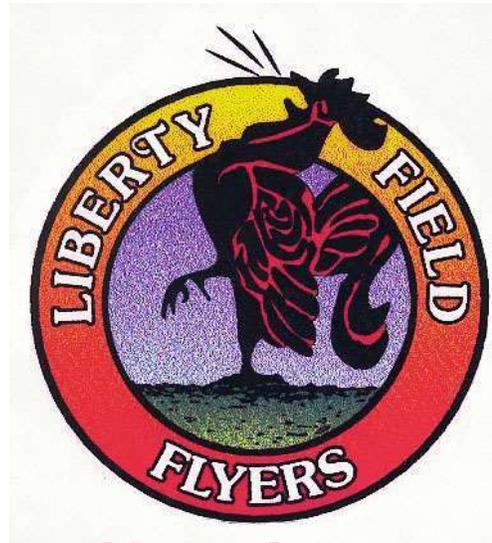


Liberty Field Ultralight Flyers April 2006 Newsletter

USUA Club #3 EAA Chapter #106



Newsletter

Officers:

President: Gordon Dupries

Vice Pres.: Les Goldner

Secretary: Mark Johnson

Treasurer: Vic Bologna

Your 2006 dues need to be paid!

Please bring \$45 to ~~our~~ meeting or mail a check to Vic Bologna, 4760 Lakeshore Blvd., Lake Port, 95476

May 13th, 2006 Meeting Notice

Our May meeting will be held in Gordon's hanger at 4:30-PM on Saturday May 13th. Our organization is small; ~~so~~ we need as many as possible to participate. Our group's vitality depends upon all of us attending these meetings, joining the activities (see *Upcoming Fly-ins* below), and assisting each other!

Unapproved Minutes of the April 8th Meeting

President Gordon Dupries opened the meeting at 4:28-PM. There were 11 people present.

Old Business

The old minutes were approved as read.

New Business

We discussed the upcoming flights and fly-ins:

- Les described the May 6th Fly-in to Cloverdale.
- Don discussed the May 19-21 3-day trip to the Gold Country.
- Jim mentioned that the "smallest air show" is at Brian Ranch AP (South of Edwards AFB) on May 27-28, sponsored by USUA chapter #30.
- We discussed rescheduling a trip to Castle AFB museum (originally cancelled due to weather and then due to flight restrictions).
- Les said he was able to rent a new hanger at Petaluma AP after less than a 1-year wait. Don was also able to get hanger space.

Mike Gloss, the Petaluma AP Manager told ~~one of usa member~~ that nothing ~~yet~~ has been done regarding the AP safety committee. Chris Rampoldt ~~is will be to~~ be our representative on this committee.; ~~Mike will contact Chris to let him know before the committee meets.~~ (You may remember that Mike came to a meeting and discussed

potential safety issues associated with UL traffic patterns; ~~and~~ we assigned Chris to represent us).

Don has a duel carb Mikuni fuel pump if anyone needs it.

Charley McKiever (707 738-2457) is selling his two seat Talon with a Rotax 503 (100-hours). Asking price is \$12000. ~~A~~ picture of his plane is included in *Notable Pics*.

Bim announced his "sailing party", asking for volunteers to help put new feathers on his MX.

Les discussed the Zenith 701 kit he brought back from Alaska.

Meeting adjourned 5:35

[Bim's sail Party](#)

As reported in the last Newsletter, Bim's plane and the ground had an unfortunate meeting. To put his Quicksilver MX back in working order, Bim fixed the gear and decided to install new skins. Several of us volunteered to go to Lynn's hanger to help re-cover Bim's plane. The effort went well, but only after Lynn made a custom steel tool to provide the force needed to attach the ribs. The only problem was that the flaperon frames were too long for the skins (or visa versa). Bim is having the flap covers enlarged to fit the flaps (our suggestion to cut down the flaps was rejected).

Some pictures of the group trying to work the skins on are shown below. Pics compliments of Bim and Les.



Planning the job



How many LFUF's do you need to screw in a rib?



Mark, Bim and Vic discussing how to put on the wing feathers, but Vic appears to have gotten a little too close to Bim



We huffed and we puffed, but all of us pulling together could not get the ribs in. Note Lynn is thinking (rather than huffing) in the background above. He was smart enough to figure that brawn alone would not do the job, so he went into his workshop and designed a tool to save the day!

