



FROM THE LEFT SEAT

Len Alt, President

Greetings. Hope you are flying frequently and enjoying the summer. I personally have just returned to “flight status” after many weeks off to recover from my 50 year, 500,000 mile tune up operation on my shoulder. It sure feels great to get back in the air!

Several recent weekends, and a few weekdays, have included lots of activity at Warrenton Air Park. It’s great to see so many aircraft, of so many types, in the air. It’s really remarkable the diversity of contraptions that can be made to fly. It is also gratifying to welcome several new club members joining our ranks, including fixed wing and soft wing flyers, both experienced and new. With all the activity, the mix of aircraft types with disparate performance characteristics, and the many new pilots it is

worth taking some extra time to ensure our flight operations remain safe for all. I recently saw this news article:

A passenger jet taking off at O’Hare International Airport came within 300 feet of a cargo plane that had just landed, federal aviation officials said. United Airlines Flight 1015 was able to fly over the Boeing 747 cargo plane, which was on an intersecting runway about 10 p.m. Sunday, and no injuries were reported, the FAA said in a written statement. Controller error was to blame, the FAA

statement said. Both the FAA and the National Transportation Safety Board are investigating the incident, known as a runway incursion.

No one was hurt. That’s good news. At Warrenton Air Park we frequently have aircraft of widely different performance categories taking off from intersecting runways; i.e. powered paragliders operating off the east-west abandoned runway and fixed wing ultralights and general aviation aircraft operating off the intersecting north-south main

runway. This works fine as long as we are all extra careful and considerate. Please take some extra time to watch out for the other guy, especially if the other guy is a low time novice pilot.

Special congratulations to our former Club 1 President, Dave Riedel, on his first solo last month in his PPG. Thanks for showing us that a real man

doesn’t have to hide behind several thousand pounds of FA-18 to commit aviation!

Please join us for one of our most important club events, our traditional Memorial to members no longer with us. We’ll hold this memorial as part of our monthly club meeting on August 5th, starting at 11:00 A.M.

Fly smart. Fly safe.



President Len Alt conducting the July Club Meeting at the Warrenton Air Park

ADVISORIES

July Meeting - July 8, 2006 at the Warrenton Air Park. The Fixed-wing Poker Run was still in progress with most of the participants having returned (seven aircraft were participating). There was some belated softwing training going on but the rest of us gathered for our monthly meeting in the grove in the center of the parking area at the Air Park. Despite the good weather, member attendance was low.

President Len opened the meeting, introducing new member, Paul Kaman.

Secretary Lew Clement reported that, at that time, we had 69 active members, 6 Honorary members and that only 3 of our members were receiving the newsletter via US mail.

He observed that we had 9 women among our active Club members, Kim Alt, who has her own membership, and 8 who are family members. He observed that there was nothing to prohibit women from being active club members, pilots or club officers. He reminded everyone that Jody was our Club Treasurer for a few years and that there have been other women club officers within our Region. We have one woman pilot in Region 2 and there are several in the western US, as well as a number who are active in their clubs. We even had one who was on the USUA Board of Directors for several years and is still active flying her Drifter out on the west coast. So, come on, Ladies!

Treasurer Jim Birnbaum reported an income of \$51.00 in June and expenses of \$392.26 in the same period. Our current balance is \$4664.92.

Jim called our attention to the outstanding job that Board Member Jerry Starbuck has done in organizing and holding the Airman Swing Dance and Fly-in.

VP Tom Richards added his agreement that we should do something to express our thanks to Jerry for putting on the event. He added that Dave Riedel was responsible for how well prepared the field was for the event and he should also be thanked.

Tom reported that he had DVD copies of a video that Phil Williams had prepared of the activities of the Club 1 October 1999 fly-in at the Air Park. Copies would be available at \$5 each with the profits going to the Club.

Len added thanks to Greg Palmer for hosting the Poker Run, adding that we still needed someone

to volunteer to host a Club fly-out scheduled for September 16th.

Our next meeting will be at the Air Park on Saturday, August 5th.

Our annual Memorial observance for past members was postponed, rather than being rushed. It will be scheduled for a later meeting.

Lew Clement won the 50/50 drawing and donated his winnings to the Club.

After the meeting, the Poker Run flight participants opened their hands and Jim Birnbaum's hand won! Congratulations, Jim!

See you all at next month's meeting.



Jim Birnbaum with his winning poker hand, 3 10's, an ace and a 9.



Meanwhile, down at the other end of the field, some practice take-offs were being made.

HOW TO MAKE A "SPORT PLANE".

Phil Williams, Director for Membership

There is a rich variety of different Ultralite aircraft flown by members of Club 1. But for years the problem has been that we all wanted to go just a little faster, or add a few instruments, or maybe just fly a little further than 5 gallons of gas would permit. For the most part these airplanes are still single seat aircraft that, while technically not ultralites, would be capable of meeting the requirements of part 103 if placed on the proper "diet". A few however, like my CGS Hawk II have one too many seats to qualify as a true part 103 ultralite, and must fly under the Part 103 training exemption for two seat ultralite trainers.

