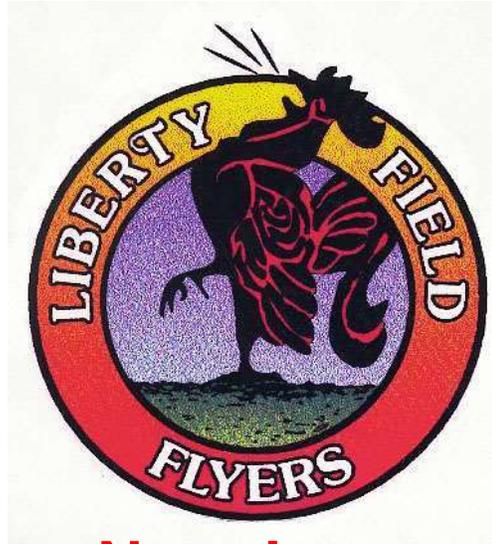


Liberty Field Ultralight Flyers December 2005 Newsletter

USUA Club #3 EAA Chapter #106



Newsletter

Officers:

President: Gordon Dupries

Vice Pres.: Les Goldner

Treasurer: Vic Bologna

December 11th, 2005 XMAS Party & Meeting Notice

By popular demand, again this year, we are planning another spectacular party at Lynn Deedler's house, 3-PM December 11th. Bim Lipp again agreed to be the chef. His main dishes will be the same as last year; his now famous Beef Burgundy, mashed potatoes and salad and Don Anderson will bring pies. The rest of us should bring an appetizer / hors d'oeuvre to munch before dinner.

Again this year, we will have a present exchange. Bring a flying related gift that costs no more than \$20 (Spruce, CPS, and the Petaluma aviation store are good places for on-line ideas). We will again have a best photo contest. Bring your best pictures. They should be "real" non-embellished shots that were taken by the contestant. It is better if your entry at least 5"x7" so that they can be viewed more easily.

In addition, there will be a showing of the latest videos of our flights throughout the year, on Lynn's huge flat screen TV, presented mostly by Don with additions from Les. We can also try to persuade Lynn to transport us around again this year in his Xmas tree train.

The XMAS Party is a LFUF perk. There are no added assessments or charges. Wives and significant others are welcome to come. However, we need to know how many people are planning to come, so please email your RSPV back to Les Goldner (same address as this Newsletter). The directions to Lynn and Barbara's place can be found in this Newsletter.

Unapproved Minutes of the November Meeting

November 12th 2005, my Mark Johnson

Our VP, Les Goldner, called the meeting to order at 4:35. 16 people were present.

Les first welcomed all the new people to the meeting. Joe Ehm introduced himself as being a new member as of tonight even though he has attended meetings in the distant past. He bought a power parachute with a 4-stroke engine and he is waiting to get more instruction in its use.

The minutes of our last meeting were approved.

Then Mike Glose, the airport manager, addressed us. He said that in winter with the low ceilings we must be more diligent than ever. If the ceiling is less than 1,000', it is best to not fly at all. If we do fly, we must talk a lot on the radio with specific details about where we are. Saying we are in the ultralight pattern is not enough...we must always announce our altitude with each announcement. He said that the UL pattern altitude is now 750' AGL. Members of our group were surprised about this change and expressed the opinion that this is too close to the GA pattern. Mike agreed that we need to keep clear of the GA planes and low is better than high. We said that we would continue our practice of keeping the UL pattern at 500' ALG within 3 miles of the airport and stay under 700' MSL over the hills east of the airport.

Mike told us that he wants a UL representative on the operations committee under the Municipal Airport Board that determines and distributes the Petaluma Airport operations rules. He asked that we pick a representative to be at the first meeting. We volunteered Chris Rampoldt. Les said that we would also pick an alternative since Chris's job often takes him out of town.

He also mentioned that we will have 51 new hangers by February but unfortunately, there are over 140 people on the waiting list.

Old Business

There was no old business

New Business

The Christmas party! Sunday, December the 11th at 3 PM, we will have another spectacular party at Lynn Deedler's house. Bim Lipp agreed to be the chef again and his main dishes will be the same as last year, his now famous Beef Burgundy, mashed potatoes and salad. Don Anderson will bring pies and the rest of us are to bring a pre-dinner appetizer.

We will do a present exchange again this year. Bring a flight related gift that costs no more than \$20. We will also have a best photo contest so bring your pictures. The pictures should not be embellished (there were accusations that one person had done so in the past) and must have been taken by the contestant. It is better if your entry at least 5"x7" so we can see it.

In addition, there will be a showing of the latest videos of our flights throughout the year by Don and Les, shown on Lynn's huge flat screen TV.

Since we will be meeting at Lynn's place, we will not have our monthly meeting in December at Gordon's hanger.