Upcoming Fly-ins

Mark your calendar for the following events:

Cloverdale fly-this Saturday May 6th

The Cloverdale fly-in this Saturday should be informative and fun. It is also an opportunity to recruit new LFUF members. Our group is acting as concessionaire for the BBQ lunch. The fly-in is sponsored by Michael Heintz's Quality Sport Planes. Michael provides services associated with building several popular and relatively inexpensive all-aluminum Light Sport aircraft of his father's design. Chris Heintz, the designer, will be at the fly-in. There will be demos and discussions that should be of interest. Information about the Cloverdale event can be found at the Quality Sport Planes web site. http://www.qualitysportplanes.com/qsp-2006_036.htm.

We plan to fly out of Petaluma together at 9:30-AM on May 6th. We will skirt the Santa Rosa Class D airspace, and go up the Russian River directly to Cloverdale (about 42-miles distance). If you are driving, or flying from another airport, plan to arrive in Cloverdale at 10:30-AM. The BBQ (no-charge to our members) will be available between 11-AM and 2-PM. This fly-in should be well attended, so bring tie-down stakes since tie-downs are in short supply at Cloverdale.

Vic is in charge of the BBQ but he will need volunteers to assist him (so it's not quite a free lunch). Chris Desmond is bringing all the lunch goodies and supplies (thank you Chris). A big charcoal BBQ is on-site at Cloverdale.

If you are driving, **up**-from Petaluma, the airport is **just** about a quarter mile east of Hwy 101 south of Cloverdale. Exit Hwy 101 at Theresa drive, go right (East) onto Theresa, left (South) on Asti, and right on Chrome Iron Rd. Park outside the AP gate. The large hanger just inside the gate is Quality Sport. If you go into Cloverdale, you have gone too far north on Rt. 101. If you splash into the Russian River, you have gone too far east.

If fog prevents us from flying, we should plan to drive up since we are sponsoring the BBQ

Fly to the Gold Country, May 19-21

Don Anderson will lead this trip. It is an ambitious 3-day event. The plan is to leave Petaluma, pit stop in Woodside, head up the Feather River to Sutter Buttes (an interesting rock formation), and make a second pit stop at Sutter Co. AP in Yuba City. Then over Marysville and Beale AFB airspace to Nevada County Air Park, between Nevada City and Grass Valley. This first day flight, our longest, will total 135 miles (shorter if we go over the hills rather than over Napa).

We will spend the night at Nevada City. Don will locate motels or camping near the airport and arrange for transportation to tour the Empire Gold Mine State historic park the second morning. This is one of the oldest, largest, deepest, longest and richest gold mines in California; the site is said to be of great interest.

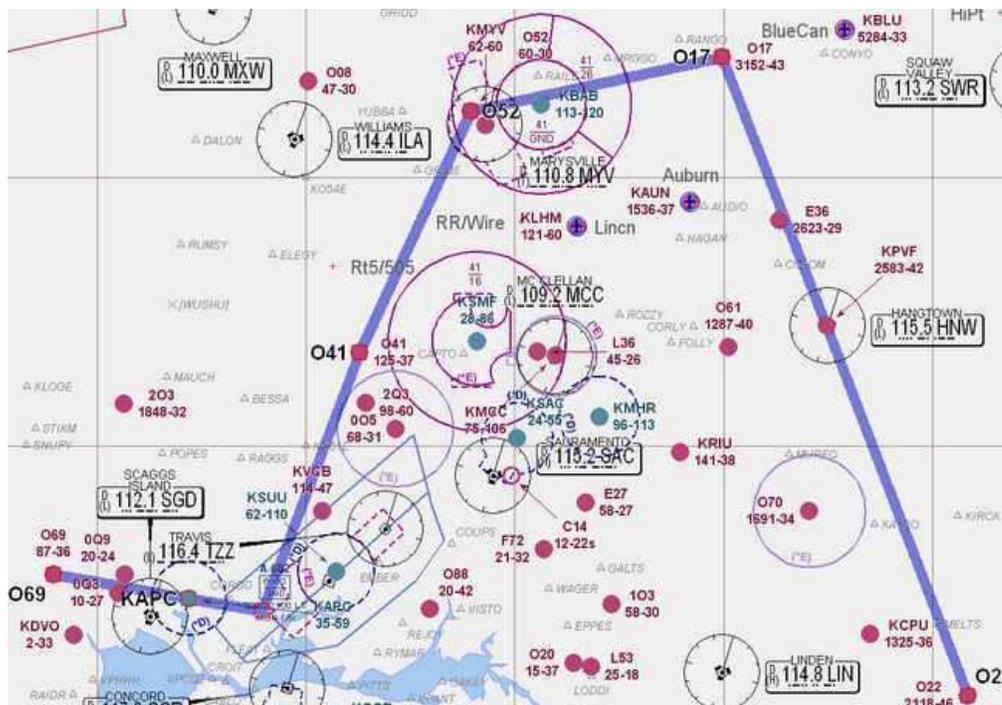
After the mine tour, in the afternoon, we will make a 90-mile flight south following Route 49 through beautiful rolling foothills, past Angles Camp to Columbia with a half-way stop at Placerville. We have the option to camp at the airport or go into town and spend the second night at a motel in Columbia City.



