



Volume 09- 06

September 2006

## FROM THE LEFT SEAT

Len Alt, President

Three relatively new additions to the menagerie of aircraft flying out of Warrenton Air Park this summer include aircraft owned collectively by several people. We have a Quicksilver owned by three club members, a Challenger owned by three flyers, and a Flightstar owned by a group of six. This is an excellent way to reduce the cost of flying by sharing ownership among several flyers. The Quicksilver is an example of a “previously owned”, relatively low cost aircraft that is providing a lot of flying fun for not a lot of cost. If you know of some club members, or prospective club members who are looking to get into, or back into flying with a limited investment please share this option with them.

I'd like to encourage club members to volunteer some time to help Tom Richards maintain the airfield. We would like to form several small scale, five or six persons, work parties on Saturdays in September. Please contact Tom directly, either by phone or via e-mail, and let him know when you are available ([warrentonairpark@yahoo.com](mailto:warrentonairpark@yahoo.com)). He will organize volunteers to assist with some of the tasks that requires a small work party to complete. By forming several smaller work parties we think we can get more of the essential tasks completed. Thanks.

We're still looking for a volunteer to host our annual USUA Club 1 Fly Out on September 16<sup>th</sup>. Please let me know if you are available to organize this on behalf of the club.

Fly smart. Fly safe.

## USUA NEWS

USUA had petitioned FAA in June 2005 to extend the deadlines allowed for ultralight pilots and vehicles transitioning into Sport Pilot. USUA's reasoning for the extension of these deadlines was based upon the relatively low number of available pilot and instructor examiners, as well as the few available airworthiness representatives needed to certify the aircraft.

USUA has received a reply from FAA denying the petition. To remedy the problems addressed in the petition, FAA promises to get “aggressive” with their scheduling of courses designed to produce the number of examiners needed to effectively transition ultralight pilots, instructors and aircraft.

USUA will monitor FAA's progress and comment again should the situation not improve. USUA recommends that all transitioning ultralight pilots continue to pursue their Sport Pilot license and aircraft certification without delay.

Dale Hooper, USUA's Executive Vice President states “We are pleased that FAA acknowledges the need for an aggressive approach to the matter, and hope that their efforts will result in the smooth conversion of the 15,000 transitioning ultralight pilots mentioned in the rule.”



## ADVISORIES

**August Meeting** - We held our August meeting at the Air Park, under and around the stand of trees in the middle of the parking circle.

President Len Alt introduced visitor Steve and his wife, who are both paraglider pilots. Steve is also a GA pilot. Steve Beste announced that, after long negotiations, he had purchased a trike.

Secretary Lew Clement reported that the only change in membership figures since last month was that we had reached 74 '06 regular members. He was asked how many members had the Club ever had. He said he believes that we reached 83 one year but that 74 was close to our normal average high.

Treasurer Jim Birnbaum reported that in July our income was \$152.00, our expenses were \$166.69 and our balance was \$4,685.23.

In his report on the status of the Warrenton Airpark, V.P. Tom Richards told us that he is still getting the building materials together from the hangar at Whitman's and isn't ready to start its construction. The

drainage pipe project isn't quite completed but, so far, it appears to be doing the job. This fall, he hopes to have small, 5-6 person, work parties each Saturday, scheduling different people each week to keep the individual work load small.

Past Pres. Dave Reidel pointed out that there is a lot of work needing to be done, such as mowing and weeding. If a person will get checked out on the equipment, they

could stop by for an hour or so any time they had the time and get some of it done. He stressed the need to get Tom Richards' check out on the equipment before hand.

We discussed future meetings to be held at the Airpark and whether we should go ahead and hold them despite rainy weather or to postpone them to a later date. The members present voted and, by a small majority, voted not to postpone meetings that are just meetings, not fly-ins, holding them in a hangar or tent, instead. Len did point out that the September meeting will be the last to be held at the Airpark for this season. We will then start holding them back at the Centreville High School in October until a date to be determined in the spring.

After the meeting was adjourned, Len led our annual Memorial observance of members no longer with us. Len read the memories of each as Lew passed a photograph of that member around among those present. These past members are:

- Ed Lynch - 1995
- Jim Ford - 2001
- Al Eastman - 2002
- Rich Pendergist

- 2003
- Mike Moulds - 2003
- Jim Frye - 2003

Each of these members contributed in significant ways to the Club we enjoy today and to those of us who knew them, as well.



