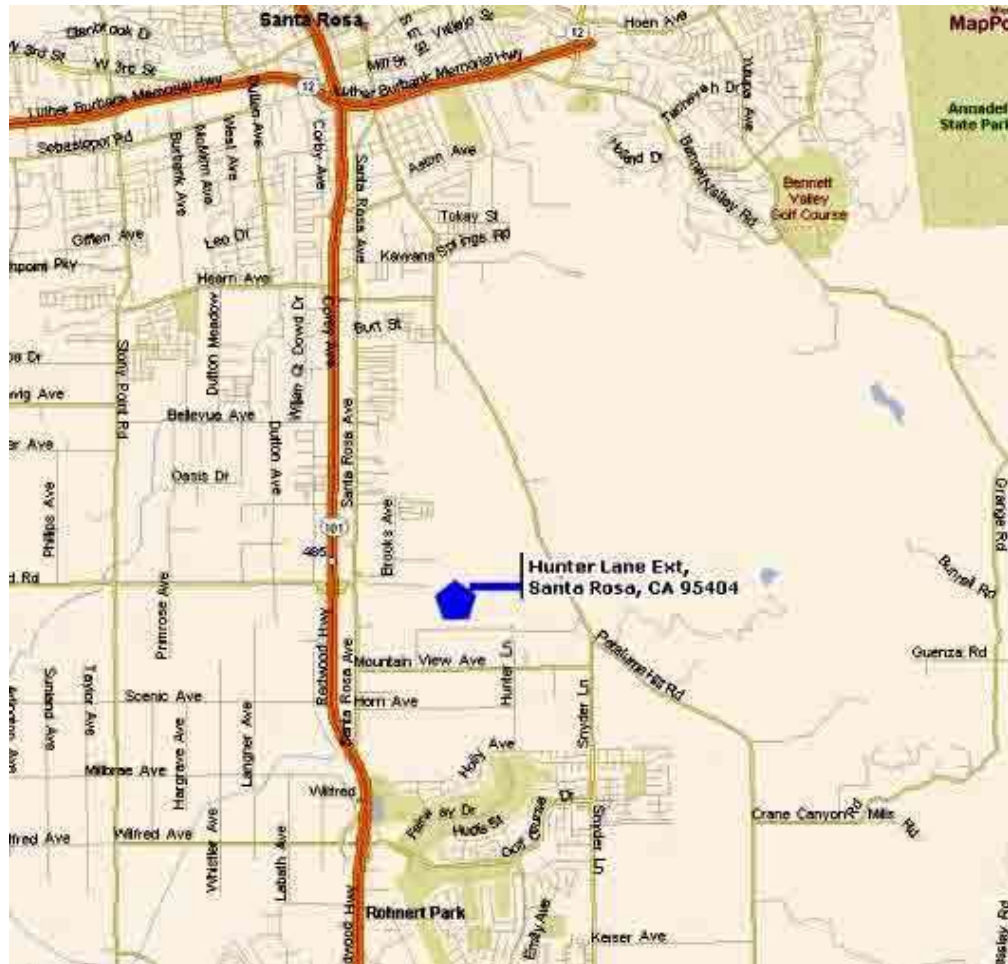
Unfortunately, we can't fly-in because there will be a lot of radio-controlled models flying around Brian's place during the BBQ and also a lot of people there. This word came from Steve Elias (Brian's friend, who will drop Brian's ashes from his cub).

Steve approved showing Don Anderson's new DVD at the remembrance. Don is our semi-professional flight cinematographer. This DVD includes scenes from the last few flights Don participated in. Many of us are featured in this DVD, which concludes with thoughts about Brian. (See *New Club DVD Available* article in this Newsletter for info about getting a copy).

The BBQ will feature steaks and chili. We have been asked to bring chairs, tables, eating utensils, napkins, and desert (chips, pies, fruit, etc.) so please bring a desert.

Brian was a real friend of the LFUF and this is our last opportunity to show our appreciation for all he has done.

Driving directions to Brian's place follows.





### [Brian's Legacy](#)

We need more information in order to nominate Brian Lane to the EAA Ultralight Hall of Fame. Please send any pictures, stories, information, and the rational for the nomination. Brian was a gifted UL enthusiast who was very giving of his time and energy. Please send Les anything you have about Brian and his enthusiasm for UL flying that could be used to convince the EAA that he should be in their Hall of fame.

### [Pumpkin patch fly-in](#)

Mark, fresh from his trip to China and Tibet, and Les (just fresh) flew last Saturday to a pumpkin patch a few miles SE of Petaluma, where Lynn Deedler runs his train. Since the weather was near perfect, they then flew out to the Coast. A few Pics follow below.





