



FROM THE LEFT SEAT

Len Alt, President

October is one of my favorite months to fly. The air is cool and clear, the fall foliage is in full color, and so the views are great. Here's a shot of the air field this fall showing all the activity on the ground and several of the improvements to the field implemented by Tom and many of our club members.



Club 1 Fall Fly-in, Lenn Brothers Field, October 2000



We are approaching our annual Christmas party to be held in the club house at Warrenton Air Park on December 2nd. In addition to the fine food, drink, and song typical of this event it is our chance to recognize those club members who have made notable contributions to the club's welfare throughout this past year. Please drop me an e-mail identifying anyone who you think is deserving of special recognition for their efforts on our behalf. These are the folks we should honor at the party.

Our Fall Fly In has been rescheduled for Saturday, October 28th, starting at 11:00 A.M. Tim Stormer is organizing this event and has lots of activities planned. Please plan to come out and fly and join the fun. Families are most welcome! We'll have food and fun for all.

Fly smart. Fly safe.



ADVISORIES

October Meeting -

The October meeting was our first indoor meeting since June, 2006. We met at our usual indoor meeting place, the media center/library of the Centreville High School.

The meeting opened with a report on the development of the operating rules for the shared groups. They are using the Operating Rules and By-Laws from the 447 Group of Club 6 as a guide. So far, things seem to be working out pretty well.

Secretary Lew Clement reminded everyone that new members, joining the Club at this time of year, are also getting next year's full membership.

Our Treasurer, Jim Birnbaum, gave us his monthly financial report. Our income during the month of September was \$81.00 and our expenses were \$129.02. Our assets total \$4,717.52.

Larry Walker announced that the Club's "Flying Leprechaun" Library is now housed in the Club House.

The motion was made to close the recovery trailer fund and return the money to the general treasury. The motion was then modified to check with all donors to the fund, if they could be identified, to determine whether they would rather have their money back or approve of the motion.

Tom Richards reports that work parties are moving right along on airfield improvements. They are now working on one of the new hangars. He hopes to have roofs on two of the hard hangars by Thanksgiving. He will definitely need help for that.

Our Fall Fly-in is scheduled for October 7th. There is bad weather forecast before and during that period, both rain and wind. After discussion, it was approved to move the date to Saturday, March 28th, and keep our fingers crossed for good fall weather for that day.

Len, as he has done several times before, asked again for a volunteer to manage our Color Run, scheduled for Sunday, October 15. No one volunteered and Len cancelled the event.

Larry Walker, the Chairman of the Nominating Committee reported that our current Treasurer, Jim Birnbaum, has agreed to run for re-election. The Committee proposes Pete Bastien for Vice President. The elections will be held during our November meeting. The new officers will

assume their positions during the December meeting.

Len also told the membership that members present at the November meeting will be asked to select from the membership 2-5 members whose volunteer service merits their recognition. That recognition will be made during our December Holiday Party and Meeting.

He then announced that the Board of Directors has voted to continue the '06 Honorary Members as Honorary Members for '07.

Our Holiday Party and December Club Meeting will be held in the Club House at the Air Park, thanks to Tom Richards. It was the feeling of many that its atmosphere made it more "fun" than parties at a larger, commercial facility.

Kim Alt has volunteered to head our Party group. Please contact her to volunteer your help for the event.

Our PPG members asked if they could have Greg Palmer add a PPG sub-site to the Club web site. Everyone present agreed that it was a good idea.

The bad weather was already beginning, so no one lingered after Len closed the meeting.



Spot Landing at lenn Brothers,
October 2000



Jody & Lew Clement Riding on Hot Air

A Perfect Flying Day

Phil Williams

Those of us who fly regularly are aware that perhaps twice a year a truly great flying day comes along. Not that any day we can fly is not a good day, but you know what I mean when I say a “Great” flying day. Usually the sun is out, the normal area haze is minimal, sometimes there are some puffy clouds, and it is usually pretty smooth in the air. Once in about five years, luck and circumstances will turn one of these great days into a “perfect” flying day.

October 9, 2006, was just such a “once in five years” perfect flying day. The winds were out of the south at less than 5 knots, and the windsock hung limp from its pole. The sky was a deep azure blue, the air was crisp but not too cold, and you could smell the crispness when you inhaled. There were only the faintest hints of occasional wispy clouds here and there, and the air was so smooth that you could not tell you were flying without looking down at the ground.

It was against this backdrop that Jim Willess and I departed Warrenton-Fauquier bound for a place called Millville, New Jersey. I had never heard of Millville before, but Jim had scheduled an appointment to perform an airworthiness inspection on a Sky Boy aircraft based there. He had contacted me to see if he could borrow my plane for the trip and, offhandedly, asked if I might want to go along.