High Flight  
by Jim Heidish



August Meeting



Our Six Former Members: L-R, Lynch, Ford, Eastman, Pendergist, Moulds, and Frye.



Len reading the Memorials

## LOCK UP. LOOK OUT.

Lew Clement

After 9/11, a lot was said and written about airport security and how we all could help maintain it. You may remember the “Neighborhood Watch” program. Many of you may have participated. A similar program was suggested for our general aviation airports. It was also adopted, in an informal manner, by our private airports and airparks. The idea was not to schedule shifts for a watch program but for those who, while at their airport, would watch for strangers who are there, to observe their conduct, who they talk to and what they ask.

Anyone who asks strange questions, or who, in any way, acts strangely (i.e., in any way that is not as normal visitors act) should be reported to authorities. What authorities? First, try the airport officials who are on duty. If there is no one present, you could call the FAA and ask for their security reference. They can either transfer you to a local airport security official or give you the number at which such officials can be reached. You could also call AOPA’s Airport Watch on 1-866-427-3287.

Why should you be concerned? Ever since 9/11, there has been concern that terrorists may try to use small aircraft for terrorist activities. While they could not carry heavy explosives, they could carry enough biological materials to spray or drop into water reservoirs or over towns to be a serious threat. At small airports that do not have an active security program, access to such planes seems easy, especially if those at the field pay no attention to what is going on around them.

There have been two incidents aimed at our ultralights that could have been initial feelers by someone exploring the possibility of using an ultralight for terrorist purposes. Both were referred to security contacts and nothing further was heard from either.

The current security alert status reminds us that we should not be relaxing. Our awareness should always be present when we are at the airpark or airport. Most of us have been around flying fields enough to know how people, including visitors, normally act. That knowledge should be enough to help you separate those who might be acting strangely. Once you are convinced that others should be told about such visitors, don’t hesitate! It’s better to be safe than sorry!

When you aren’t at your airport or airfield, remember to keep your plane and your hangar locked!

## The History of Aviation in

### Literature

Lew Clement

Those of you who enjoy flying, whether it be an ultralight, a light sport aircraft, or something heavier, probably also enjoy learning more about how we got where we are today in aviation. I don't mean history books or technical tomes, rather through fiction written about aviation experiences and history, biographies and other collections of personal flying experiences.

For example, I'm reading a novel about the bombings of the Ploesti oil fields during WWII called "The Damned Wear Wings" by David Camerer. I'm learning a lot about the hellish experiences the B-24 crews went through in order to destroy those targets while reading a fascinating historical novel.

Two of my favorite aviation authors are Richard Bach and Ernest K. Gann. Bach was an F-84 pilot for the Air Force before he started his career as an aviation author. Gann was an airline pilot who flew transports as part of the WWII Air Transport Service. Both of these writers have several outstanding novels and books about their personal experiences which are great reading. And there are a large number of authors who have written enjoyable, entertaining, informative and historical aviation novels that should be on the "To Read" list of anyone interested in aviation.

You won't find most of the books about which I am speaking in our Club library but you should be able to find most of them in public libraries. I'll admit that I have had to go to Amazon to find a few of the lesser known ones.

Here is a list of some authors I consider among the best in their fields, with some of their books:

Richard Bach - A Gift of Wings  
Biplane  
Nothing By Chance  
Stranger to the Ground  
Stephen Coontz – The Cannibal Queen  
Flight of the Intruder  
Ernest K. Gann – The Aviator

Band of Brothers  
Flying Circus  
Gentlemen of Adventure  
The High and the Mighty  
A Hostage to Fortune  
In The Company of Eagles  
Island in the Sky

Beirne Lay Jr. & Cy Bartlett – Twelve O'Clock High  
William Wister Haines – Command Decision  
Anne Morrow Lindbergh – North to the Orient  
Antoine Saint-Exupery – Wind, Sand and Stars  
Night Flight  
Flight to Arras  
James Salter – The Hunters  
Robert L. Scott – God is My Copilot  
Robert J. Serling – Wings  
Bert Stiles – Serenade to the Big Bird  
Sir Gordon Taylor – The Sky Beyond

You'll recognize some of these titles as having also been made into films. I've enjoyed them as much or more in print because I can go back and read them again, or parts of them, as I wish.

While this list is far from being a complete list of the books I would recommend, it is a starting place for those who enjoy reading. I'm sure many of you have others you would add to this list or that you believe should replace some of these.

So, on a cold winter evening, when there's no flying you can do, open one of these books and fly with it's author. Fly to places you probably will never have the opportunity to fly to on your own; experience adventures, some harrowing, some enjoyable, that you might never experience on your own.



