



FROM THE LEFT SEAT

Len Alt, President

Happy New Year! I hope you all have enjoyed the holidays. In this message, my first, I want to tell you about my own thoughts for our club priorities for 2006, and very much want to solicit your opinions regarding where we should be focused and what we should be doing, and perhaps not doing, as an ultralight flying club. Ultralight flyers tend to be a somewhat independent lot. We seek the freedom and autonomy of this particular form of flight. We typically fly solo, or with at most one passenger. Despite this propensity for individuality, we band together as a club to further our enjoyment of the sport. The question now is why? What should we be doing as a club for 2006? Fly ins? Competitions, formal or informal? Social events, cookouts? Training? Safety promotion? Community outreach? Please let me know what you think is, and is not, worth our collective time and effort.

Personally, I see two broad areas worthy of our attention. First, facilitating the current improvement and expansion of Warrenton Air Park – in my opinion the finest playground any ultralight club could dream of. Second, and closely related to the first issue, is the enhancement of safety for all our members. I'm mindful that our outgoing President was not elected, but acceded to that position under the most tragic of circumstances. He was then compelled to lead us through a similarly heartbreaking time shortly thereafter. We lost three of our best friends. My number one priority is to ask you to assist me in doing everything humanly possible to prevent a recurrence of these misfortunes. Expanded air operations at WAP, more aircraft of disparate performance characteristics, and many new pilots demand positive actions by us all to

ensure we fly safely. Let me know how you think our club can facilitate that.

Finally, kudos to our outgoing President. Dave Riedel lead this club through the toughest of times. Thank God Club I had Marine leadership when we needed it. Dave, three words — Leadership. Class. Thanks.

Best wishes to you and your families. I hope 2006 is a happy, healthy, and safe year for all.

Len



Outgoing President Dave Riedel receives the Directors' Award for unique and extended volunteer service to Flying Club 1 from Club Treasurer Jim Birnbaum during the Club's recent Holiday Party.





ADVISORIES

December Club Meeting - The President, Dave Riedel, brought the meeting to order at 1800. This month's meeting was held at the American Legion hall in Warrenton in conjunction with our annual Christmas party.

Dave announced that Lew Clement's wife was in the hospital and her condition was uncertain. He asked everyone to keep her in our prayers. Because of his wife's condition, Lew did not make the meeting so the minutes of the last meeting were not presented.

Jim Birnbaum, the Treasurer, reported that the current balance in the bank was \$4780.89. Expense incurred during November was \$263.66, mostly for October fly-in costs. The total income for November was \$139.00 coming from 2006 membership dues and the 50/50 drawing at the previous month's meeting.

Larry Walker brought to the members' attention that he would be stringing red tape near his hangar when the ground is wet to avoid making obstruction ruts to his Orange bird. He related that he had found some ground indentations near the front of his hangar, that he suspects were made by wayward drivers but, of course, they could also have been made by a prairie dog or ambitious rabbit.

Dave presented the Volunteer Service Awards, as voted upon by the members. The following members received the Volunteer Service Award: Jim Heidish, Larry Walker, Leonard Alt and Tom Richards. The awards consisted of a Club hat emblazoned with the Club logo.

Dave announced that the Volunteer of the Year was Jerry Starbuck. Jerry is recovering from an operation and was unable to attend the meeting/party. The award will be presented to him at a later date. The award was framed with the text of the award and a beautifully-designed montage prepared by Club Artist Jim Heidish.

Jim Birnbaum presented the Directors' Award to Dave Riedel for unique and extended volunteer service to the Club. The award consisted of a jacket with the Flying Club 1 wings and Dave's name embroidered on it.

Dave announced that a donation of \$50.00 was received from Ms. Hara Bouganim for our Flying Leprechaun Library Fund.

The meeting was adjourned around 1830 hours. Not sure about the time since the Christmas cheer was already flowing!

Jim Birnbaum

[My thanks to Jim for handling my duties at the meeting/party. - Lew Clement]



Close Up of the plaque Jerry was awarded as Volunteer of the Year (plaque by Jim Heidish).