*Lynn having difficulty taking off (low lift to weight ratio)*



*A pumpkin patch with two big bumpkins in front (Les & Mark)*

### [Eyewitness to a Trike “Busting”](#)

Report from Don Anderson

On Oct. 8, I was in Marble Canyon, Arizona with my wife and friends, having fun exploring the upper Grand Canyon area. This is a beautiful area known for their Vermilion Cliffs. This morning I woke up to a familiar buzzing sound, walked outside of my hotel, and saw a couple of guys flying around in a shiny new Cosmos trike. They were taking off and landing at a tiny airstrip directly across the street from me. The pilot would land, exchange passengers, and take off to fly over the Colorado River, just behind the airstrip, and about 800 feet below the rim. I soon realized that this was a family from LA, that had trailered their ultralight to this great area, and the wife, kids, and grandpa were having a blast with their flying dad.

I walked across the street to wait for the trike to come back so I could ask the pilot if he would take me up. I watched the graceful craft fly up the canyon, do a hard 180-degree turn, and then drop below the rim. A minute or so later, it popped up downstream, and turned back toward the airstrip.

I heard a car behind me and I turned to see a park ranger pulling in with his lights flashing. He pulled up at the end of the strip just as the ultralight made its final approach and landed. I turned on my video camera and taped some of the following event. The officer motioned the trikers to stop next to his SUV, and he ordered them out. He asked for a pilot's license, which the pilot didn't seem to have or the ranger didn't recognize. He told the pilot that he was confiscating the aircraft because they had violated Arizona airspace by flying below the rim of the canyon. They would be notified of their court date and were advised to bring a lawyer. They could expect to have to pay up to a \$5,000 fine. I had to go, but I assume that the ranger allowed the family to pack the craft back on the trailer and haul it to some storage area.

Now this must have really put a damper on this family's trip. I wonder if the pilot was a BFI or Sport pilot to legally take up passengers. The officer said that the pilot didn't have a pilot's license.

After our hike, I returned to the airport and talked to a local old-timer pilot. He had gone up in the trike that morning, had a great time, and witnessed the confiscation. He said that the flying below the rim thing was a relatively new law that he hated. He used to fly low over the river all the time. I asked if this was an environmental issue about scaring wildlife, and he said no. It probably was a safety issue because there were no landing areas below the rim. I pointed out that an aircraft flying 10 feet above the rim where the canyon walls were 1000 ft. apart isn't going to make it back for an emergency landing anyway. He knowingly laughed and asked if the government ever made a logical decision. I had to agree.



*Don recording the Trike Bust*

### **LUF Field Liability Release**

Anthony Duckworth prepared the Liberty Field Ultralight Fliers, Release, Waiver and Assumption of Risk Agreement for LUF field.

Harvey wants each of us to sign this agreement before using his field. Anthony assures us that this is a reasonable document. He wrote,

"Please find enclosed the LFUF Liability Release. I've made it as plain language as possible, while trying to cover the bases. Remember that I'm not an attorney, though I did stay at a Motel 6 last night, so you get what you pay for".

The document follows. Please print it, sign it, and send or give it to Mark Johnson. We need two signed copies, one for the club and one to give to Harvey.

Thank you for doing such a good job preparing this complex document for us Anthony.

*Please print, cut out, sign, and submit this Release to Mark Johnson*

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### **Liberty Field Ultralight Fliers Release, Waiver and Assumption of Risk Agreement to enable EAA Chapter 106, the Liberty Field Ultralight Flyers (LFUF) to use LUF Field**

**IMPORTANT - DO NOT SIGN THIS AGREEMENT IF YOU DO NOT UNDERSTAND AND FULLY AGREE TO ALL PARTS OF IT. BY SIGNING YOU ARE LOSING SIGNIFICANT RIGHTS.**

**PREAMBLE.** The plain language intent of this document is to provide COMPLETE release of liability to Landowner and other RELEASED PARTIES for allowing the



Pilot to take off and land on their property in an ultralight aircraft, or access the property by foot or motor vehicle. UNDER NO CIRCUMSTANCES will the pilot, his spouse, children or other party be allowed to sue the landowner or anyone associated with his property or LUF Field. Any such attempt will be void, and will result in the imposition of legal costs and damages against the pilot. The entire wording in this agreement is intended to give FULL and COMPLETE legal protection to the Landowner and other RELEASED PARTIES, and should be strictly interpreted as such.

In consideration of the benefits to be derived from allowing access to the Named Property \_\_\_\_\_ for \_\_\_\_\_ flight, I \_\_\_\_\_  
(Print Pilot or Passenger name) for himself, his personal representatives, heirs, executors, next of kin, spouses, minor children and assigns, do agree as follows:

**I FOREVER RELEASE AND DISCHARGE** the RELEASED PARTIES from any and all liabilities, claims, demands, or causes of action that I may hereafter have for INJURIES or DEATH or property loss or damage however caused, even if caused by the negligence (whether active or passive) of any of the RELEASED PARTIES, arising from but not limited to participation in aviation activities.