As many of you know this exemption is due to be eliminated in 2007. If there was ever a time to "get right with God" (The FAA) for two seat ultralites, that time is now. For this reason I have been working for some months now, filling out forms and submitting paperwork to the FAA. The purpose of the exercise is to turn my ultralite trainer into an Experimental Light Sport (ELS) airplane.

In the case of my particular airplane, ELS was one of two available options to make the plane legal in time for the expiration of the training exemption. The other option was to register it as an amateur built Light Sport Airplane (ALS). Since I did not actually build the plane, I do not have all of the required construction documentation necessary for registration as ALSA, which placed me squarely into the ELS category.

When the sport pilot program is fully implemented, you too will have to register your plane and obtain a "Sport Pilot" license to fly it if any of the following conditions are true-

If your plane-

1. Weighs more than 254 pounds empty weight, excluding floats and safety devices, which are intended for deployment in a potentially catastrophic situation.

AND/OR

2. Has a fuel capacity exceeding 5 U.S. gallons.

AND/OR

3. Is capable of more than 55 knots calibrated airspeed at full power in level flight.

AND/OR

4. Has a power-off stall speed that exceeds 24 knots calibrated airspeed.

OR

Has more than one seat.

The steps to accomplish this are not really complicated. You should first go on the FAA website and request an "N" number for your aircraft. You can either take the next available number, or for \$1000 request and reserve a specific number of your choosing. After you have reserved an "N" number you will receive a letter of "Confirmation of Reservation of United States Registration Number", or FAA form 8050-110, from the FAA. While the number is reserved, it is not yet assigned to any aircraft at this point and you may not apply it to the aircraft until you complete the entire registration and airworthiness certification process.

Now you will have to gather the rest of the information. You will need to be able to produce documentation in an unbroken chain of ownership from the factory that sold the kit to yourself as the current owner of the aircraft. This can be a bill of sale for the kit or any other form of documentation of origin. Many people use FAA "Aircraft Bill of Sale", form AC 8050-2 for this purpose. You will also have to complete and submit a notarized copy of an "Affidavit of Ownership", FAA form AC 8050-88A. If you bought the plane from the builder then you should have a bill of sale for that transaction, and obtain any paperwork you can from the factory or the previous owner concerning the purchase of the kit. Then you will have to complete an application for registration, FAA AC form 8050-1. Actually form 8050-1 and 8050-2 are part of the same form and are completed at the same time.

Put all of that into an envelope and send it to the FAA Aircraft Registration Branch, PO Box 25504, Oklahoma City, Oklahoma, 73125-0604. Usually in a few weeks you will hear back from them, but you can check the progress on the FAA website by looking up the information under your name. This brings out another important point.

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Be certain ALL of the paperwork reflects not only the same name for ownership purposes, but also specifically the name you want to have appear on the title documents. It is critical that you use the same name throughout.

At some point (a few weeks to a few months) you will receive from the FAA either a request for additional information, or the unceremonious delivery of FAA form AC 8050-3. This form is actually a post card, but it is also your new aircraft registration. This proves you are the owner of the aircraft, and verifies the assignment of the "N" number. You must keep this document in the aircraft at all times when you are operating the airplane.

Now the real fun begins. For Club 1 members you need to obtain and complete two more forms. You should contact Jim Willess for these. The first is "ANE-MIDO-44-PROGRAM LETTER". This form is the official request for an airworthiness inspection by an FAA Designated Airworthiness Representative (DAR). The second is "Application for US Airworthiness Certificate" or FAA form 8130-6. This is the official application for certification of the aircraft to operate. Jim is an FAA DAR and can assist you in completing your paperwork. Be prepared to pay reasonable fee's and travel expenses for this service.

The pot of gold at the end of this rainbow consists of two critical documents. The first is the "Certificate of Aircraft Registration" discussed above. The second is the really big one. If you have done everything right, and your airplane has passed its inspection you will receive FAA form 8130-7, "Special Airworthiness Certificate". This is the form that allows the aircraft to fly in United States Airspace. But only in United States Airspace. You will very likely have to fly with some "Operational restrictions" for the first few hours of operation, and stay close to your home airport, but after that the plane can be operated as a legal part 91 aircraft.

The process works and and if I can follow it, anyone can follow it. How do I know? Well today, my CGS Hawk Classic II Ultralite trainer was reborn as Experimental Light Sport N952PW.



Pres. Len, left, leading our July meeting at the Air Park



Michael O'Daniel, flying on Saturday before the dance.





Linda Starbuck preparing to take a hop with Larry Walker



Linda expresses her opinion of the flight.