Our new President, Len Alt, receives his cap in recognition of his volunteer service to Flying Club 1.

TRAFFIC PATTERN ETIQUETTE

Jim Willless (CFI)

The FAA has tried for decades to codify (put in Part 91) rules governing traffic patterns and operation at non-controlled airports. No consensus has been reached so the FAA published Advisory Circulars to SUGGEST pattern procedures.

Basic pattern rules most adhered to by light aircraft:

1. Always establish LEFT traffic flow unless the Sectional or Facilities Book say otherwise;
2. A pattern altitude may be established locally - ultralights 300' agl to 500' agl, all others 1000' agl;
3. Right of way rules apply - less maneuverable aircraft have right of way, i.e. PPG over fixed wing;
4. The lowest and closest craft has the right of way.

There seems to be some confusion about these rules at the Warrenton Air Park. The main problem comes from the different craft using different runways. In meetings with the operators, the fixed wing pilots are acutely aware of the limitations of the PPG pilots. Fixed wing pilots agreed to keep close watch on the PPG pattern and to avoid flying over or under them at all times. When PPG operations are crossing the fixed wing runway, fixed wing pilots will give way and avoid them at all times. PPG pilots are to avoid setting up or landing on the fixed wing runway if there are any fixed wing operations in progress.

The basic idea is to operate safely in cooperation and avoid conflicts.

There are times when the ground launch system is operating on the fixed wing runway due to wind conditions. It is set up to the side of the touch down area for the fixed wing aircraft. When a launch is in progress, the PPG has the right of way and usually is out of the way as soon as possible. If fixed wing pilots MUST land, use an alternate runway or land short.

Friendly cooperation is the idea here. We can all enjoy the sport while keeping the hazards to a minimum. PPG pilots are cautioned against maneuvering in the final or base leg of the fixed wing pattern. FLY SAFE/HAVE FUN!

XAIR - Born October 2005

By Jim Birnbaum

A new Xair-H was born at the Airpark in October. We initially had a few birthing problems, but they have been remedied. Bill Magrini and I worked on the project for approximately 120 hours (and several cases of SUDS). We started work at the end of May and worked most weekends. I'm sure we could have finished it sooner without the beer. The Xair-H has an 85 hp Jabiru 2200A, 4 Cycle, air and water cooled engine with a 64" Tennessee prop. I found it to be a relatively easy kit to construct. It was much easier to build than the RANS S-12, which came with limited preconstruction and predrilling. The Xair has about 99% of the hardware predrilled and the flaps, ailerons, rudder and vertical stabilizer were prebuilt. I was very much impressed with the ruggedness of the construction and with my limited knowledge of aeronautical engineering, would consider it a well designed aircraft. It cruises at about 93+ MPH, depending how much gas you want to burn and has a stall speed of 33 mph, flaps down. It climbs out briskly with two on board. We registered it as an ultralight, but have sent in the paperwork for FAA registration as Experimental/Amateur built. When the registration comes in, we will get Jim Willis to do the airworthiness inspection. Then, Bill and I have to fly off 40 hours in the local area. Because it falls within the Sport Pilot limitations, it can be flown by a private, recreational or sport pilot (or a student pilot if he is so endorsed). We are looking forward to an enjoyable 2006 flying season. I am not a Winter Pilot so I probably won't be flying much when its cooooooold.





