



FROM THE LEFT SEAT

Len Alt, President

Hope you are enjoying the new flying season. Thanks to some great weather the air park has seen some busy flying days. A couple of weeks ago I was out at the air park and there were several fixed wings in the air, as well as several soft wings flying. Thanks to Tom Richards, the upgrades to the facility continue. More brush and trees have been cleared over by the “pole barn hanger”. The drainage ditch has proven its worth during some heavy rains. The air park has never looked better! Please volunteer some of your time to join Tom and your fellow club members for a little “work party” contribution to the cause.

Our May club meeting at the air park was a great success in spite of some questionable weather. Jim and Helen Heidish put on a great cook out, featuring an outstanding chicken dish accompanied by a host of side dishes.

Many thanks to Jim, Helen, and the many members who brought food. After our meeting Jerry Starbuck hosted a “night at the movies” over at Larry’s hanger, projecting “King Kong” on a huge outdoor screen and providing popcorn for all. Many thanks to Jerry for his continued and innovative support to the club.

For June, our biggest news is our biggest event, ever. The USO style Airman Swing Dance & Fly-In, hosted by Blue Ridge Paragliding, will be held in conjunction with USUA Club 1’s annual Poker Run during the weekend of June 24th-25th. This promises to be a major event, from the flying, social, and fun perspectives. I encourage all members to participate, and especially to bring their families and neighbors. Jerry still needs lots of help with the activities, so please volunteer if you can. I hope all club members will plan to fly on Sunday morning in the Poker Run. On Sunday, after the

Poker Run, we will hold one of our most important club events, our traditional Memorial to members no longer with us. This has always been a special gathering for the club, and I encourage you to join us for this tribute.



Fly smart. Fly safe.

Len

ADVISORIES

April Meeting - The meeting was brought to order by the President, Mr. Len Alt, at 1830 hours on May 6th, 2006. The meeting was held at the Warrenton Air Park followed by a cookout prepared by Jim Heidish and his wife, Helen.

New member, Mr. James Howard, was introduced. Jim currently owns a single seat Quicksilver, which he has based at the Air Park. Steve Beste reported that he has bought a Trike and has it based at Front Royal. Also introduced was prospective new member, Bob Bell, an experienced pilot who is now looking to purchase an aircraft and resume flying.

Lew Clement was unable to attend the meeting; therefore, the minutes from the last meeting were not read. Jim Bimbaum, Treasurer, reported that the income for April 2006 was \$90.00 and the total expenditures were \$84.24 leaving a current balance of \$5047.76 in the treasury. Jim Willis, Flying Safety and Training Officer, reported that a Challenger had crashed near Richmond. It was reported that the Pilot had lost his hat, which was caught in the prop causing the pilot to make a controlled crash landing. The pilot was not injured.

Jerry Starbuck reported that most of the arrangements for the Airman Swing Dance & Fly In to be held 24-25 June 2006 have been completed. He reported that the permit/licensing requirements to put on Fireworks would cost around \$2000.00. After some discussion it was decided that since USUA Club 1 was not directly involved in the fireworks display, the decision on that matter would be left up to the Warrenton Air Park owner. The bonfire event will also be up to Tom as to whether it can be held.

Discussion was held on the status of the Library. The library material is currently in Tim Stormer's hangar, but still needs to be inventoried and catalogued. Since the members have limited access to the library, it was suggested that we try to find a facility that everyone can have access to at any time. Several suggestions were made but nothing was finalized. Len decided to appoint a committee to come up with some alternatives on where to locate the library and/or close it down. Dave Reidel and Jim Bimbaum volunteered to

be members of the committee. The committee recommendations will be made at one of the forthcoming meetings - date not set. [Thanks to Jim Birnbaum for taking these notes. Lew Clement].

FATHERS' DAY AT FOOTLIGHT RANCH

Lew Clemeent

Footlight Ranch? What's that? For those of you who have never been there, it is, for us, an delightful airfield at a location called Footlight Ranch in Wellsville, PA. The airfield is known as Shreveport North. You may locate it on the Washington Sectional, just south of Harrisburg, between Bermudian Valley (07N) and Kampel (2N5). The airfield is a grass strip, 2600' in length, and maintain like a golf green.