Well, the route Jim proposed for the trip would be around the south and eastern sides of the ADIZ, and across the Chesapeake Bay. I have flown the western and northern routes so much I can do it now by rote, but I had never had the opportunity to fly the southern route before. This, coupled with my normal itch to go flying, made the offer too good to refuse, so I said yes to Jim’s offer. If you folks have not taken the time to fly with Jim, you are really missing something. Jim has forgotten more about flying and the aviation system than most of us will ever learn. I might not have attempted a trip like this before, but now, after Jim has shown me the ropes, I am thinking of trying it again myself. We should encourage Jim to make a presentation at one of the meetings about flying the eastern side of the ADIZ.

We met at the airport and Jim loaded his traveling DAR “office” into the plane, that along with my flight supplies filled the cargo area behind the seats in the RANS S6 to capacity. The airport

was almost deserted, save for a golf cart running deer off the runway. We were wheels up at 10:00 am. the air was as smooth as glass, and the only motion was the earth sliding past below. The sky was absolutely clear with unrestricted visibility. The “Screaming Eagle” S6 was eager for the air and slid along at an indicated 115 MPH. Below us the world was awake, with people going about their affairs, but for some reason, we had the sky all to ourselves. Even looking out through the roof window did not reveal any other traffic of any kind.

We flew down past the Quantico restricted area toward Stafford airport., turning more to the east as we followed the edge of the ADIZ, staying about 2 miles outside. We were threading a number of needles between the restricted areas covering Quantico, Dahlgren, Patuxent River NAS, and Dover, part of which meant passing through a gap about 1/2 mile wide between the ADIZ and the Dahlgren restricted zone that coincides with the location of the 301 bridge across the Potomac River. Here, it is just possible to navigate a plane through the tiny gap in the airspace and save diverting about 30 miles to the south. The trick is not to miss the hole, and to stay over the bridge. A small navigational error could put you in a world of hurt, with Dahlgren’s guns to the south, and Quantico’s Blackhawk gun ships to the north.



A view down the Potomac River with the Chesapeake Bay beyond,

Our plane was equipped with an altitude encoding transponder, so as we approached the bay, we called in to request a service known as “flight following”. This service is available to any properly equipped aircraft, and is provided in areas of high risk, such as crossing large bodies of water like the Chesapeake Bay, and Delaware River, or in high traffic areas. With this service, you are provided with a unique frequency for your transponder, and a

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controller follows your flight on radar, providing traffic advisories, and a positive contact in the event of an in-flight emergency. Using this service, you are never alone and, if your engine should quit over the bay, the rescue teams sent to help you would likely have their helicopter rotors spinning before you actually hit the water. That extra time margin and the fact that the controller knows your precise location could save your life in an emergency.

The flight across the bay was spectacular. We crossed at a point along the bay north of Patuxent River NAS, making landfall near Easton, Maryland, where the bay is only about 12 miles wide. But, even at 3,000 feet, it still looks like really BIG water. As we broke the eastern shoreline, it was difficult to see the horizon ahead, as the water and the sky blended into a huge monolithic blue wall. Without a reliable horizon, we flew by compass heading, altimeter, and rate of climb indications, until the opposite shore slowly emerged from obscurity in the distance. Looking to the south, we could see the late morning sun shining off the water in a shimmering light display. Directly below us, ships, pleasure boats and even a schooner under full sail plied the water of the Chesapeake.



Tankers are not so big from 3000 feet.

Somehow, all of this was so far outside my normal daily existence that it seemed almost unreal. It was one of those moments where my senses become completely filled by surrounding events. I could smell the air off the Bay below, the engine drone drowned out all other noise except the occasional voice of the controller talking on the radio, the bright sun, the ships below, the surrounding sky, and the approaching shoreline ahead, all merged into a singularly unique moment; that is what flying is really all about for most of us. It was like a dream, but I was really there and I was really awake. That was the kind of moment that makes a person know that they are really alive.

Reaching the other side of the Bay, we

thanked the controller for the company, flew on to Millville. The ground below was speckled with small grass strips and local airports. We flew on and crossed the Delaware River between Dover and Millville, at a reasonably narrow point only about 5 miles wide, but still asked for flight following before crossing. Unlike George Washington, we did not need any stinking boats.



Jim studies the charts as we near the halfway mark, crossing the Bay.

Millville, too, was a surprise. Located just across the New Jersey state line, it is huge compared to most small airports. There are a number of fixed base operators on the field, and there is a really great restaurant, as well. It turns out Millville was an Army bomber base during World War II, and, after the war, it was taken over by civilian authority. As a result, the runways are huge, and the little RANS we were flying did not use very much of them. There are a number of vintage aircraft based there, and it was a lesson in aviation history just taxiing around the field. We were wheels down almost exactly 2 hours after leaving Warrenton.



