



## FROM THE LEFT SEAT

Len Alt, President

Greetings. Hope you are getting in some great flights as the prime flying weather returns to the Northern Virginia area. Activity at the airfield is picking up, both flying and grounds improvement. Additional tree lines have been cleared to facilitate usage of the “pole barn”, currently under construction. The airfield is better looking and more functional now than in many years.

Volunteers – we need you. Our club depends on the active participation of all of us. The events we hold are intended to promote the enjoyment of ultralight aviation for all club members. To the many club members who consistently devote their time to club events and activities, many thanks. To those who have not yet been able to do so please consider some way you can help. Recently several of our members have suggested how we might rearrange or consolidate our annual fly-in type events to facilitate increased participation and better utilization of the relatively small pool of folks who organize and run these

activities. One proposal is to cancel the Memorial Fly-in and concentrate on supporting and promoting the Airman Swing and Dance & Fly-in and Poker Run during the weekend of June 24<sup>th</sup> and 25<sup>th</sup>. Maybe fewer, better attended fly-in type events is the way to go. Please let me know what you think.

Last week marked the passing of legendary

research pilot Scott Crossfield, who died at age 84 while piloting his private aircraft. He was one of the early rocket plane pioneers at Muroc Dry Lake, later called Edwards Air Force Base, and participated in the design and test flying of many of this country’s highest performance aircraft, including the X-15. He



Over the Air Park Just After Sunset

lived very near us in Herndon, Virginia. We mourn his passing, but appreciate his active pursuit of flying throughout his later life, something many of us hope to emulate.

Fly smart. Fly safe.

## ADVISORIES

**April Meeting** - -- This was our first 2006 meeting to be held at the Air Park. It was scheduled to be held in the fabric hangar on the near side of the main runway. We hadn't planned on the rain but went ahead with the meeting anyway.

The Club tent fly was erected, projecting from the south end of the hangar. Members sat under it and others were seated in the hangar, itself.

The first order of business was a briefing by Jerry Starbuck about plans for the weekend of the Poker Run, June 24-25. Briefly, there will be an Airman Swing Dance and Fly-in that will run both Saturday and Sunday. There will be a BBQ dinner Saturday evening, with music and dancing, fireworks, movies and, weather permitting, a bonfire. On Sunday, the Poker Run will take place with runs for both fixed wing and PPG participants. After the Poker Run, there will be lunch and awards for the best poker hands. There will be space for those who wish to come in on Friday and camp over the weekend. Those interested in knowing more detail may check Jerry's web site:

[www.blueridgeparagliding.com](http://www.blueridgeparagliding.com).

Dave Riedel announced that he is about to start PPG training with Jerry Starbuck.

Tom Richards thanked Club members who participated in the recent work party. He reported on the progress made on the drainage project on the far side of the field. There is still more to be done.

He then reported that Whitman Strip is now closed and had been sold to Charlie Maples. Charlie intends to develop the field into an aviation community, selling home lots. When re-opened, it will be a private field and ultralights will not be welcome. Several of the ULs that had been based there are now at the Warrenton Air Park.

A metal hangar at Whitmans has been offered to Tom, providing that he takes it down and moves it. Tom intends on doing that.

Tom announced that, effective immediately, the Air Park is a No Smoking area.

At this point, the wind suddenly picked up and drove in gusts, the rain moving horizontally. The tent fly and Tom's plane, sitting just beyond, were threatened. The noise of the hangar fabric flapping and the rain pounding were too great to continue the meeting. We moved the tent fly into the hangar and the plane as far in as we could get them.

After an attempt to continue the meeting there, we gave up and moved into Tom Hill's metal hangar, the doors of which faced down wind. Tom had planned to hold a show-and-tell on the plane he is building after the meeting, so he was ready for us.

The Club's Flying Leprechaun Library has been packed up and moved from Larry Walker's hangar and is now in temporary storage, awaiting a determination of where its new home will be.

Len reminded us that we have two big event coming up: Father's Day at Footlight Ranch as well as our own Poker Run (now Airman Swing Dance and Fly-in).