Columbia seems to be frozen in the 1800's. Today, Columbia State Historic Park is the best preserved of California gold rush towns. There is much to do here, from visiting the 19th Century shops, salons, and theater, to excellent dining.

We will breakfast the third morning in town and then set sail for Petaluma. The trip home will take us to Lodi (103) for lunch and then north of Travis to avoid the delta. The total distance on this day is about 125-miles.

Don will take safe but excitingly beautiful routes. He will not take us through areas where we cannot land safely. Based upon the video Don has shown us of his flight over this area, this multi-day flight should be great.



Fly to Golden West Air Show, Marysville in June 10-11

Tony and Jim will coordinate this event: Tony says "We will be flying the Ercoup this year instead of my Rans... Being this is a 3-day event (starting on Friday), I suggest the slowest planes fly up together in a group first. The faster aircraft can leave Friday afternoon or Sat morning. I think we should ALL camp out as a group. I have extra camping gear and if you (Les) are driving the RV up, we can load it with supplies and

fuel. We should also take money out of the Club funds to pay for the main meals (at least 2) that will be cooked."

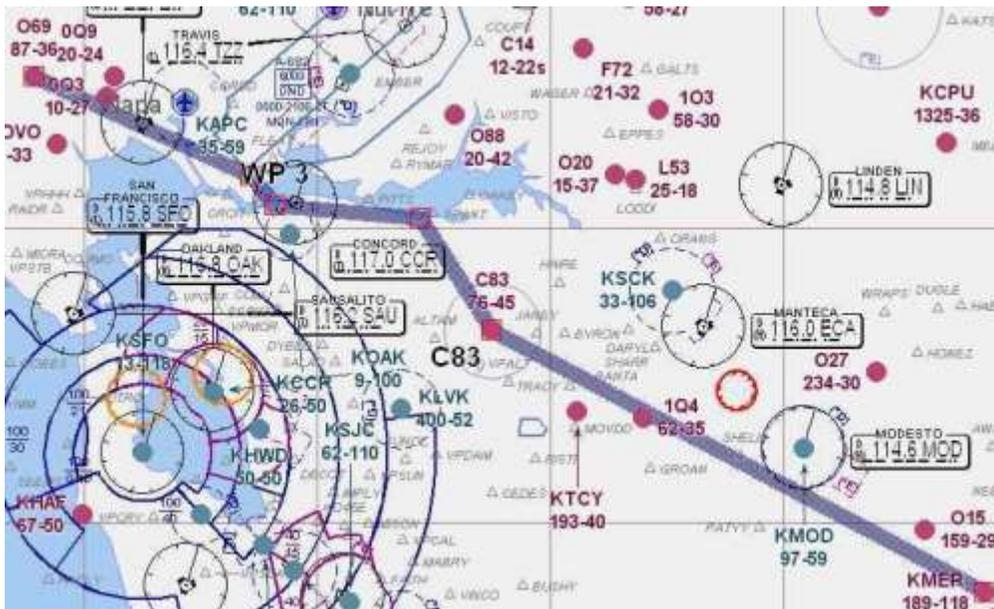
Last year the show was great and the Uls were treated with respect. The air show's web site is <http://www.goldenwestflyin.org/gwaahome.shtml>. The Yuba County Airport is an easy 90-mile flight over the Central Valley, north of Sacramento.

Fly to Castle AFB Museum, July 15-16.

We cancelled this event twice: first because of bad weather, and second due to Presidential airway restrictions. Chris R. will coordinate this fly-in. Castle Air Museum is located in the heart of the San Joaquin Valley adjacent to Castle Airport. It is about 130 flight miles SE of Petaluma, with many good landing and refueling points in the Central Valley along the way. This is a two-day trip. Museum info can be found at <http://www.elite.net/castle-air/>. The museum contains historic World War II, Korean War, and Vietnam Conflict aircraft. At the present time, the Museum has restored and displays 47 aircraft.