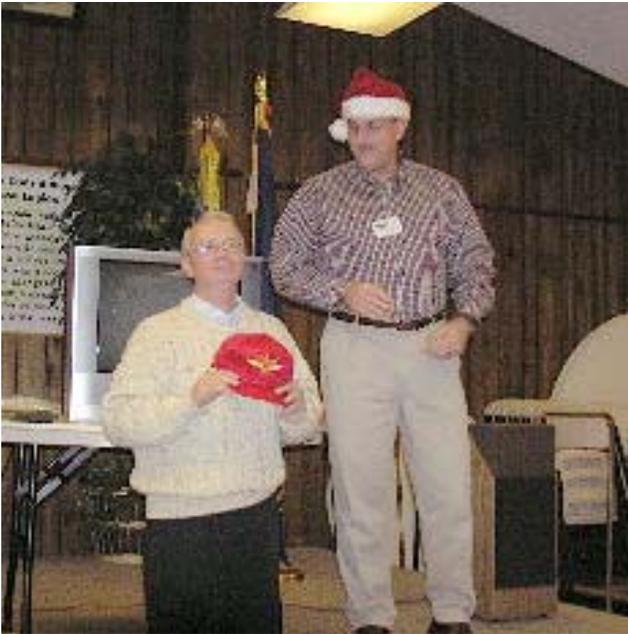
Tom Richards receives his Volunteer Service recognition cap.



Jim Heidish, with help from Dave, shows his 2006 Club calendars



Dave Reidel and his wife, Lori.



Larry Walker receives a cap in recognition of his volunteer service to the Club.



Winter in Northern Virginia
(Photos by Larry Walker)



Warrenton Air Park, looking SW



Warrenton Air Park, looking SE



Warrenton Air Park, looking east.



Warrenton Air Park, looking NE.



Lenn Brothers' Field, looking SE.



Lenn Brothers' Field, looking NE

WHERE TO FIND AVIATION WEATHER

Jim Willess

We, as ultralight pilots, need only simple information to fly: WIND, CEILING, VISIBILITY, PRECIPITATION, and WEATHER.

The first source is our eyes and experience. At the field, it is easy to determine if conditions are suitable for our level of experience. We just gaze at the sky and decide. Deciding if we want to make a two hour drive to the airport and then decide is the problem.

So, what are some of the options?

1. Local TV stations all employ professional weather forecasters. Most are veritable experts on the surroundings 50 miles from the city. Pick your favorite news station and watch how often they get it right. They can let you make an educated guess for the weekend.

2. The Weather Channel (via cable Channel 25) offers the weather for the entire USA but, at 20 minutes past the hour, they give a 7-day outlook. This is good for the next weekend's flying. At least, it is good for precipitation forecasts. Not so good for wind.

3. The FAA Flight Service Stations are one of two official sources for weather. This is aviation-dedicated and only costs your airplane registration number. No number? (Make one up.) They will want to know the following prior to briefing you:

- a. Your registration number.
- b. Are you planning an IFR (Instrument Flight Rules) or VFR (Visual Flight Rules) flight? If your answer is VFR and the briefer thinks the weather is too bad for VFR, he will state "VFR not recommended". Thank the man and go back to bed. This means he would not fly in the weather he knows to exist.
- c. Your departure point.
- d. Your destination.
- e. When you are departing.
- f. Your estimated time enroute.
- g. Your planned altitude.

The briefer will start through a check list, which will include:

- a. Weather at your departure point.
- b. Weather forecast for your departure point.
- c. Weather forecast for your destination (+/-2 hours reference your arrival time).
- d. Weather forecast for reporting points along your route of flight (omitted for local flying forecasts)

e. Any special weather conditions forecast SIGMETs (icing, high winds, thunder storms, etc.).

f. Winds aloft starting at 3,000 ft. above sea level up to 9,000 ft higher, if you stated a high level altitude enroute.

g. Notams - notices about nav aids, unlighted towers and airports conditions. No fuel, runways closed, air shows etc.

h. If you interrupt him with a question, his is apt to stop his check list. You must then request any additional information, specifically. Best to let him run the list.

I. At the end, ask any additional questions.

j. If you are filing a Flight Plan, now is the time.

4. The other official weather source is DUATS. This service is accessed via computer and you must sign up with the service (free) and obtain a number and a password. GOOGLE the DUATS word and follow the instructions. They offer a great flight planner also. You will need a Student or pilot certificate or pilot's certificate number to gain access. Ultralighters can try to use your USUA/Eaa registration number, as well.

