



FROM THE LEFT SEAT Rich Pendergist, President

FUN TIMES CONTINUE FOR CLUB 1

It was the best planned flight that never happened. It started out as 8 of us, then, after normal attrition, the number quickly dropped down to 6 club members. We picked the hottest month of the season to plan a flight to Kitty Hawk. All of us have expressed a desire to make the flight and finally we decided on a month, day and time.

Of the committed flyers four of us began planning the flight. Details changed as input from each guy surfaced. We had things to plan around like heavy military traffic around the Hampton area, water hazards, towers, and mainly the Dismal Swamp.

An afternoon of planning the day before the scheduled departure provided the final scene of flight planning crew but no real consensus over just which route would be best.

It was Phil Williams who asked the obvious...."why do you think the founding fathers of that area used names like "KILL": Devil Hill, DARE County, DISMAL Swamp"? the group quickly decided on the route that would take us over the least amount of swamp, opting for the flight path over mostly dry land.

But Mother Nature intervened. That Saturday morning we woke to an Airmet for Fog until 1130, a line of thunderstorms lumbering across

our flight path that stretched from west of Roanoke to Salisbury, Md and predicted rains and thunderstorms in the Kitty Hawk at about the time we would arrive. Better heads prevailed and a collective decision to cancel the flight was made. But it was too late! The over-planned and yet-to-be- executed flight had already succeeded in providing a lot of fun to the club members who took part in the planning fiasco.

The whole thing was yet another example of the kind of fun that is associated with flying with the guys in Club 1. The old saying that 'it is not the arrival but the journey that is important' is true. In this case it was the fun we had just planning the journey.

The group plans to make the trip in September....and the bothersome thing is that because the flight plan is already done ... how on earth are we going to entertain each other?

Sorry ...not much news in this edition.... I am still tired from the weekend and spending last Saturday night in the hospital while my new granddaughter arrived...Little Gracie checked in, weighing 6 lbs 3.9 ounces. She announced her unscheduled arrival rather abruptly that evening, and shortly after touching down requested a headset ,a sectional and a USUA membership application. I think they should have named her Amelia.

Fly Safe.

ADVISORIES

The Flying Club 1 meeting for August was held in our regular meeting spot, the Centreville Elementary School, with our President, Rich Pendergist, presiding.

We had a visitor from Texas, to be in the area for a while. He is looking for a place to fly, and for an instructor.

Officers Reports. Our Secretary reported that we have had no new members during the past month. Our Treasurer was not present at the meeting. Safety Officer, Jim Willess, reported a personal incident in the Lenn Brothers field area during which his plane's tail wheel struck a power line during a training flight. He reported the incident to the power company.

Several members did not have club name tags. Lew will make name tags for any member who does not have one. Please send him the name of anyone needing a name tag.

OLD BUSINESS. Our library has received the first of two loads of books and tapes from Lynn Nageotte. The second load will be brought up shortly. The library is in Larry Walker's hangar. Librarian Dick Walker is the only person other than Larry who has access to the library.

Lessons learned at the Flying Circus: Larry Walker reported on the problem that he, Jody and Lew Clement had in putting up the Club tent at the Flying Circus. He has now color coded the poles so that the right parts will match. Now, no false starts. We will do it right the first time.

It was recommended that we get permission for the club planes we put on show to be allowed to make one fly-by each after being up front of the crowd.

Except for missing the food service at the Flying Circus, we had a great time. However, Mike Moulds and Lew Clement went to a local fast food eatery in Bealeton and remedied the situation, bringing back great sandwiches and drinks for everyone in Clubs 1 and 6 who ordered something.

NEW BUSINESS. Larry reported on the EAA fly-in to be held at Dinwiddie Airport, Petersburg, in September. He passed out flyers to be posted in public places.