Saturday the 17th of November, Jeff and Chris will fly to Shelter Cove for the day in their GA aircraft. All seats are presently reserved, but if you are interested in joining them, call Jeff at the last minute for any possible cancellations.

Don is selling his practically new, adjustable 5-blade prop for only \$350, less than half its real value.

We decided to have a Barbeque fly-in to LUF field on January 14th, weather permitting. We will have a short meeting at LUF in place of the lat afternoon meet at we normally have at Gordon's hanger. If the weather or runway conditions do not permit, we will hold the meeting at 4:30-PM Gordon's.

Meeting adjourned at 5:30-PM.

Upcoming events

XMAS Party & December Meeting, December 11th

See the announcement at the beginning of this newsletter. Remember to RSVP Les Goldner since Bim needs to know how many people to cook for. Please email Les ASAP to let us know you are attending.

Directions to the party follow:

1. From 101 just North of Cotati, go RIGHT onto Ramp towards: Hwy-116 / Rohnert Park / Sebastopol

Seeding LUF Field

Christopher Desmond agreed to seed LUF Field to make for smoother landings. The club is purchasing the seed. We need to get the seed down in the next few weeks and could use a few volunteers to help with the work. Please call Mark Johnson if you can help with the work (415-608-8041).

Great Web site for Ultralight/Sport Pilot Weather

If you want great detailed graphic UL/sport aviation weather forecasts including ground winds, temps, cloud cover, ceilings, dew point, in 4-hour segments two-days ahead for Santa Rosa at *Air Sports Weather*: <http://usairnet.com/cgi-bin/launch/code.cgi?sta=KSTS&model=avn&state=CA&Submit=Get+Forecast>.

You can find weather for other locations by starting at the Air Sports Weather home page, <http://www.usairnet.com/weather.htm>. Then select California and choose an Airport from the first drop down selection box (Petaluma is not on the list).

Getting your Airplane Certified as an Experimental Light Sport

By Les Goldner

Getting an Airworthiness Certificate

Since many of us will have to go through the process of registering our heavy ULs with the FAA before 2008, and I just completed the process, I thought you might want to know about it.

All the forms you need are on-line at the FAA web site, or available from the EAA, or can be picked up at the Oakland FAA Flight Safety District Office (FSDO- by appointment only). The on-line forms can be filled out on your computer.

The first thing you need to do is get N-Numbers. This process is simple. You need to file a request form (Aircraft Registration Application Form 8050-1) and an Affidavit of Ownership (Form 8050-88A) with the Oklahoma City FAA office. If you also want to request a special N-Number, you can do so on-line at the FAA web site. All forms must be filled in exactly as required. The book from Rainbow Aviation (described in the next section) has examples of how the form should be completed.

Next you need to send a letter to Oakland FSDO requesting an Airworthiness Certificate (called a Program Letter) that states the purpose and type of certification. You can request to be registered either as an "Experimental Light Sport" or as an "Experimental Amateur Built" aircraft. There are advantages and disadvantages to each. I chose to go X-LS so that I was not restricted to 40 hours of locally "Phase 1" flying and because I may, at some point wish to use my plane for instruction (allowed until 2010).

Since there were no DARs available to perform X-LA inspections in the Oakland FSDO service area, a FAA Safety Inspector was assigned to do my inspection. (Note that FAA inspectors do the work at no-charge while a DAR would charge several hundred dollars for this service). The inspection was delayed several weeks because no one had yet performed an X-LS Airworthiness in this District and the inspector needed to find out just what was involved. I was told that the delay was because the X-LS rules were in flux and were being settled at a meeting in Oklahoma City. In the future, it may be difficult to schedule an FAA inspector and a DAR may be your best alternative.

The EAA has a kit (under \$15) that walks you through requirements and included almost everything you need to "fix-up" your craft to meet inspection criteria. The only things I had to add to the EAA kit were colored tape from Spruce (~\$3) to mark Airspeed limits and an ELT radio (\$250).

On November 21st, Denny Pollard, Flight Safety Inspector from Oakland FSDO, came to my hanger in San Rafael and inspected my Challenger. I was surprised that the emphasis was much more on the paperwork than on the aircraft. We spent about 3/4ths of 2+-hour inspection making certain the FAA paperwork was correct and checking my weight and balance data. (As an aside, Pollard mentioned that his wife would not let him fly in LS aircraft). If you want someone who will really check out your craft, an experienced UL pilot DAR should be your choice.