**I WILL NOT SUE OR MAKE A CLAIM** against any of the RELEASED PARTIES for loss or damage on account of INJURIES or DEATH or PROPERTY DAMAGE or any other damage. This agreement shall survive my death or incapacity. It is my wish that these provisions shall also bind those who may suffer due to my injury or death, resulting from use of the Named Property described herein, including my family and friends. If I, or others who are acting on my behalf, violate this agreement by filing such a suit or making such a claim, all attorneys' fees and costs for such a claim against the RELEASED PARTIES shall paid by the claimant to the extent allowed by law.

**I WILL PAY** for any damage to any property of the LANDOWNER or any third party making claims against the LANDOWNER caused by my flight activities. My liability is limited to the replacement of property at the depreciated value of the damaged property, and does not extend to the defense of any legal action initiated against the LANDOWNER for any general aviation or other activity, but is strictly limited to property damages resulting from my own actions.

**NO LEASE OR PROPERTY RIGHTS.** I acknowledge that neither the signing of this agreement, nor the RELEASED PARTIES and LANDOWNER allowing continued recreational access to the PROPERTY, constitutes the formation of any kind of lease agreement or bestow ANY tenant rights or PROPERTY rights of ANY nature upon the PILOT or other party other than access to the land for flight purposes.

**REPRESENTATIONS.** I represent that I am above 18 years of age, and of sound mind and sufficient knowledge to understand the full implications of this complete waiver of liability. I understand that aviation is a potentially dangerous activity, which may result in serious injury or death. I further understand that no assurances are given by the RELEASED PARTIES as to the suitability of the PROPERTY to use for aviation purposes. I understand that the condition of the property is not monitored, and may change rendering a landing or takeoff severely dangerous. I assume full responsibility for checking the condition of the PROPERTY before attempting any aviation activity. I further acknowledge that I will obey all rules of use of the property, described in a separate document, which may be given to me, and amended periodically, by the RELEASED PARTIES.

**CALIFORNIA RECREATIONAL USE STATUTE.** I acknowledge that I am paying no consideration to the RELEASED PARTIES for the use of the PROPERTY for casual recreational purposes, and as such that the California Recreational Use Statute applies to my use of the property. I understand that this statute permits landowners to allow the recreational use of their land, but under the circumstances of my usage it ELIMINATES MY RIGHT to sue the LANDOWNER and other RELEASED PARTIES for any incident upon the land, however caused, even if by the negligence of the LANDOWNER or RELEASED PARTIES. I further acknowledge that if for any reason the California Recreational Use Statue is determined not to apply to a particular claim, that this does not affect the provisions and release of liability granted otherwise by this agreement.



**TERMINATION.** LANDOWNER or PILOT may terminate the agreement with no notice required, nor reason given. The agreement may be terminated in writing only. Once so terminated, I will no longer land or takeoff from LUF field or use the Named Property for any purpose except to retrieve my personal property.

**LAWS.** I agree that this agreement shall be governed by and construed in accordance with the laws of the State of California.

**SEVERABILITY.** If any part, article, paragraph, sentence or clause of this Agreement is not enforceable, the affected provision shall be curtailed and limited only to the extent necessary to bring it within the requirements of the law, and the remainder of the agreement shall continue in full force and effect.

**"RELEASED PARTIES"** is defined as the landowner, and his trustees, officers, directors, agents, spouses, employees, officials (elected or otherwise), family members, independent contractors, sub-contractors, lessors and lessees of the landowner, the Officers, directors and members of the Liberty Field Ultralight Fliers, and any persons acting at the direction of an Officer of said organization.

**DESCRIPTION OF PROPERTY.** The Named Property informally known as "LUF Field", previously known as Harvey's Field", located at the Southern End of Petaluma, and centered about Latitude 38 13'10.84"N and Longitude 122 35'45.32"W. The property includes a landing strip and the surrounding area currently owned by Harvey Goldberg. LUF Field is dirt, uneven in surface, and approximately 1200 feet long and 50' wide. The Field can be partially under water and muddy during the rainy season. Motor vehicle access is via right of way from adjoining properties, entering from the far South of Petaluma Blvd. South in Petaluma, California.

**ACKNOWLEDGMENT OF UNDERSTANDING:** I have read this waiver of liability, assumption of risk, and indemnity agreement, fully understand its terms, and understand that I am giving up substantial rights, including my right to sue. I acknowledge that I am signing the agreement freely and voluntarily, and intend by my signature to be a complete and unconditional release of all liability to the greatest extent allowed by law.