Jim Frye announced that September 20 will be the fly-out to Front Royal. This year, the event will be focused on our ultralights and light aircraft. The only conflicts might be the sail planes flying in

and out. The food will be free. All other nearby ultralight clubs will also be invited. Jim asked that either Rich or Lew make a presentation on Sport Pilot that afternoon about 1:30 or 2 PM. Maybe we'll know something more by then. The rain date is the next day, the 21st.

Jim also reported on a meeting in Woodstock on the formation of a new club. Lew and Dennis Gregory met with several Club 1 members and others and discussed the pros and cons of establishing a new club in the valley. At the end of the meeting, it was not clear whether they were interested in making such a move. However, Jim reported that later on he receive messages from most of those who attended indicating their desire to form a new club. Jim will follow on with the details in preparation for the formation of the new club.

Jim's third item was the Club 1 Color Run on Saturday, October 18th. We will stop at New Market Airport (8W2) for lunch as we have in past years. Jim told us that they are going to try to have a field day for the students of Massanutten Military Academy and the students of Shenandoah Academy. He will try and arrange some Young Eagle flights for them as part of the event.

Dick Baker discussed the plans that have been made for the flight to Kitty Hawk on the 16th and 17th of August. Rooms have been reserved for 10 people. Seven flyers have signed up to go as of that time.

In past years, Club 1 had a Parts Bin, run by Jerry Eastman. The idea was to maintain a "bin" of ultralight and related parts that would be available to members on a swap basis or at minimum cost. You could trade in an air speed indicator, for example, and, in return, take out a Rotax carburetor. Jim Willess has volunteered to care for the Parts Bin. Lew will call Jerry and find out if anything is left of the old bin to be used as a starter.

Rich reminded us that we have an election coming up this fall. In October, we are scheduled to appoint a nominating committee. Officers to be elected this year are the President and Secretary.

A Cross-Country

Lew Clement

I owned a RANS S-12 from November 1992 to September 1995. In that month, I delivered it to its new owner at the airport in Chesapeake, VA – USUA Club 523.

When I decided I should offer the plane for sale, it took only a brief time before two of the club's officers, Benny Rogerson and Charlie Stamm, flew up to W66 in Charlie's Cessna to check it out. After checkout flights and a "we'll let you know", they headed home.

It didn't take them long to let me know. I agreed to deliver the plane to them at the Chesapeake airport and Charlie would fly me home.

On the next Saturday, with good weather and winds, full tanks and a flight plan, I lifted off from Warrenton-Fauquier heading south-east down across the middle neck of Virginia with the airport at Tappahannock as my first fuel stop.

It was a typically good fall day. The visibility was excellent under scattered clouds at about 4500'. I could pretty much do my navigation visually but, beyond Tappahannock, I would be flying over strange country, and close to my fuel limits, so it made sense to stay close to my flight plan.

As I approached Tappahannock, I called them on the radio. No answer. I tried again as I got closer. Still no answer. I had landed there several times for fuel on flights to and from Hudgins. I had used their fuel lately but, on earlier trips, Jody had driven the route as my ground crew and I had refueled, using my own fuel that she had carried with her. I knew that there were times when the office there was not manned. Apparently, this was one of them. I knew I couldn't get fuel on the field if no one was there with access to the key to the pump. Time to execute my plan "B" – go to my alternate field, West Point, right on course.

So, over Tappahannock, I turned to my new course and headed for West Point, 28 miles further into my flight. Now I considered my fuel status. Enough to get to West Point easily and, if necessary, a little farther. West Point was on the same frequency as Tappahannock, 122.8. I was

becoming a little concerned because I hadn't heard any radio chatter with West Point. As soon as I was sure I was within radio range of West Point, I called the field. No answer. My radio was working, I was sure. I could hear other pilots talking to distant fields but no response to me from West Point.