5. Airports that have instrument approaches often have AWOS or ASOS continuous weather broadcasts. This includes the wind speed in knots and direction, ceiling, visibility, temp, and dew point. This information is available via dedicated VHF frequencies and landlines: CULPEPER 120.025, 540-727-0523; MANASSAS 125.175, 703-361-6160; ORANGE 118.075, 540-672-0505. Other numbers are listed in the green FAA AIRPORT DIRECTORY. Also, an 800 number - ANYAWOS - lets you access any AWOS station via telephone. On the number, 877-269-2967, a recorded voice will ask for the identifier for the airport you are interested in. If you code in CJR (257 for Culpeper) the recording will run down the airports that have those numbers in the code. When it comes to **Culpeper, Virginia #6**, code in that number. The service will dial the AWOS number and, when connected, the recording will find you the current information. You may have to try several times, if the number is busy. It's free so no problem.

6. Some schools are on the local weather net and are accessible on Internet, as well. Liberty High School in Bealton has a station.

So, if you need to find out what conditions are like at the Airpark or Whitman's, your best bet is AWOS.

CLASSIFIEDS

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.

PARTNERS WANTED - for Airborne Edge X with Streak Wing. Aircraft currently hangared at OMH (Ornage County), to be moved to me hangar at 8W8 (Hartwood) or elsewhere if partners desire. Will consider 2,3 or more partners. I have never flown this aircraft but have taxied it and the wing is almost new (220 hrs). Contact Martin Walker - 703-599-7448 or <martinwalker1@msn.com>. (1/06)

FLIGHTSTAR II SL, 1998 - 582 Rotax w/E-gearbox, 86 hrs. All upgrades completed by Lockwood Aviation. Advanced EIS, w/vertical speed, alt, tach, EGT, CHT & water temp. Turn/Bank, flaps, trim and 1050 BRS. Magellan GPS, ICOMA5 radio, headsets & Sigtronics intercom. IVO prop, strobes, Hobbs meter. Blue. Sails are clear-coated. Beautiful ultralight, excellent flyer. Always hangared. \$16,000. Can assist with delivery. 434-298-3940 or e-mail: jkriley9041@earthlink.net in Blackstone, VA 23824 (10/05)

KITFOX KIT II - 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. (10/05)

KOLB FIRESTAR KXP - Rotax 503DCDI. Running strong and exercised mostly every weekend with recent overhaul maintenance (plugs, filters, etc.) Uses Pennzoil oil. "F-16" cockpit enclosure w/VFR instruments recently inspected, maintained and calibrated, including hand-held radio mount bracket. Two 5 gal. fuel tanks with fuel gauge w/independent fuel filters w/fuel selector switch. Hand brakes. All Poly coverings are in like new condition (minor 3" hangar rash on one wing). Second Chanz parachute needs inspection and possible repacking. Excellent flier. Price \$9,500. Custom trailer w/tail boom support \$2,000. Package: \$11,000. All offers are welcome. Located at Warrenton Airpark, VA. Ralph Kew, H-703-802-3231, Cell 202-437-1580. (12/05)

'93 PHANTOM - Rotax 503. New black & green sails, BRS, dual carbs, heavy landing gear, alum. wheels, elec. start, strobe, 10 gal. tank, wood prop, dual EGTs & CHTs, ASI, RPM, Alt, slip indicator, Hobbs meter. Very clean bird. \$7,500. C.A. Nuckles, 757-599-3657 or 757-876-4025(nights). (10/05)

TWO PHANTOM ULTRALIGHTS - Serial #387 has a Rotax 377, asking price: \$5500. Serial #301 has a Rotax 503DCDI, asking price \$8,000. Both have: full engine and VFR instrumentation; ground adj Ivo props; "He-Man" side tubes; streamlined front tubes; engines converted to free air-cooling; ruggedized main gear; ballistic chutes; improved geometry 4-point harness. Art Kudner - 410-310-0159 or <talisman@friend.ly.net>. (12/05)

TERODACTYL ASCENDER - Plane purchased used in 10/03 with intent to refurbish and fly the following year. Health issues dictate that I must sell plane. It has all parts, 2 sets of winglets, engine, gauges, prop (wooden 2-bl), and ballistic chute. Wing sailcloth passes punch test, in good condition. The canard is whole and functional but could use recovering. Engine runs well and strongly, but cannot determine time on it. Located in Richmand, VA. Asking \$2200 OBO. Bob Martin, 804-674-9749 or pilot bob@comcast.net. Details on this design at: <http://www.geocities.com/pterodactylclub> (10/05).

