

LIBERTY FIELD FLYERS

NOVEMBER 2014 NEWSLETTER



EAA Chapter #1534

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NOVEMBER 8TH MEETING ANNOUNCEMENT

This month we have an interesting presentation so I hope a lot of us show up for the meeting.

During a two week period in earlier October Steve Smith, Chris Rampoldt, Bob Gutteridge (from the Santa Rosa EAA) and I followed many wild river canyons into Yellowstone, Canyonlands, and the Grand Canyon. Steve, who organized this "Rivers" trip, took and collected all of our pictures and will come to our next meeting to make an animated talk about this exceptional flight.

Mark your calendars and come to our November 8th Liberty Field Flyers EAA club meeting at our hanger in Petaluma to hear Steve tell us about this flight. Come at 12:30-PM for Pizza and stay for a very interesting meeting at 1:00-PM. Some of the pics we took can be seen at the end of this Newsletter.

OCTOBER 2014 MEETING MINUTES

Since we did not have a meeting in October these minutes are very brief... We're done!

THINGS I LEARNED ALONG THE WAY

(By Chris Rampoldt)

About four weeks ago I flew to Canyonlands Airport near Moab Utah to meet Steve Smith, his friend Bob, and Les on their River Trip along some of the great rivers of the West. The trip back with them was spectacular, the sights awesome, and the planning worked out very well. Steve will be giving his presentation this next Saturday along with photos he has put together and Les and I and I think Bob will be there as well. There are many things I recall about the trip but for this article I thought I would mention some things that just related to flying, the different conditions and also some judgment calls I had to make along the way. First, I noticed, on the way to Moab, I never regretted the choices I made where I decided to land. Although Porterville and Barstow sound boring and uninspiring, they both had reliable fuel, some people around, and heck, I even had a coiled up sidewinder snake underneath the ladder when I refueled in the desert. The local desert rats gently put the snake in a pail and brought it out into the bush. The thing is my stops were about 2 hours apart, I didn't push it too hard, and I got a good night's sleep in Boulder City Nevada, next to Hoover Dam. The next day I flew over Lake Mead, rough but neat country and refueled in Colorado City, Utah. When I took off towards the middle of the day, I thought I would test out rotating on takeoff at 50 knots rather than my usual 60 knots at Petaluma. Normally, at Petaluma my plane will remain in ground effect if I yank it off the ground and stay in ground effect at 50 knots, and it will not settle back onto the runway. Well, Colorado City is about 5'000 feet altitude and although my main wheels came off the ground for a moment, they settled back down

again shortly and the airplane refused to fly until I lifted off again, this time at 60 knots. I didn't have any trouble climbing or staying up with the other guys during the whole trip and in fact at one time the whole pack of us were up at 10,500 feet, (they even went higher later on), but I thought it was interesting how good old basic aerodynamics don't lie, especially when you are in new territory.

Wind wasn't much of a factor during the trip except for the morning when the 30 mph. wind hit our campground near Moab and blew the rest of the day. There was a landing strip near Lake Powell that I decided to touch down at called BullFrog. Les was in the vicinity so I told him I was going to land there. What was interesting was that it was an uphill strip, paved, and long enough, but as soon as I landed, I got nervous about the wind because it started to look like it would force me to make an uphill takeoff. Wind can change quickly and I told Les to probably not land there, and I launched off, uphill and finally lifted off with a quick left turn over the desert. I'm glad Bullfrog had no obstructions in that direction and it's probably good that I took off when I did because the day would only get warmer and the air less dense.

I was surprised by how comfortable I was in my airplane and I didn't hear any of the guys complain about their cockpit on the long legs that they did. I think that is important on long trips. I of course had my sectionals scattered in my front seat next to mealong with my trusty GPS.

Thanks Steve again for the planning and effort and a good trip. Chris

WHERE IN THE WORLD IS LUKE WINGS?

Luke's Grumman has been noticeably absent from o69 in recent months. The reason is because for the time being he has been asked to work up north.



Luke sends us the following message:

If you've ever wondered, what is beyond the thick fog of the Lost Coast? Here it is: look at the pictures.

By the way, this is the time to explore the grandeur of the lost Coast. The weather is clear. The fog doesn't roll in intermittently.

Do we have beaches? I have not seen more beautiful beaches and more of them too.

Do we have mountains? Take a wild guess.

Anyway, I have 1 extra room at my place in McKinleyville. If you come up and you're a couple, you have the priority for that room. Otherwise, it is 1st come 1st serve. There are plenty of places for sleeping bags in the house. I'll pick you up if fly in. All are welcome for the weekends of 11/8-9 or 11/15-16.

There are 4 great airports to land, plus miles of empty beaches.

I'll be your weather spotter if you want to be sure. And, if you can't make it, just enjoy the pictures. LOL.



FLIGHT TRAINING MISADVENTURES

(By Wayne Wright)

After getting delivery of Victor's Quicksilver in May, I have struggled to find instructors to get a pilot's license and have found none so far that I can trust - that's 0-for-4 to date. Even the latest has gone back on his word, telling me he will sign me off for D Airspace if I handle the comm in anyone's plane for ground and tower at KSTS Santa Rosa, which Les helped me accomplish. Now the CFI is backing down, stating all kinds of regs he never mentioned before. That, and a list of DPE examiners he provided, none of which I can use and one of them dead for five years.

As A Business Professional, I have rarely run across a whole group who's been more flaky. More than that, they all seem to tell me what I need to hear to get my money and could care less if I reach my goal. Spend the time and money for training and I can't even get a flight exam - what a catch-22. Next call is FAA LSA HQ in OK - run this past them and see if they have any bright ideas.

Your referrals and encouragement is appreciated, especially for CFI's (who can be trusted) and DPE's. Thanks and Happy Landings,

PICS

In addition to Luke's pics (above) a few of the following were taken during our flights:



Lake Pillsbury. The dinner was hosted by Vic.



Yarek in the right seat of Les's Zenith going to Castle AFB museum.



Steve entering the Grand Canyon.



Steve again on one of the few legs without a river beneath us.



Over Crater Lake.



Flying up a river canyon (Snake or Salmon).



Camping in Idaho.



Bob and Steve discussing strategy.



Chris on a rock bridge 700' over Canyonlands.



The group in Arches NP.