Isenhour's Pioneer FlightStar Flies – However Briefly

Tom Richards

The Pioneer Flightstar recently advertised for sale at a bargain price by "Ike" Isenhour is now co-owned by six Club1 members, namely – Brooke Pennypacker, Bob Kash, Tom Lodahl, Jim Howard, Pete Bastien, and Tom Richards – each of whom contributed \$400 to the fund from which it was purchased. By sharing costs and responsibilities among 6 owners, and taking advantage of a very special acquisition price, each owner will contribute \$150 every 3 months for the privilege of flying a

safe, reliable and fun-to-fly aircraft for the only additional cost of gasoline to run the engine – with the oil, engine maintenance cost and hangar rental being covered by this quarterly assessment.

Status as of June 25, 2006 – After some initial preparation by Brooke Pennypacker and Jim Howard in early June, Chuck Tippet was invited to fly the aircraft from Whitman to the Airpark on June 16. After taking off and circling the field to gain altitude, he wagged the wings and headed west with Woody Weaver in his Sky Raider flying top cover. About 2 miles out the engine quit - experiencing a partial seizure.

Fortunately, Chuck was able to land it successfully in a field ½ mile from Whitman with no damage to the aircraft or himself. Woody landed in the same field - which was well-guarded by Rottweilers. They proceeded to restart the engine and determined it was feasible to trust it for the short hop just over the trees to Whitman – it was either that or get eaten by the Rottweilers. It barely made it as the engine seized and quit for a second time as Chuck made the approach at Whitman. According to Chuck, "it flies very well – both power-on and power-off". It is now housed at Whitman in Tom Lodahl's hangar – sans engine.

Since the 2 partial seizures, Woody Weaver has disassembled and carefully inspected the Rotax 503 engine. Woody expressed some early concerns about discoloration (due to overheating), and checked the wear on crankcase bearings, which he initially thought were bad and, if needing replacement, would have made the engine not worth rebuilding. After further review, he now says the crankcase and bearings are good and it is worth what amounts to a partial top overhaul – mainly replacing the scored piston and reboring that cylinder by 10 thousandths along with replacing floats and some gaskets. Further, he has agreed to do this work charging us only for the parts and cost of the re-boring of one cylinder. (approximately \$500 total).

Incidentally, Chuck very generously offered to loan his Rotax 503 for use on this aircraft until he needs it again – perhaps 6 months to a year from now. We thought initially the gear box would fit, but later

discovered it will not. Woody estimates the engine will be ready to go in about a week to 10 days. The Ballistic Recovery Chute (BRS) has not been installed and will not be until the aircraft arrives at the Airpark.



A beautiful visitor - did you get a ride?



Lunch after our meeting

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.

'06 PARATOYS BLACK HAWK POWERED PARA-GLIDER - Brand New. 172 cc Black Deveil motor and 28 meter black and yellow wing. Package includes training harness, para-glider cinch sack, Paratoys instrunctional DVD, Risk and Reward DVD, Black Hawk travel suitcase, 1bottle Castrol TTS two-stroke oil, gas checking mirror, wind sock, prop covers, tiny tach and flying suit. \$6500. Bob

Bell 703-943-7129 (C), 540-937-3799 (H), e-mail at <cedarfield540@arczip.com>. (6/06)

BEAVER RX-550 - Rotax 582 w/rope pull start. Hobbs: 275 hrs. total time. Dual EGT. Heel mechanical brakes. Built in 1991. Always hanged. UV protection on wings and tail. \$10,000 OBO. Contact Gabe at H 703-440-8134; W 703-681-2733; C 571-277-1416. (8/06)

ROTAX 912 UL 80 HP w/95 hrs. Tuned Titan exhaust, coolant and oil radiators, variable pitch propeller control (in cockpit), 72" IVO 3-bl prop, engine instruments, gel battery, starter switch. All records. \$11,500. Offers welcome. Located at Warrenton Air Park, VA. Ralph Kew H -703-802-3231, Cell 202-437-1580. (7/06)

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.



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 shown in the 2005 schedule. Changes in time or location will be posted in this newsletter and on the Club website indicated

- Aug 5** [Sat] **Monthly mtg, WAP**
- Aug 13** [Sun] Club 6 Fly-in, New Quarter Farm, VA.
- 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 ont the Club website.

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	Tom Richards +	703-568-3607
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
Dir at Large	Jerry Starbuck	301-928-8755
Dir at Large	Larry Walker	540-347-7609
Club Artist	Jin Heidish	703-524-5265
Club Sales	Jerry Starbuck	301-928-8755
Events Coord.		
Librarian	Dick Walker	202-363-4546
Membership Coord		
Newsletter Editor	Lew Clement	703-444-1639
	e-mail: lclem@falconsresidents.org	
		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://usuclub1.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

August 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
104 Carlisle Street
Gettysburg, PA 17325