Signed by: \_\_\_\_\_ Date: \_\_\_\_\_ Pilot

Signed by: \_\_\_\_\_ Date: \_\_\_\_\_ Passenger

Received by: \_\_\_\_\_ Date: \_\_\_\_\_ Landowner

Received by: \_\_\_\_\_ Date: \_\_\_\_\_ LFUF

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### [New Club DVD available](#)

Don Anderson reported that he just finished a dozen DVD's that contain three LFUF fly-outs.

The first flight was the 8/14/04 Poker Run. We flew to Brian's, Two Rock, and landed at Harvey's for a BBQ.

The second Flight was 5/14/05, and we flew over Liberty Field and did a tribute to Ralph Savage. Then on to Two Rock, the coast, and Brian's place. He dedicated this flight to Brian.

The Third flight was the 9/24/05 fly-out up to Clearlake, and the BBQ at Vicks. Great shots flying low along the Russian River; getting busted by local cops

They are available for \$10.00 to cover Dons direct costs. He will have them, on a first-come, first serve basis at Brian's on November 5<sup>th</sup>, and those remaining will be sold at the Meeting on November 12<sup>th</sup>. Pictures of the DVD's front and back sides can be seen below.



Those who have seen this DVD, say it is really great! Thank you Don

## **Eliminating the Catch-22 for Getting LSA Certification.**

***From Les Goldner***

We are all aware that we need to get LSA "N" numbers for our heavy ULs and get a Sport Pilot license to fly them by 2008. There are four steps to getting this certification for a pilot and his plane:

1. Apply for and get Experimental LSA registration and "N" numbers (easy).
2. Modify your UL and then get your plane inspected by the FAA or a DAR in order to get an Airworthiness Certificate after completing item 1.
3. Get a Student Sport Pilot certificate (easy) and pass the FAA Light Sport Knowledge Written test (hard).
4. Pass the Practical (Flight) test with a CFI after completing the other items.

After completing items 1 and 3, I ran into a catch-22. The nearest DAR is in Corning Ca. and we cannot fly our planes there to get inspected after we register them Experimental-LSA until we get the Airworthiness Certificate, which we cannot get without an inspection. So I wrote the FAA asking what to do. They got back to me quickly telling me that I was the first to apply for an E-LSA Airworthiness Certificate in this area so I would be used as their guinea pig. An FAA inspector will come to my hanger in San Rafael on November 9<sup>th</sup>. We can discuss the experience of being an FAA Guinea pig at our November 12th meeting.

## **Qantas Pilot Gripe Sheet**

***Submitted by Don Anderson***

After every flight, Qantas pilots fill out a form, called a "gripe sheet," which tells mechanics about problems with the aircraft. The mechanics correct the problems, document their repairs on the form, and then pilots review the gripe sheets before the next flight. Never let it be said that ground crews lack a sense of humor.

Here are some actual maintenance complaints submitted by Qantas' pilots (left side) and the solutions recorded by the maintenance engineer (right side).

By the way, Qantas is the only major airline that has never had an accident.

... Enjoy!

<b>Pilot</b>	<b>Maintenance Crew</b>
Left inside main tire almost needs replacement.	Almost replaced left inside main tire.
Test flight OK, except auto-land very rough.	Auto-land not installed on this aircraft.
Something loose in cockpit.	Something tightened in cockpit
Dead bugs on windshield.	Live bugs on back-order.
Autopilot in altitude-hold mode produces a 200 feet per minute descent.	Cannot reproduce problem on ground.
Evidence of leak on right main landing gear.	Evidence removed.
DME volume unbelievably loud.	DME volume set to more believable level.
Friction locks cause throttle levers to stick.	That's what they're for.
IFF inoperative.	IFF always inoperative in OFF mode.
Suspected crack in windshield.	Suspect you're right
Number 3 engine missing.	Engine found on right wing after brief search.
Aircraft handles funny. (I love this one!)	Aircraft warned to straighten up, fly right, and be serious.
Target radar hums.	Reprogrammed target radar with lyrics.
Mouse in cockpit.	Cat installed.
Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.	Took hammer away from midget

## **Notable Snaps**

This month no one sent in pictures for the Newsletter so we have to endure one of mine.



LUF Field on left base

### LFUF's Calendar

November	December	January	February
5-Brian's Remembrance (11-AM)	3-Day-long outing (to be planned at 11/12 meeting)	7-Surprise destination fly-in	4-TBD
<b>12-LFUF Meeting Gordon's hanger</b>	<b>10-LFUF Meeting Gordon's hanger</b>	<b>14-LFUF Meeting Gordon's hanger</b>	<b>11-LFUF Meeting Gordon's hanger</b>
19-Fly to LUF Field, then Pilot's choice fly-around	17-XMAS party (to be planned at 11/12 meeting)	21-Fly to LUF Field, then Pilot's choice fly-around	18-Fly to LUF Field, then Pilot's choice fly-around
26-Fly to Coast	31-New Years Eve Fly-Around	28-Liberty Field & Two-Rock Fly-over	25-TBD

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