RANS S-14 - Rotax 503DC/DI, 254 tt, elec start, oil inj, inflt adj IVO pprop. Full enclosure. ASI, Alt, dual CHT \$ EGT, VSI, RPM,. Black & yellow, clear-coated, dual wing tanks, cabin heat, BRS (ood). Always hangared. Flies hands off. \$13,500. dgregory@oonl.com. VA. Dennis Gregory, 804-758-4178 (10/05)

QUICKSILVER SPORT II - Rotax 582 w/238 hrs, elec start, C Box, 3 bl Warp Drive prop. Lotus floats. Blue/yellow sails are 1 year old. Tundra tires. All gages. Floats 1 yr old w/all hardware. Easy to put on and off. Must go to a good home. \$17,900 OBO. Gary Waggoner, waggflyone@nu-z-net. (10/05)

PROPELLER - 66" wood, ground adjustable, 2-blade. New. \$250. Michele, 301-696-0073 (12/05)

KOLB FIRESTAR II - 2004, with Rotax 503DCDI, Ivoprop, BRS-5 Ballistic chute, & Stits PolyTone color scheme. Only 66 hrs on airframe. Extended panel, basic VFR instr, lexan gap sealer, 5 gal tank installed, another 5 gal tank available. Folding wings & tail feathers. Easy to trailer. Pictures available. Sale price \$12,000, ready to fly away. Call Bruce at 803-528-1277 for further details and parts/options on the plane or come with the plane. bharrison@earthlink.net (1/06)

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

THE COMPUTER PILOT, Updated

Lew Clement

In October, I told you about some new software due out for the Flight Simulator program, Megascenery's coverage of the Washington/Baltimore/Mid-Atlantic Region. It has been released and the results are such an improvement over the generic landscapes that the Flight Simulator program has commonly used. I took a flight the other night, armed with my camera, and took the following shots of the Warrenton Air Park.

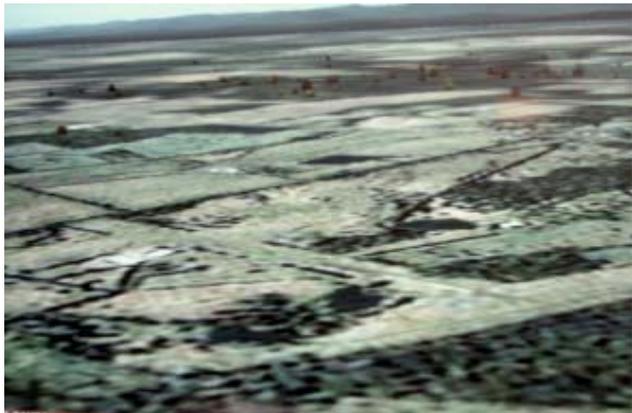
Do you remember seeing anything as accurately detailed as this in earlier versions of FS?



The Air Park from the North-West



The Air Park from the South



The Air Park from the North-East

2005 Club 1 Members

Your membership expires on January 1, 2006. **NOW** is the time to renew your membership! See the 2006 membership form on the inside of the rear cover of this news letter. Mail it to the address at the bottom of the form with the appropriate membership fee.