## ALCOHOL, ANYONE?

Low Clement

We all know that we shouldn't drink before we fly – alcohol, that is. Now, we learn that our plane's engines shouldn't be drinking alcohol, either. Not for what it necessarily does to the engine, itself, but because of what it can do to your plane's fuel tanks, lines and seals or washers in certain locations.

We have all been hearing about the need to find some fuel other than gasoline to drive our car, truck and plane engines. We now have a growing number of automobiles on the road that are called "hybrid" – a combination of a gasoline-powered generator and electric drive motors. We can also find gasoline at our filling stations that includes ethanol (an alcohol).

A few years ago, I flew up to Footlight Ranch for their annual Fathers Day fly-in. I wanted to get fuel for my return flight and had to wait. It seems that the fuel that they had bought and used the day before has caused a plane's engine to quit and they were out getting more fuel. As it was explained to me, alcohol in the fuel had affected the fiber glass tank, dissolving some of its lining and that had flowed into the fuel filter, blocking it, allowing no further fuel flow. The replacement fuel had no alcohol in it.

Now, FAA has issued the following report on an accident that happened in Anchorage, Alaska on July 31, 1999. "The solo commercial pilot reported that during cruise flight the engine began to run rough, and lose power. He noted that for a short time, he was able to restore partial engine power by actuating the engine fuel primer. While attempting to land on a small, private airstrip, all engine power was lost, and the airplane collided with a stand of trees. An examination of the interior of the fiberglass fuel tanks revealed delamination of the resin material within the tank, and both main fuel tank outlets were blocked with a brown, plastic-like material. Examination of both in-line wing fuel filters revealed the presence of the same material found in the main fuel tanks. The pilot/owner stated that in the past, he had operated the airplane for about 40 hours using alcohol based fuel. AVID Aircraft service letter number 03, dated 5/91, covering all AVID Flyer models, stipulates that a placard be placed near the filler neck stating: 'NO ALCOHOL BLENDED

FUELS. The fuels may cause deterioration of the fiberglass tanks or carburetor parts.' The pilot/owner stated that since he has owned the airplane, he has not received any warnings or directives concerning the use of alcohol based fuels directly from the manufacturer or the airplane kit, AVID Aircraft, Inc."

So, what do we do? Does your plane have fiber glass tanks? I'd plan to replace them with plastic tanks (check with the manufacturer of your aircraft for their recommendations). I'd try to avoid using fuel containing ethanol. As an added protection, I'd plan to make sure my fuel lines were impervious to alcohol and that I checked my fuel filter(s) before every flight to make sure nothing was clogging them.

The day will probably come when we won't be able to avoid fuel containing alcohol. However, I hope that, by then manufacturers will have instructed all owners about the materials they should be using to avoid these problems.

In the meantime, check your system before every flight. I know you do that already but here is another reason to make extra sure that everything is OK.

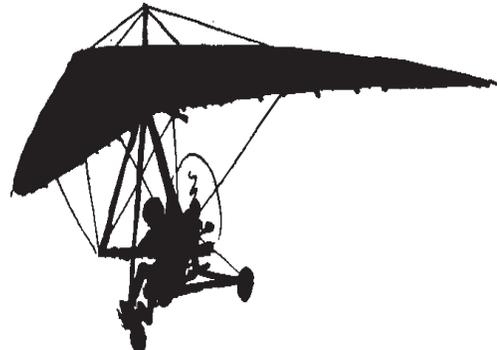
You'll note that, with the exception of the President's *From The Left Seat*, the balance of this newsletter has been written by the Editor. Don't you get tired of that? Surely you have something you would like to say. Please feel free to send your articles and photos to me. Except for minor editing, your submissions are used as sent. If I have any questions, I'll contact you before publishing your manuscript.



Going Home

and very quick airplane for someone mechanically inclined and looking for a cheap way to fly. Located in Woodstock, Virginia. Email at [tcooper@shentel.net](mailto:tcooper@shentel.net) for info and photos. (9/06)

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.



### 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 hangared. 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)

**RANS S-12 AIRAILE** -1991. Rotax 582, 20 hours on engine & airframe, electric start, oil injection, C-box, twin 9 gallon wing tanks, in-flight trim system, Hegar 6" hydraulic brakes & wheels, full enclosure, all lexan smoked, BRS 750 parachute (out of date), full instrumentation, slightly crunched in last landing, repair parts included. A fun

### 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

- 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

September 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**