In addition to the Airworthiness Certificate, Pollard gave me two sets of Operating limitations. The first (Phase-1 limits) were for a 5-hour fly-off to test period limiting me to a local area between San Rafael and Petaluma. The second was the normal Phase 2 limitations, which are in-effect after the 5-hours. These documents were each several pages long and I can bring them to the XMAS party for those who wish to examine them. There was some confusion over the Phase 1 fly-off. Later, Pollard called Oklahoma City to find out Phase 1 is optional for X-LS conversions and he told me to log Phase 1 as completed. He also found out that one form, certifying that the craft was built to consensus standards, was not needed for UL to X-LS conversions.

All in all, the process went smoothly considering I was the Oakland FSDO's guinea pig.

What's next? I still need a LS pilot license in order to fly my N-Numbered aircraft. I got a LS Student Pilot Certificate several months ago, passed the LS Knowledge test (bragging: 95% score), and thanks to Chris Rampoldt, CFI, I can solo and do cross-country flights until I take my Practical Test. I need to arrange to take a Practical Test from a Light Sport CFI to get my Light Sport Pilot ticket. Lou Fields, at Oakland Airport, is the closest alternative.

Finding a Light Sport DAR in our Area

We just learned that Bill Bardin, who runs a LS / UL flying school out of Lodi Ca. has become a Designated Airworthiness Inspector for LS aircraft. He is the closest DAR to our flying area. Bill can be contacted at <mailto:billbardin@surewest.net>. He very qualified, with over 8000 hours flying ULs and has built many aircraft. Bill also sells UL / LS aircraft and kits and is a Light Sport CFI.

In addition to Bill, the only other N. California-based DAR is Rainbow Aviation in Corning Ca. Brian and Carol Carpenter, who runs Rainbow and has been helpful to us, is also a very experienced Light Sport CFI. Brian and his pilot wife Carol have written a book called Sport Pilot Airplane. It describes how to convert from UL to LS (\$24.95). See <http://www.rainbowaviation.com/>.

Do you Need a Repairman's Certificate?

Once you have your Airworthiness Certificate for your X-LSA, can you do your own repairs? Yes, if you built your airship, you can repair it. However, you cannot sign off on your aircraft's annual inspection (a requirement) unless you have passed a 16-hour course and receive a Repairman's –Inspection Certificate. If not, it can get expensive to find an FAA A&P mechanic to do your "annual".

It's a good idea to complete the course before you apply for your Airworthiness Certificate. Then you can present the course completion info to the FAA Safety Inspector who can issue both the Airworthiness and Repairman's Certificates at the same time. I took a very good Repairman course at Rainbow Aviation.

It would be possible for LFUF to sponsor a 2-day repairman's course at Petaluma if enough people want to attend. Carol and Brian Carpenter, from Rainbow Aviation are the only people we know in Ca. who offer this course, and we could invite them down from Corning if there is an interest. Pls [let me know if you want to attend a course in our area.](#)

[A New High Performance Prop](#)

From Don Anderson

I just received and installed a new 5 bladed KievProp on my trike. The performance is so much better, that I need to tell everyone.

KievProp used to be called HotProp in the USA. Headquarters told me that this prop is Russian made using state of the art military manufacturing autoclaves costing around a million bucks. It comes out in one piece. If you damage a blade, Kiev will pull up your blade serial no. from its data base and copy it.

I fly an AirCreation 582 Clipper, two-place trike. It came with an Arplast 4 bladed prop on it. This is supposed to be a top notch, high performance, and quiet prop. It was pitched at 6450 RPM at full power climbout. I could cruise at level flight by myself (I weigh 195 lb.) at around 4800 RPM, with a 200 lb. passenger at around 5700 RPM. I

could get around 800 fpm climb rate by myself, and 600 fpm with the same passenger and 16 gallons of fuel.

The Arplast prop got damaged and there was no way I was going to pay the French over \$2300 to replace it. I got a 5 bladed American manufactured Powerfin blade to hold me over until the Kiev came in. It's performance was just a little less than the Arplast and slightly more noisy at the same pitch, but still good.

The Kiev came in and it was like putting a turbocharger on my trike. Taking off, I have the feeling that my craft wants to flip over backwards. Pitched at 6450 RPM, I don't yet know my full power climbout rate because my VSI red-lined at 1000 fpm. I'll get it with my GPS later. With Mark Johnson in the back seat and 16 gallons of fuel, I got 900 fpm. My cruise rpm went from 5700 rpm down to 4900 rpm with Mark, by myself, 4800 rpm down to 4400 rpm. The prop is so quiet, we forgot about it. The fuel consumption per hour seems to be about the same as the Arplast.

I got this prop from Oregon Aircraft Design, Bill Larson, a very accommodating guy, owner. He sold me the Powerfin and will take it back now that I have the Kiev.

It's a model 285 for a 60 to 130 hp engine, 71.25-inch diameter. I paid \$1075.00 for the prop, \$155 for the spinner assembly plus shipping. Go to www.kievpropamerica.com for further information

I highly recommend this prop for anyone who wants to increase the performance of their craft.