2005 FLYING CLUB 1 ACTIVITIES SCHEDULE

Designated Club meetings will be held the first Thursday of each month in the Centreville High School, Union Mill Rd., Centreville, VA, at 7:30 PM. Others will be held at the Warrenton Airpark as indicated

- Jan 5 [Thursday] Monthly mtg, Centreville High School (CVHS)
- Feb 2 [Thur] Monthly mtg, CVHS
- Mar 2 [Thur] Monthly mtg, CVHS
- Mar 11 [Sat] UL Safety Seminar, RIC
- Apr 8 [Sat] Monthly mtg, Warrenton Air Park (WAP)
- May 6 [Sat] Monthly mtg, WAP
- May 7 [Sun] Club 6 Spring Fly-in, New Quarter Farm (NQF)
- May 20 [Sat] Club 250 Spring Fly-in, Holly Springs (HS)
- Jun 1 [Thur] Monthly mtg, CVHS
- Jun 4 [Sun] Club 1 Memorial Fly-in, WAP
- Jun 11 [Sun] Club 6 Area Comp, NQF
- Jun 16-18 [Fri-Sun] Fathers Day Fly-in, Footlight Ranch
- Jun 25 [Sun] Club 1 Poker Run, WAP
- Jul 8 [Sat] Monthly mtg & family picnic WAP
- Aug 5 [Sat] Monthly mtg, WAP
- Aug 13 [Sun] Club 6 Fly-in, NQF
- Sep 9 [Sat] Monthly mtg, WAP
- Sep 16 [Sat] Club 1 Fly-out to (TBA)
- Sep 24 [Sun] Club 6 Fall Fly-in, NQF
- Oct 5 [Thur] Monthly mtg, CVHS
- Oct 7 [Sat] Club 1 Fall Fly-in, WAP
- Oct 14 [Sat] Club 250 Fall Fly-in, HS
- Oct 15 [Sun] Club 1 Color Run
- Nov 2 [Thur] Monthly mtg, CVHS
- Dec 2 [Sat] Club 1 Monthly mtg/ Holiday Party

May 2006 be a safe, happy and healthy year for all members of Flying Club 1.



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.

2005-6 CLUB OFFICERS, DIRECTORS & STAFF

President	Len Alt*	703-467-0586
Vice President	Dick Baker +	703-698-8017
Secretary	Lew Clement*	703-444-1639
Treasurer	Jim Birnbaum+	703-361-7478
Past President	Dave Riedel	703-815-4924
Dir, Safety & Tng	Jim Willess	540-788-4341
Dir, Membership	Phil Williams	703-361-3320
Club Artist	Jin Heidish	703-524-5265
Club Sales	Jerry Starbuck	
Events Coord.		
Librarian	Dick Walker	202-363-4546
Membership Coord		
Newsletter Editor	Lew Clement	703-444-1639
		e-mail: lclem@adelphia.com
		Fax:703-444-2535
Property Manager		
Web Master	Greg Palmer	703-912-3774

Terms of office: + 2005-06 *2006-07
ANNUAL DUES (Jan 1 - Dec 31) : \$20.00. (Includes newsletter)

After 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 complete a membership application form.)

NEWSLETTER SUBSCRIPTION (without membership) is available at \$10.00 per year to those for whom membership is impractical because of location or other inability to participate in Club activities.

CLUB 1 WEB SITE: <http://usuacub1.org>. Note the change of the web site. Flying Club 1 now has an officially registered name on the Internet.

MEETINGS are at 7:30 PM on the first Thursday of the month at 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.)

SUBMITTING ITEMS FOR THE NEWSLETTER: Members and non-members are encouraged to submit items for this newsletter. Send submissions to Lew Clement, 46917 Grissom St, Sterling, VA 20165. E-mail or fax as shown to the left. Deadline for receipt of submissions is 10 days before each meeting.

Ads will be run twice and then dropped unless resubmitted or 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. Please indicate on your membership application the function(s) (can be more than one) you will support as a Club member. All active Club 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 Management/Administration: 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 - 2006

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 ___ Regular ___ Family ___ 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 the Club 1 Treasurer, Jim Birnbaum, 8570 King Carter St., Manassas, VA 22110, accompanied by dues for regular (\$20) or family (\$25) membership for a full year or \$10 and \$12 for a half year (July 1 or after). NOTE: Information from this application will be included in the Club 1's membership roster intended for internal use only. (Roster ___ E-mail ___ USMail ___ Name Tag ___)

USUA FLYING CLUB 1

January 2006

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

___ **\$59.95** 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**