Jim with his field portable DAR "office" in tow at Millville, New Jersey.

We met Jim's appointment, and he completed the inspection and issued the airworthiness certificate and accompanying briefing to the owner. A new Experimental Light Sport Airplane was born, so Jim and I decided to have lunch and celebrate. The airplane owner, his son, and a few folks from the fixed base operation where the plane was based joined us.



A beautiful Sky Boy airplane. The latest member of the growing fleet of Experimental Light Sport Aircraft.

After lunch, we set out for home, basically back-flying the same route. The return trip was by no means anticlimactic. The trip home was at least as good as the trip up. As we flew, we were treated to a repeat of the signs that had made the morning so special.



The Bay was full of tanker traffic.

Finally, up ahead, I could see Warrenton airport above the nose of the airplane, and I could not help but feel a little disappointment that the flight was ending. But it was approaching 3:15 PM and Jim had promised he would be home early, so there was not time for additional cruising.

I landed the plane (Jim insists I landed it twice), and taxied to the hangar. Pressing hard on the left brake, I swung the plane around in front of the hangar and, with the flip of a switch, everything went quiet again. For just a moment, we sat quietly, taking a full measure of the flight. I think both of us felt how special the day had been. Flying just doesn't get any better than a perfect day, a good ship, and good company to enjoy it with. If you did not go flying this past Columbus Day holiday, you may have missed the best flying day in the last five years. Let's hope it won't be five more before we see another one like it.

PAY AS YOU GO

Lew Clement

Think back to the flight that Jim Willess and Phil Williams made, described in the previous article. What if they would have been charged a fee for the flight plan each way, the four (I assume) flight following services they requested, for a possible in-flight weather report and for a landing at a relative large airport. I'm not sure whether landing again at their home base would have been a fee or not but, you can see, the expenses for the trip would have added up. I wonder how much Jim would have had to add on to his fee to the gentleman whose Sky Boy he inspected. I wonder if he would have been asked to fly up and make the inspection, at that cost. I wonder how many pilots just would not have been able to afford doing such a thing? I wonder how many would just stop flying if they had to add such expenses to their flying.

I don't know how many of you are members of AOPA, the Aircraft Owners and Pilots Association, or who may read its monthly magazine, AOPAPilot. This month, its President, Phil Boyer, raised an issue that has been a subject of concern in recent years and may be coming to a head later this year – one that I believe we should all know about and be concerned about.

The subject is user fees. The aviation system in the US is the largest, safest and most efficient in the world, according to Mr. Boyer. I do know, should you want to fly in other countries, including Canada, that it is going to cost you. That is one reason our private aviation system is the largest and most popular in the world. We support our system through our tax system. In other nations, you pay as you go.

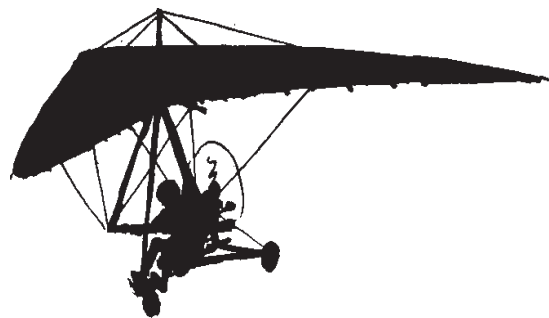
And that is Mr. Boyer's concern – and it should be ours, as well. Later this year, the current FAA program will come up for renewal in Congress. FAA, itself, and the airline industry would like to change our system to one like the other nations are using so that each of us would pay for services as we go. What does that mean?

How would it affect you, the ultralight or Sport Pilot? You would not be exempt from these fees. Of course, that depends on what you do when you fly. If you stay around the field, flying big circles or fly without a flight plan and land only at sod strips, you have done nothing for which you'd be charged, as I understand it. However, if you want to fly down to Stafford County, Winchester, or any other reasonably large field with a paved runway, you also might encounter a landing fee under the system they would like to impose on us.

It seems to me that such a fee system would have a severe impact on our aviation system, both in the number of private planes and in aviation safety. First, there would be fewer of us willing to spend the money that these fees would cost us. Secondly, there would a number of pilots who would try to fly without flight plans, in-flight weather reports and flight following. Under VFR conditions, and outside security areas and Class B air space, it might be entirely safe and legal to do so but what about the situation where a pilot tries it in marginal weather. Radar probably, probably, will have him on their scopes. He won't have filed a flight plan, won't be

using a transponder, and there will be other aircraft that will have flight plans, transponders etc. flying through the same area. FAA may be able to direct others away from our pilot but who really has the right of way, in this scenario? It wouldn't be long until FAA will have placed even further restrictions on private aviation to eliminate this type of threat to aviation safety.