Costs for this trip are minimal and there are good accommodations at the Castle airport. The old airbase, where we land, housed B52's, so some of us could probably land perpendicular to the 12000' runway. The field is friendly to light aircraft and tied-downs are free. There is an \$8 museum admission fee and accommodations in the officer's quarters are \$35/night/room (advanced reservations required). For those interested, there is also an RV park on the premises and a motel in the nearby town of Atwater.

The plan is to fly out of Petaluma at 9-AM, go over the Benicia Bridge (the shortest safe over-water hop), drop to a comfortable low altitude after Antioch, and land at Byron for a pit stop (bring oil). Staying low, we go on to Castle, arriving before noon. We will tour the museum that afternoon and return to Petaluma the next morning. The route back will take us through Tracy; the flight over the Suisun Bay will have to be at a higher altitude to avoid the potential onshore headwinds.



Fly to Shelter Cove on August 26-27 (tentative)

Chris R. will coordinate this event. Last year's trip resulted in some good photography. Shelter Cove is 150-miles from Petaluma and will be a 2-day'er for Uls. Chris will need to find out about accommodations or organize a single day flight using GA aircraft.

Camp at Lake Pillsbury in September

Les will plan this one. Lake Pillsbury's Gravelly Valley airport, a big unimproved 2000' high gravel strip, surrounded by a lake and State parks, provides good camping either under the wing of your plane or at nearby campsites. The lake is about 90 miles north of Petaluma. The only negative is the need to top 4500' over a mountainous area as you approach the lake (1900'). Several of our UL and GA members participated and had a good time last year.

Scott Crossfield Dies in Crash at 84

Extracted from article by Danial Yee, Associated Press Writer

RANGER, Ga. - Scott Crossfield, the hotshot test pilot and aircraft designer who in 1953 became the first man to fly at twice the speed of sound, was killed in the crash of his small plane, authorities said Thursday. He was 84.

Crossfield's body was found in the wreckage of a Cessna 210A Thursday in the mountains about 50 miles northwest of Atlanta, a day after the single-engine plane he was piloting dropped off radar screens on a flight from Alabama to Virginia. There were thunderstorms in the area at the time. The cause of the crash was under investigation. Crossfield was believed to be the only person aboard.

During the 1950s, Crossfield embodied what came to be called "the right stuff," dueling the better-known Chuck Yeager for supremacy among America's Cold War test pilots. Yeager broke the sound barrier in 1947. Only weeks after Crossfield reached Mach 2 and an altitude of 72,000 feet in the Douglas D-558-II *Skyrocket*, Yeager outdid him.

Born in Berkeley, Calif., in 1921, Crossfield interrupted his studies at the University of Washington to join the Navy in 1942. He learned to fly a variety of aircraft during his Navy service.

Attempts to break the sound barrier in the years following World War II involved high stakes and some big egos. On Oct. 14, 1947, Yeager finally reached the landmark, pushing his orange, bullet-shaped Bell X-1 rocket plane, past 660 mph over the Mojave Desert in California. His feat was kept top secret for about a year.

The now 83-year-old Yeager, in his book "Yeager: An Autobiography," described friction between the military pilots and the civilian NACA pilots like Crossfield. He grouched that Crossfield "was a proficient pilot, but also among the most arrogant I've met. ... None of us blue suiters was thrilled to see a NACA guy bust Mach 2."

Notable Snaps

Sorry! We don't have any pics of the group flying this month.



Submitted by Don. The C-5 pilot forgot he had not yet left ~~the~~his cockpit before trying to drive home.



This is the only picture we had of Charlie's 2-place Talon. He is moving to Thailand. After a lot of sole searching, he decided not to try to fly ~~the Talon~~ there. Price: \$12,000. Includes Rotax 503 (100-hrs), intercom, etc.

LFUF Saturday Calendar (tentative)

May	June	July	August
6-Cloverdale Fly-in (*)	3-Fly to 2-Rock & coast	1-Fly Russian River to Healdsburg & Cloverdale	5-LUF Field mow and clean-up Fly-in
13-Regular Monthly Meeting (Gordon's @ 4:30PM)	10-11-Golden West Air Show fly-in led by Jim Grimes(*)	8-Regular Monthly Meeting (Gordon's @ 4:30PM)	12-Regular Monthly Meeting (Gordon's @ 4:30PM)
19-21- Flight to Gold Country led by Don Anderson(*)	17-Fly to coast	15-16-Flight to Castle AFB Museum. Tentative date(**)	19-TBD
27-LUF field dried-out. Inaugural 2006 fly-in	24-LUF Field mow and clean-up Fly-in	22-TBD	26-27-Trip to Shelter Cove led by Chris R. Tentative date(**)
		29-Fly to coast	* Note: See Upcoming Events in Newsletter