Brian Lane's Remembrance

It was as if Brian was still there. Although he crashed and died several weeks before, and except for the number of people at his party and us not being able to fly-in, everything seemed about the same. The RC models, the beer, the laid back atmosphere all spelled Brian's Place. The point where we felt otherwise was when Brian's ashes dripped from his friend's J3 Cub. Other than this, it was like Brian, beer can in hand, still commanded his domain.

The pics below tell a little more.



Some of us LFUF guys paying our respects



Don Anderson attracting those interested in seeing his newest flying video



Don having a little difficulty trying to fit inside



It was as if Brian was still with us at his remembrance!

Flight Crew Humor

Real Flight Crew Reminiscences, from Don Anderson (the last is best)

1. On a Continental Flight with a very "senior" flight attendant crew, the pilot said, "Ladies and gentlemen, we've reached cruising altitude and will be turning down the cabin lights. This is for your comfort and to enhance the appearance of your flight attendants."
2. "Thank you for flying Delta Business Express. We hope you enjoyed giving us the business as much as we enjoyed taking you for a ride."
3. From a Southwest Airlines employee: "Welcome aboard Southwest Flight 245 to Tampa. To operate your seat belt, insert the metal tab into the buckle, and pull tight. It works just like every other seat belt; and, if you don't know how to operate one, you probably shouldn't be out in public unsupervised."
4. "In the event of a sudden loss of cabin pressure, masks will descend from the ceiling. Stop screaming, grab the mask, and pull it over your face. If you have a small child traveling with you, secure your mask before assisting with theirs. If you are traveling with more than one small child, pick your favorite."
5. Weather at our destination is 50 degrees with some broken clouds, but we'll try to have them fixed before we arrive. Thank you, and remember, nobody loves you, or your money, more than Southwest Airlines."
6. "As you exit the plane, make sure to gather all of your belongings. Anything left behind will be distributed evenly among the flight attendants. Please do not leave children or spouses."
7. And from the pilot during his welcome message: "Delta Airlines is pleased to have some of the best flight attendants in the industry. Unfortunately, none of them are on this flight!"
8. A flight attendant's comment on a less than perfect landing: "We ask you to please remain seated as Captain Kangaroo bounces us to the terminal."
9. Part of a flight attendant's arrival announcement: "We'd like to thank you folks for flying with us today. And, the next time you get the insane urge to go blasting through the skies in a pressurized metal tube, we hope you'll think of US Airways."
10. A plane was taking off from Kennedy Airport. After it reached a comfortable cruising altitude, the captain made an announcement over the intercom, "Ladies and gentlemen, this is your captain speaking. Welcome to Flight Number 293, nonstop from New York to Los Angeles. The weather ahead is good and, therefore, we should have a smooth and uneventful flight. Now sit back and relax... OH, MY GOD!" ----- Silence ----- followed, and after a few minutes, the captain came back on the intercom and said, "Ladies and Gentlemen, I am so sorry if I scared you earlier. While I was talking to you, the flight attendant accidentally spilled a cup of hot coffee in my lap. You should see the front of my pants!" A passenger in Coach yelled, "that's nothing!" -- "You should see the back of mine!!!!!"

LUF Field Liability Release

Repeated from November Newsletter

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 is attached to this Newsletter. Please print it, sign it, and send or give it to Mark Johnson or bring it to the LUF BBQ on January 14th. We need two signed copies, one for the club and one to give to Harvey.

Notable Snaps

These are from Paul Linsdorf's recent trip to Eastern Europe



That can't be Paul in the back seat?



Paul says: *"this is a decommissioned Czech military trainer. There is a guy in the town I was born that overhauls them & sells them to the West. It' subsonic, but a RIDE it is! Not cheep, but worth it. I mean the ride. But to own & fly such a monster is not for a poor chap like me. The fuel bill would kill my piggy bank"*

Paul has two full CDs of pix for us to look at (Paul, bring them to the XMAS Party)



A reminder to tie down your spark plug wires before takeoff!



Our new men's room planned for LUF Field

LFUF's Calendar

December	January	February	March
3-Flyer's choice fly-out	7-Surprise destination fly-in	4-Fly to Ocean	4-TBD
10-Xmas party Sunday-RSVP 3PM see Hwsler	14-LUF field Meeting & QOB Meeting @11AM	11-LFUF Meeting Gordon's hanger	11-LFUF Meeting Gordon's hanger
17-Fly to LUF field & beyond	21-Fly to LUF Field, then Pilot's choice fly-around	18-Fly to LUF Field, then Pilot's choice fly-around	18-TBD
31-New Years Eve Fly-Around	28-Libery Field landing contest & on to Two-Rock	25-TBD	25-TBD