Now I had a decision to make: land at West Point even with no radio assurance I could get fuel there or go on to the next nearest field, Williamsburg. I loosened my shoulder harness and turned as much as I could in my seat to look at my fuel tank, directly behind the seats. It was one of those red plastic tanks and I couldn't see the fuel level very well. There was some, but how much? Already, I had been in the air longer than on any prior flight in this plane. My fuel consumption calculations from those trips suggested that I should land.

I eased the throttle back and started a long slow descent into West Point. The field had been built during World War II. It was the typical three runways arranged in a triangle. However, when I got close enough, I could see that only one of the runways was in condition to be used.

I entered the pattern with no other traffic around. After landing, I taxied up to the fuel pumps. No planes, no people around. After shutting down, I unbuckled, got out of the plane, stretched and walked to the office. Locked. There was no sign on the door telling me when anyone would be back. No cars out front of the building, either.

I walked back out to the pumps. Remember, this was before there were such things as card-operated pumps. These were locked.

I could see some sort of activity down at the far end of the field. Some cars there, anyway. So I walked in that direction. My walk down there was fruitless. They knew nothing about the fuel pumps and how to operate them. So, I walked back to the plane.

I looked at the fuel remaining in the tank. I could see it more clearly now than in the air. I could also see that if I had gone directly on to Williamsburg, about 20 miles further, I could have made it. Now, with an engine start and a climb out, it would be very, very close.

Over an hour passed – no one, nothing. I climbed back into the plane and sat there, considering heading for Williamsburg. I noted that the wind, quite light, was more of a crosswind. If I started the engine and took off toward Williamsburg from the point on the runway nearest where I was parked, I might minimize the fuel used on the ground. I wanted to do it but there was a part of me that said, “NO!”

As I sat there, considering what I should do, I heard an automobile engine. There, in front of the office, a pickup truck was pulling in. With fingers crossed, I got out of the plane and walked toward the truck.

“You from the office?” I asked.

Airport. There were a number of good checkpoints visible on this leg in addition to Williamsburg Airport. When I had planned this flight, I noted that a direct flight from West Point to Chesapeake would take me over a number of built-up areas and very close to the control areas of some large, active airports. So I chose to fly a little further west to Suffolk (SFQ) and then east to Chesapeake Regional (CPK). There was only one hitch to this plan. I would have to fly over the Great Dismal Swamp and some other pretty rough country between Suffolk and Chesapeake. I decided to add some altitude as my insurance of getting across even without an engine, should it become necessary..



6981J at Orange County Airport, earlier

“No” was the response. Not good news but I couldn’t give up.

“Well, I need gas. Do you have any idea how I can get some?”

“Sure, I have a key to the pump. Let me get out and I’ll help you.”

So, with a big sigh of relief, I walked with him back out to the pump and, shortly, had a full fuel tank.

I wasted little time getting back into the air and on course to my next turning point, Suffolk

After I had crossed Williamsburg Airport, here came the James River. I saw all the ships moored near the far bank. As I said earlier, there were plenty of landmarks along my course to help keep from straying. As I moved south, I shortly was able to see first the city of Suffolk, and then the airfield, itself. South of the James, I also saw that the clouds were lower than they had been. No problem but they were down in the area I considered “mine”.

Then, as I neared the Suffolk airport, I checked my flight plan for my new heading to Chesapeake. I looked to my left over the Great Dismal Swamp where I would shortly be flying after I made my turn and was dismayed to see that the clouds appeared to be even lower than I was. That meant that, if I chose to fly that route, I would have to fly it well below what I considered a safe altitude for that stretch of ten or so miles. Well, the engine sounded good so I made the turn and descended below 2000'. I flew my heading just below the clouds with few visible landmarks to stay on course.

After a long 10 minutes, I crossed the north-south highway on the eastern boundary of the swamp. There was a noticeable thinning of the clouds and, at about 1 o'clock, I could see the Chesapeake airport. I made a small change in heading and, shortly, was entering the traffic pattern there.

As I taxied in from the runway, I could see Benny Rogerson standing in front of the FBO, waiting for me. I taxied up beside him and shut down the engine of 6981J for the last time. The plane now belonged to Club 523.