Flying up, when the weather is good, is a pleasant flight. However, with the TFR, it is a bit more complicated than it used to be. The easiest way from our area is to fly to Front Royal, then staying on the west side of the Appalachian ridge, fly to Harpers Ferry. From there turn east and follow Route 340 to Frederick, MD. Stay right over the road and you won't stray into the Washington area TFR nor the Prohibited Area (P40) around Camp David. From Frederick, plot a northeasterly and then northerly course to Shreveport North. Be sure you stay east of P40 and its TFR. There is fuel there and plenty of parking once you get there.

If you choose to drive, it is less than two hours from the Leesburg area. From anywhere 20 miles west of the beltway, I would recommend driving up through Leesburg on Route 15 to Route 15/340, then east to Frederick. Then follow Route 15 to Gettysburg and on to Dillsburg, PA (about 20 miles south of Harrisburg). At the first light in Dillsburg, turn right. At the next traffic light, turn right again onto Route 74. Follow Route 74 for approximately 4.5 miles to Kralltown Road, on the right. Look carefully for the road sign, trees often obstruct seeing it until you're past it. Follow Kralltown Road for about 2.5-3 miles, crossing Mount Top Road. Look for a runway on the right as you top a ridge. Just beyond, down the hill and on the right, is a dirt road turning in to Footlight Ranch. Drive to the parking lot on the left. Park there and walk up the hill to the runway. Check in at the tent on the left corner.

In addition to the Shreveport North airport, Footlight Ranch has a bunkhouse for visitors. It is broken up so that families can stay there, if they choose. There is plenty of room for your RV or tent if you choose to camp along the runway. There are accessible rest rooms

in the bunkhouse. Also up close to the runway is a lunch wagon which serves snacks through out the middle of the day. Breakfasts and evening meals are served in the dining room at the bottom of the hill, near where the cars are parked. Also there is a swimming pool, band stand and a lovely outdoor eating area. If you stay overnight Friday or Saturday nights, you'll have an opportunity to try the restaurant. Then you'll be able to join the rest of us who have eaten meals there in telling others, "You gotta try it!" In addition to the bunkhouse and camping space, there are motels close by in Dillsburg and in the towns just north of there along Route 15.

I've told you about Footlight Ranch and its airport but, really, why would you want to go there? You want to go there because it is the most popular, best attended, family-oriented, flying event for ultralights and light aircraft in our region, Region 2, the Mid-Atlantic states. I stress that family part. There is the swimming pool and fun for children. Any flying competition that is done is oriented toward the viewing audience so they can enjoy it, as well.

This year is the 17th consecutive year this event has been held. That alone should tell you something about how it is received. In years when the weather has not discouraged planes from flying in, I have counted well over 100 aircraft parked along the runway on Saturday. Almost every USUA club in the region is represented by at least one plane, Club 1 usually by several. Some of members fly up Saturday, sleep on the ground beside their planes, and fly home on Sunday, after a hearty breakfast in the dining room.

We've had fun there even in the poor flying weather years, meeting and enjoying talking with members of the other clubs. And, of course, enjoying the good food! Try it. You'll like it!

Some new visitor always asks, "Footlight Ranch. That's a strange name. It must have a meaning?" It does. Back in the late thirties, during the depression, its owner, John Shreve, established a summer camp for young men and women who desired training in theater arts. He had professionals down from New York during their summer hiatus. They would teach the students for stated periods during the summer in those skills. This continued for a number of years, growing in popularity and, thus, the name: Footlight Ranch. John also worked at the Martin plant north of Baltimore and maintained the field so that he could fly to work. In today's world, the runway and the restaurant are more popular, so no more theater arts. Instead, the field is open three times a summer for

special flying events, including ours, and the restaurant is open even more frequently.

Won't you join us there on June 17th, or 17th and 18th?



Looking toward the Florida Keys Restaurant from across the pool.