Jim Heidish, the Club's artist, made a presentation of a painting he had prepared to Larry Walker. The details of this are in a following article.

Secretary Lew Clement reported that our 2006 membership was back up to 64 members.

Treasurer Jim Birnbaum stated that our expenses for March totaled \$171.00 and our expenses were \$107.88. Our balance at the end of March was \$5042.00.

President Len Alt and Past President Dave Riedel both stressed the need for volunteers to oversee and handle the details of our various scheduled events if they are to be held. We still need members to step up and volunteer. Otherwise, the events will have to be cancelled.

Special mention and thanks should be offered to Jim Birnbaum who remained behind in the cloth hangar when we left to cook our lunch burgers and dogs and to Kim Alt who acted as the courier bringing the hot meat to Tom Hill's hangar for our enjoyment. Thanks to you both!



Our April meeting before the wind.

**The Storch Flies Again!**

Lew Clement

Any of you who are familiar with WWII aircraft may remember the Luftwaffe's Storch. It was one of the first STOL type planes and was used for reconnaissance.

I ran across this replica of the Storch available today. The photograph makes it look like a very close copy of the original.

It has been the policy of this Newsletter not to run commercial ads and that is what I found. So, instead of running the ad, I will tell you about the aircraft. Anyone who is interested in more detail may contact me.

The replica Storch operates on a 110 or 150 HP Rotec radial engine, or a Lycoming O235-118HP engine. It is a metal frame, fabric covered, plane with a wing span of 35 feet, a weight of about 700 pounds, and carries 24 gallons of fuel. It cruises at 80 mph and has a range of 320 miles. It stalls with full flaps and power 16 mph.

It is sold in one of three kit forms – a 50% kit, a 70% kit and a quick build kit.



The wind and the rains came and we moved everything inside the hangar.



We even got most of the plane in, as well!



We reconvened in Jim Hill's hangar where it was drier and quieter.





The Storch



A Rotec radial engine

## January 31<sup>st</sup> 2008

By Jim Willess FAA DAR

This is an important date in the FAR 21.191 regulation covering conversion of ultralight Vehicles to Sport planes. After this date a person who did not construct the airplane, but is the certifiable owner of the plane, will not be eligible to obtain an airworthiness certification of the aircraft. This is plainly spelled out in the FAA Form 8050-88A under option two. This form will only be applicable to factory-built aircraft after this date.

The purpose of this option prior to the Jan 31 ,2008 date was to allow ultralight vehicles of unknown origin to get into the system easily. It was never meant to allow this to go on forever. After this date, the applicant must build an aircraft presented for airworthiness, just as an amateur built aircraft is now.

The builder must present a bill of sale to obtain a registration card. FAA Form 8050-3, an application- FAA Form 8130-6, a program letter stating the: location of the aircraft to be inspected; the proposed flight test area and airport of operation. A weight and balance must be performed and dated. A 100-hour inspection must be performed by the builder and dated within 30 days of the inspection. (entered in the aircraft log-book), and an application for airworthiness filled out. A data plate stating the model, serial and N number of the aircraft must be permanently affixed. An operations manual. Including check lists for TO/landing must be in the plane.

A maintenance program (May be FAR 43 appendix H). When all of the documentation is correct, the DAR (who is a representative of the FAA) will inspect and either approve or reject the aircraft. If he rejects it, a Letter stating the discrepancies will be issued. If everything is satisfactory, a Pink Airworthiness FAA Form 8130-7 will be issued along with a letter stating the limitations applicable to the aircraft. It states the Flight test area for Phase I testing, the required sign off at the end of Phase I and any limitations to operation the FAA deems necessary for the safe operation of the aircraft. These two documents plus the Registration Card must be on board for flight.

If the builder wishes to become a repairman for his aircraft only, there is an additional form, which is presented to his local FSDO when the Phase I testing is complete.

FAA Advisory Circular AC27-27F lays out the process for amateur built/sport planes and is a valuable source for this process.