My log book reads 3.1 hours flight time and 2 landings but a trip I will remember forever. There was nothing dramatic about it but it had its own series of decisions to be made and a good flight made over a lot of unfamiliar territory.

6981J. Does it sound familiar to any of you? It should. Later, it made its way back to W66 where Rich Pendergist used it for instruction.



Rich Aloft with a Student in 6981J

For Sale!

Ads will be run twice and then dropped unless resubmitted, or renewed by telephone or e-mail. Please advise the editor when the ad is no longer needed.

CGS HAWK I CLASSIC – Rotax 503 w/oil injection. Two hours since A&P built. \$9500 firm. Jim Willess 540-788-4341. (7/03)

FISHER CLASSIC - two place biplane, complete kit including cowling, seats, landing gear, fuel tank, hardware, more ... Spars, ribs, and one wing panel are completed. Sells for new for \$7,950. Will sell for \$5,900. Alan Hall, 757-719-9804 (8/03)

FLIGHTSTAR Spyder, 1996, 503 SuperCowl,DI/SC, electric and pull start, 247 hrs.TT, Ivoprop, EGT,CHT,ALT,ASI,Hobbs, ten gal.tank, disk brakes, 4-point Hooker Harness, redundant elevator cables, clear-coated red and yellow sails, hangered \$10,000. I'm a new BFI. Have to sell my current plane to get a trainer. Contact Dennis Gregory 804-758-4178 dgregory@oasionline.com (08/03)

ISON Airbike – '96. Always hangered, Rotax 447, tundras, small tires and wheel fairings included, alt, dual egt, dual cht, wing tank, ballistic chute, ext. antenna, drawings and flight manual, nice little taildragger, \$6,000 contact Wes Rogers, 540-631-5706, bitsy@rmaonline.net (6/03)

KITFOX II KIT - 95% complete, ready to cover. 582 Rotax, elec. start, prop, gauges & misc. items. Everything new. \$15,000. Dan Brandmahl. 804-443-4619 or 804-769-2756 <cranks4u@inna.net> (8/03)

PHANTOM –'93. Rotax 503. New black&green sails. BRS, dual carbs, heavy landing gear, alum. wheels, elec. start, strobe, dual EGTs and CHTs, ASI, Tach, Alt, slip ind., Hobbs meter. Very clean. \$8,500. C.A. Nuckles 757-599-3657, nights – 757-876-4025. (8/03)

RANS 10 kit, ready for covering, many extras, adjustable bucket seats, large instrument panel, radio-stack cage. Includes new 912. Excellent deal for interested party. Alan Hall, amh@ahcservices.com. 757-719-9804. (8/03)

T-BIRD I - 532 Rotax, point ignition, new paint, new sails, new BRS, new full enclosure, hydr. brakes. Like new, \$10,900 OBO. Bennie Barnes 757-890-0689 or e-mail BennieRoller@juno.com. (8/03)

BRS 750 - NEW. Cannister, boom mount. \$2000. Jim Willess, 540-788-4341 (7/03)

GPS – Garmin 38, custom data base. \$65. Jim Willess, 540-788-4341 (7/03)

J-3 (Cub) training and rides. Jim Willess 540-788-4341. (7/03)

PROPELLER – New, three blade IVO, pusher, ground adjustable. \$300. Jim Willess 540-788-4341 (7/03)

SOFTCOM portable intercom. 2 pl. 9 v battery or ship's power. PTT, cords for 2 headsets. Lew Clement 703-444-1639, lclem@erols.com (7/03)

ULTRALIGHT STROBE - Full 25-joule flash. Powered by 2-cycle engine lighting coil or 12v. battery. Power supply clips to 1" to 1 1/4" TUBE. Light head mounts where you like. One-year warranty. 12v battery model. Only \$75. Lighting coil model \$100. Cheapest 25-joule model on market. Ron Madsen 804-693-5186 or <phantom11@toast.net> (8/03)