The Flight Line Lunch Wagon



Sunset over Footlight Ranch



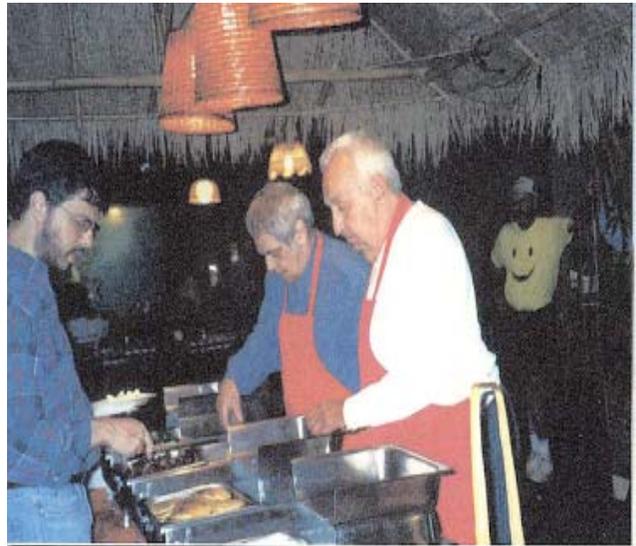
The Shreveport North Flight Line Looking West



Looking East from the West End of the Flight Line



An Aerial of the Flight Line



Host John Shreve Serving Breakfast



The East End of the Flight Line



On Final to 23

Warrenton Air Park Work Party by Teams

Tom Richards is really working hard and those of us that go to Warrenton Air Park regularly see the changes daily. In the past some of us have pitched in to help. I asked Tom today if it was time for another work party. He said politely but firmly, yes but!

The last work party was fine but what Tom says he really needs is a few people - 5-7 on a regular weekly basis. Even 4 would be fine. He is convinced that there are few times 20 people can really be effectively used at one time. A few people during each Saturday or Sunday would really be an ideal way to help Tom per his idea. Lets face it; Tom is the expert and knows what needs to be done and how it can be done so his idea is the one that counts.

How do we make it happen? Well lets get a list of people that can work then organize them into teams. Would that work? Sure hope so because Tom really needs some help. Recently Pete and Brooke have shown up for specific tasks that needed their skill. Brooke for the ability to cut the steel beams with my welding rig on the hangar we have been disassembling at Whitman's Strip. Pete for the ability to sweat so much that the hangar covering just had to give up and do right.

I will start by putting together a list those willing, able and ready to work. I will then present the list to Tom for grouping into teams and them put out the list to the club. This is not the only way this can be done and I am more than willing to have someone else collect the names, etc or come up with a completely different approach. Just put my name on the list as a worker and I will be available anytime other than 10 June when I will be coming back from a work trip to San Diego.

Please send me a email that gives the dates you can work (or the fact that you are volunteering to get all the names for Tom). We really need to push on this before the June 24 USO Dance Party but it needs to continue afterward.

At the last meeting, I stated that I had been at the Air Park every day and some nights for the last week getting ready for the annual on my plane. I observe that regardless of how early I got there or how late I left, Tom was working. I asked those assembled to

give Tom a round of applause in recognition of his hard work. We all did. Now is the time for more folks to pitch in and help him.

Fly Safe, Larry :-)



Dick Baker, Jody, Clement and Dave Riedel Await Breakfast at the Florida Keys Restaurant

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.

1994 CHALLENGER, 40hp rotax with only 200hours on the plane and engine for sale. always hangered, no damage 1200ft per min climb, stalls at 35mph, off the ground in less than 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. (5/06)

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 (4/06)

ROTAX 912 UL 80 HP w/95 hrs. Incl: coolant and oil radiator, Titan tuned exhaust w/silencer, 100 Hr. suggested svce/maint performed at 90 hrs., engine/coolant temp, RPM, Oil temp gauges. Facet electric back up fuel pump, three (3) five gal tanks w/one fuel gauge. Price \$12,500. Remove from plane and install in yours. Ralph Kew: H 703-802-3231, C 202-437-1580. Located at Warrenton Air Park. (6/06)

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.



Phil Williams and Jim Willess alongside the plane in which they made at least one trip to Shreveport North.

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

Jun 1	[Thur] Monthly mtg, CVHS
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 & Memorial, 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 website.



Dick Baker's and Dave Riedel's aircraft on the Shreveport North flight line.

USUA FLYING CLUB 1

June 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.

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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 _____

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United States Ultralight Association
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