### Larry Flies High

During our April meeting and after we had moved to Jim Hill's hangar, our artist, Jim Heidish, presented a beautiful framed painting to Larry Walker. It was a painting of Larry's orange and white Cessna 150 in unusual circumstances.

Let Jim's words describe it: "This painting illustrates an undocumented moment in the long Cold War.

"Above the vapor plume of a B-52H, Larry Walker, sucking on oxygen, rolls his highly modified, supercharged, and AAM armed Cessna 150 into a high-G 180. Having just side-stepped a closing MIG-21, it was pay-back time! Minutes earlier, Larry spotted the MIG harassing the fail-safe bound Buff. So Larry positioned his Cessna at the point of the next intercept. It was reported that the confused MIG pilot browned his pants on hearing the missile-lock warning. Fiction? Maybe. But it points to the bigger truth, never underestimate sky pilots in little orange airplanes.

"Historical note: All aircraft illustrated have had a very long active career. All came to life from the old school (with the aid of computers) in the 21st century."



## 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 (Orange 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)

**1994 CHALLENGER**, 40hp rotax with only 200hours on the plane and engine for sale. always hangared, no damage 1200ft per min climb, stalls at 35mph, off the ground in less that 200 feet. Too many planes in my hanger one has to go. For more info call Jim 957-2775 (3/06)

**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. (3/06)

**'92 QUICKSILVER** - Rotax 447 (40 hrs). TT 315 hrs. Battery and elec start. 6 gal fuel. Orig. sails in good cond. Single seat. Instrument pod w/Hobbs meter, ASI, alt., tach, EGT, CHT. BRS chute repacked 12/00. \$6K. Call Carol Plotnick 301-498-2711 or E-mail Address: [cplot49@gmail.com](mailto:cplot49@gmail.com). (5/06)

**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](mailto:bharrison@earthlink.net) (1/06)

**Pioneer I Flightstar**— Rotax 503; 1984 single seat. Total disassembly '97; new hardware & new, clearcoated sails; lower ribs added, struts internally sleeved. Always hangared. <30 hrs on new pistons/rings; solid state ignition; pickled. Kuntzleman strobes. Crated 2 of last 4.5 yrs. Reassembled '03; last flown '01. 4pt harness. BRS 750 Canister— factory repack May '04, still in original boxes from BRS; 4 yrs to next repack (BRS 800 is \$2895 new). Northern VA. Overseas military move forces sale. Asking \$3950. Ike Isenhour, 540-288-8723 (h), 703-697-2228 (w); [pioneer1@adelphia.net](mailto:pioneer1@adelphia.net) (4/06)

**WANTED:** Oven needed for Powder Coating. Need an electrical oven (bigger the better) that could be used for curing Powder Coating. Will pickup. Larry Walker and Jerry Starbuck. 540 347 7609. (2/06)

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.



Poker Run 2005 - Len Alt shows his winning hand - 3 aces!

**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

- 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 24-25 [Sat-Sun] Airman Swing Dance , Fly-in & 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

Additions and deletions to this schedule will be made as other club schedules become known and as the Club 1 schedule is adjusted. Changes will be published in this newsletter and on the Club web site.



Poker Run 2004 - Larry Walker plays his hand.



# USUA FLYING CLUB 1

May 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:**

**\_\_\_\_\_ \$25.00** U.S. Ultralight Association annual membership does not include magazine subscriptions. All publications are optional, and are available to USUA members at the discounted prices shown below. A current USUA membership is required to take advantage of these discounts. Subscribe for your choices when you renew your USUA membership.

**UltraFlight Magazine - \$24.95**  
**Ultralight FLYING! - \$34.95**  
**KITPLANES Magazine - \$19.95**  
**Air & Space - \$19.00**

**Lew Clement**  
**46917 Grissom St.**

Sterling, VA 20165

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone \_\_\_\_\_ Date of Birth \_\_\_\_\_

Enclosed is my Check \_\_\_\_\_ Money Order \_\_\_\_\_  
Visa \_\_\_\_\_ Mastercard \_\_\_\_\_

Account # \_\_\_\_\_

Exp. Date \_\_\_\_\_

**United States Ultralight Association**  
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