A&P - will do Annual/100 Hr inspections for non-builder owners of Experimental aircraft in Virginia/Maryland area. You do the work. I do the paper work. Fixed fee plus small transportation fee over 25 miles. J. Willess 540-788-43431. (8/03)

SUMMER DECARBON SPECIAL - Decarbon your Rotax engine for best performance and longer life! (recommended by Rotax maintenance schedule each 50 to 100 hours depending on condition of engine and usage)

1. Remove heads
2. Non-destructive carbon removal on cylinder dome.
3. Remove and clean rings and ring grooves.
4. Examine cylinder walls for wear.
5. Clean top of piston
6. Re-assemble with new base gasket.
7. Torque heads to Rotax specifications.
8. Drain and replace gear oil
9. Check carbs for wear.
10. Clean and re-oil air filter

Flying Club 1 Activities Schedule 2003

Club meetings are held the first Thursday of each month in the Centreville Elementary School, Green Trails Blvd, Centreville, VA at 7:30 PM. Changes in time or location will be posted in this newsletter and on the Club web site.

Aug 29-Sep 1 Fri-Mon	Labor Day at Footlight Ranch (Postponed Fathers' Day) Shreveport North, PA
Sep 12-`14 Fri-Sun	Club 4 Bull Roast Harrison Field, MD
Sep 14 Sun	Club 6 Fly-in Picnic/Comp. Hudgins Air Park
Sep 20 Sat	Club 1 Fly-out to Front Royal Airport, VA
Sep 20-21 Sat-Sun	VAEAA Fly-in, Petersburg, VA
Sep 27 Sat	Club 250 Fall Fly-in Holly Springs, VA
Sep 28 Sun	Wings & Wheels Hummel Airport
Oct 11 Sat	Club 1 Fall Fly-in Location TBD
Oct 18-19 Sat-Sun	EAA Fall Fly-in Winchester, VA (OKV)
Oct 18 Sat	Club 1 Fly-out Color Run from WAP
Dec 6 Sat	Club 1 Mtg/Party, Club House WAP – 6 PM.

Any out of tolerance parts replaced at extra cost.

\$100.00- Please give me one week notice to order parts. Jim Willess 540-788-4341 Work done at your hanger. (8/03)

ULTRALIGHT CROSS-COUNTRY COURSE

Cross-country training to non-local airport, includes ground and flight training for cross-country sign-off (may be required for new FAA SPORT PILOT Rating). \$100. Jim Willess 540-788-4341 (8/03)

Items bought and sold through the Newsletter are solely at the risk of the buyer and seller. Neither the Newsletter nor USUA #1 guarantees, or is in any way responsible for, the airworthiness or other aspects of the items

USUA FLYING CLUB 1 GENERAL INFORMATION

The United States Ultralight Association's Flying Club 1 is a non-profit, recreational club dedicated to the sport of ultralight and light aircraft flying.

ANNUAL DUES

July 1, dues for remainder of year are \$10.00. Family membership: \$25.00 (husband and wife). (A spouse who wishes to participate will please

2002-3 CLUB OFFICERS, DIRECTORS & STAFF

President	Rich Pendergist*	540-439-6422
Vice President	Dave Riedel+	703-815-4924
Secretary	Lew Clement*	703-444-1639
Treasurer	Mike Moulds+	703-771-7038
Past President	Larry Walker	540-347-7609
Dir, Safety & Tng	Jim Willess	540-788-4341
Dir, Membership	Phil Williams	703-361-3320
Club Artist	Jin Heidish	703-524-5265
Club Sales	Bob Van Veghel	703-651-8979
Events Coord.	Dave Riedel	703-815-4924
Librarian	Lynn Nageotte	540-361-4395
	E-mail: randyn@aba2net.com	
Membership Coord	Bob Van Veghel	703-651-8979
Newsletter Editor	Lew Clement	703-444-1639
	E-mail: lclem@erols.com	
	Fax:703-444-2535	
Property Manager	Rich Pendergist	540-439-6422
Web Master	Paul Dwyer	703-550-7371

Terms of office: * 2002-03 + 2003-04

NEWSLETTER SUBSCRIPTION (without membership) is available of location or other inability to participate in Club activities.