As Mr. Boyer sees it, and I fully agree, the best solution is to retain our current system. You can be sure that, when this proposal comes before Congress, there will be many strong voices trying to sell it. It will be up to all of us who believe in the current system to help the AOPA convince Congress to keep the system the way it is. Plan to write your representatives in Congress and tell them what you believe is right for all of us. There is a lot counting on us. Even though we may not be flying an RV-6, or any other expensive private plane, we are still part of the private aviation community of this country and would feel the impact of such a change, indirectly, if not directly. Speak up!



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.

BEAVER RX-550 -Rotax 582 w/rope pull start, Hobbs: 275 TT. 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 - Rotax 582, 20 hrs on engine and airframe, elec. start, oil injection, C-box, twin 9 gal wing tanks, in-flight trim, Hegar 6" hydraulic brakes and wheels, full enclosure, all lexan smoked, BRS 750 parachute (out of date), full instrumentation, slightly crunched on last landing, repair parts included. A fun and very quick airplane for someone mechanically inclined and looking for a cheap way to fly. Located at Woodstock, VA. E-mail at <ccooper@shentel.net> for info and photos. (9/06)

RANS S-14 - Rotax 503DC/DI, 254 TT, clip wing, elec start, Oil-inj, in-flt adj Ivo prop, ASI, Alt, dual CHT & EGT, VSI, tach, Blk & Yellow clear coated, dual wing tanks, cabin heat, BRS (ood). Always hangared, flies hands off, \$13,500. Dennis Gregory <dgregory@oonl.com.> Tel:804-758-4178. (10/06)

FLIGHTSTAR 11SL- Bluehead Rotax 582 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 BRS 1050. Magellan GPS, ICOM A5 radio, headsets and Sigtronics intercom. IVO prop, strobes and Hobbs meter. Sails are clear-coated. A beautiful plane and excellent flier. Always hangared. \$16,000. Can assist in delivery. (434)298-3940 or <jkriley904@earthlink.net>. Located in Blackstone, VA23824. (10/06)

CGS HAWK - new Rotax 503. Single seat classic. Elect start, BRS, Alt, A/S, CHT, EGT. Tach, Slip Ind., Hobbs. Red, White & Blue sails. \$9,500. Paul Irby, 804-829-6141 (10/06)

FISHER FP-404 - Biplane w/ Rotax 503 w/ 4 hr TT. New prop, exhaust, motor mounts. Good

condition. Good flyer. Complete w/open trailer. Can be seen on Barnstromer website. \$8,500. J. Noble 804-125-0084 <thenavigatorva@gmail.com> (10/06)

PHANTOM - rebuilt Kawasaki 440. 2-blade Powerfin prop, 5 gal gas, sails in good condition, many upgrades, runs and flies great. Part 103 legal. \$4000 OBO. Joey Smith 757-870-4071 (10/06)

CHALLENGER 1 - Rotax 503DC/DI, large re-drive w/ 60" prop, fiberglass nose, AS. Alt, dual EGT and CHT, Tach, compass, elec start, flaperons. Flies great. Fred Kuester 804-932-3397 (10/06)

1996 FISHER DAKOTA HAWK.

Continental A-65 TSMOH 1078. Aircraft Total Time 117 Hrs. Fabric Superflite 102 system II. Warp Drive, carbon fiber ground adjustable Propeller. Wings fold for storage. Location: Gordonsville, VA jpaananen1@juno.com (10/06)

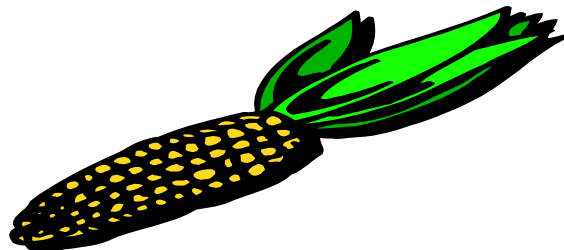
Items bought and sold through the Newsletter are solely at the risk of the buyer and seller. Neither the Newsletter nor USUA Flying Club 1 guarantees, or is in any way responsible for, the airworthiness or other aspects of the items listed.

2006 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.

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.



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
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

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 - 2007

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 ___)

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.

USUA FLYING CLUB 1

November 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 below. A current USUA membership is required to take advantage of these discounts. Subscribe to your choice when you renew your membership.

Ultralight Magazine - \$24.95
Ultralight Flying! - \$34.95
KITPLANES Magazine - \$19.95
Air & Space - \$19.00

___ Enclosed is \$2.00 for work in ultralight safety by USUA.

(Canadian and non-US membership add \$5.00)

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