CLUB 1 WEB SITE:

site. Flying Club 1 now has an officially registered name on the Internet.

MEETINGS

locations as announced in the Club newsletter and on the Club web site. (Times and days may vary. Check the newsletter and/or web site.)

Members and non-members are encouraged to submit items for this newsletter. Send

10

days before each meeting.

renewed by phone. Advise editor when item is sold.

A club is only as good as the members who support it. The following listed activities within the club require member support in varying amounts.

members are expected to participate. However, members who live some distance away and cannot attend meetings regularly may prefer to support functions associated with Club fly-ins.

: Club Officers (elected, Directors and Staff Officers. (Talk to current officers for more details.) Fly-ins: Food supply, preparation; Facilities, Grounds; Ground Support. X-country and outside events: ground support; Safety & Education: Flight Safety & Training, New Member Mentoring, Library, Monthly Program Development; Communications: Membership, Newsletter, Web Site; Fund Raising: 50/50 raffle; Miscellaneous: Meeting Facilities, Property Management, Tool Custodian, Clothing Sales, Ad Hoc Committees.

Starred Items on Membership Application Must Be Completed.

FLYING CLUB 1 MEMBERSHIP APPLICATION - 2003

All members are encouraged to provide an e-mail address to the Club. It is our best means for fast communications with a large number of Club members in minimum time.

We welcome you to USUA Flying Club 1 and hope your membership will be rewarding to you in flying and fellowship.

*Name _____ New ___ Renewed ___ Membership

*Street or PO Box _____

*City _____ State _____ ZIP _____

*Telephone (H) _____ Telephone (W) _____

*Spouse's Name _____ *Name To Go On Your Name Tag _____

To Receive Your Newsletter By E-mail, Enter Your E-mail Address _____

*USUA Member: Yes ___ No ___ If yes, enter member number _____ USUA Pilot: Yes ___ No ___

*UL Registration # _____ *Aircraft Liability Insurance _____

Type Aircraft _____ Stored/Flown From _____

Other Ultralights (Owned or Flown) _____

Flying Hours: Dual UL _____ Single UL _____ Conventional _____

*Club Activities or Services For Which You Volunteer _____

(NOTE: References to Ultralight aircraft above include Ultralight-type aircraft). Starred items must be completed. Mail application to Mike Moulds, USUA Flying Club 1, 115 Catoctin Circle, NE, Leesburg, VA 20176, accompanied by \$20 for a full year or \$10 for membership on July 1 or later. NOTE: Information from this application will be included in the Club 1's membership roster intended for internal use only.

USUA FLYING CLUB 1

To join USUA Flying Club #1, fill out the form on the reverse side. To join the national USUA, fill out the form below:

___ **\$49.95** U.S. Ultralight Association membership includes: NAA Division representation, pilot and vehicle registration programs, insurance eligibility, instructor and Club Network listings, USUA decal, manufacturer and car rental discounts, 1-year subscription to *Ultralight Flying!* magazine.

___ **\$25.00** U.S. Ultralight Association membership - same as above without 1-year subscription to *Ultralight Flying!*.

___ Enclosed is \$2.00 for work in ultralight safety by USUA.

(Canadian and non-US membership add \$5.00)

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone _____ Date of Birth _____

Enclosed is my Check ___ Money Order ___
Visa ___ Mastercard ___

Account # _____

Exp. Date _____

**United States Ultralight Association
P.O. Box 667, Frederick, MD 21705**

**Lew Clement
46917 Grissom St.
Sterling, VA 20165**