



Volume 07 - 04

April 2007

FROM THE LEFT SEAT Len Alt, President

As you know, our good friend Jim Willess went missing several weeks ago on a ferry flight back from the west coast. I have been providing updates to the club as reliable information becomes available, and will continue to do so. As he has from the beginning, Phil Williams has been leading the effort to help find Jim. Phil has been in contact with the Head Park Ranger at Guadeloupe National Park in order to coordinate conditions for future ground search. Jim's sons are acquiring overhead imagery for analysis for the most likely search areas. One of the local RV pilots in the New Mexico area has continued to fly search patterns in response to queuing from Phil. We continue to keep Jim and his family in our thoughts.



The above spectacular view is brought to you via Warrenton Air Park, one of the most beautiful places to fly in the country. As a friendly reminder, it takes machines, fuel, supplies, and effort to keep up this facility. In order to contribute to the maintenance of the air park, all frequent fliers who do not directly rent hanger space from Tom are asked to contribute \$100 per year to help defray these costs. Please do the right thing and make out a check payable to Warrenton Air Park. Thanks.

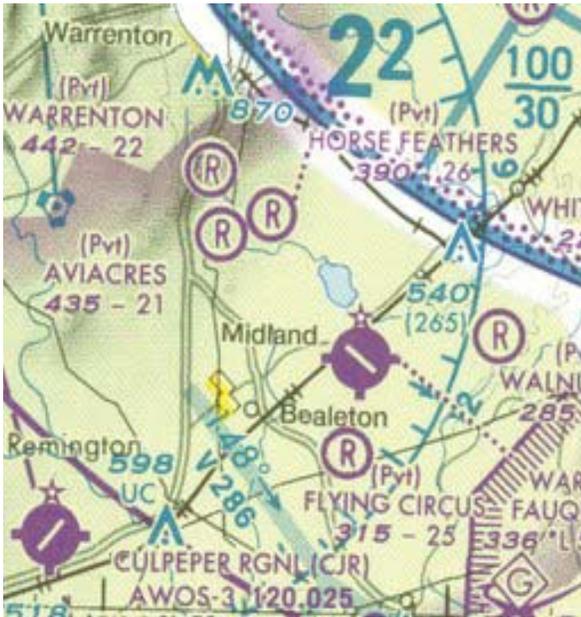
Many of us learn the physical skills of flying without detailed study of the associated factors that make recreational flying safe and legal. For many the study of weather, FAA rules, maintenance, and navigation are skills are picked up through self study. Please see Dave Riedel's excellent article in this newsletter about SkyVector, a web site offering free access to aeronautical maps.

Spring is here, and with it our first club meeting at Warrenton Air Park. Please plan to join us at 11:00 A.M. on Saturday April 7th for our meeting, followed by a cookout and some flying. See you there!

Fly smart. Fly safe.

SKY VECTOR

While surfing the web recently I came across a website that might be helpful for all of the pilots in the Club, both soft-wing and fixed wing. The site is called SkyVector and is located at <http://skyvector.com>. All pilots are familiar with aeronautical charts and it is a necessity to carry one if you're flying any distance at all from home field. But wouldn't it be nice to zoom in on a specific section of the chart, print it out and only carry the one sheet on your kneeboard instead of wrestling with a big chart while you're flying? Well, this website allows you to select any chart in the US, and then if you hold your mouse button down you can slew the map to the area of interest. Once in the general area that you want to look at, you can zoom in or out by clicking on the sliding bar at the bottom of the chart. It's kind of like Google Maps. Got the size you want? Just hit print and print out your area of interest. The insert below was from the site, zooming in on WAP.



NOTE: This is not meant to replace official aeronautical charts. The disclaimer on the website says: "Don't go flying with this website! Purchase a real chart, and come back alive to visit us again."

You should always have a current chart in your planning bag, but it is a great supplement to your planning "toolbox". I think it is a great tool if you want to check out a new flying area or if you're traveling outside the local area to fly and want to see what the area restrictions, etc. are at your destination without having to buy another chart. If it is possible, it might be a nice addition to our website to have our local flying area blown up and on the front page.

The site also has a button at the top marked "airports" and it lists all of the airports on the aeronautical charts by state. It even has all of the data on all of the little private fields around WAP. Check out WAP: <http://skyvector.com/airport/7VG0/Warrenton-Air-Park-Airport>

There is an option to select and it will give you current weather. A green dot shows up on your chart and if you put your cursor over it, a pop-up with weather appears next to that airport. Take the site for a spin around the pattern and see what you think.

Fly safe,
Dave Riedel.



Warrenton Air Park

UPCOMING PARA-MOTOR CITY FLY-IN

When I first started researching powered paragliding in 2005, the prospect of going to fly-ins at different locales throughout the country and flying over various terrains really enticed me. Fly-ins are also a great way to meet like-minded pilots around the country. With powered paragliding, the ease of shipping our equipment makes getting to a fly-in *almost* effortless. (I use the term “effortless” very loosely here). :)

I plan to go to the fly-in at Para-Motor City in Albuquerque, NM in June 2007. Para-Motor City is a full-time, full service, powered paragliding school. It is operated by renowned PPG instructors Michelle Daniele and Eric Dufour. When I say “full service,” I really mean it. They can pretty much do anything PPG related that needs to be done. Along with excellent instruction, they have a glider repair shop and PPG motor mechanical repair shop. Of course, since they take powered paragliding so seriously, their launch field is on par with everything else. It is quite large and enables take-offs in any direction – perfect for large fly-ins!

Now for a quick history lesson. Prior to 2006, Michelle Daniele and her husband Jerry Daniele operated American Flyer, a full-time PPG school in Albuquerque. Eric Dufour operated his own full-time PPG school in Florida called Paratour. In 2006, Paratour moved to Albuquerque and joined forces with American Flyer to create Para-Motor City, operated now by both Eric and Michelle. In 2006 and earlier, the annual fly-in always occurred in Oct, to coincide with the International Balloon Fiesta in Albuquerque. This gave PPG pilots the opportunity to not only attend and meet other PPG pilots, but also take their families to enjoy the Balloon Fiesta. The drawbacks to this were that everything in the city was booked solid because of the Fiesta – hotels, rental cars, etc. Also, the weather didn't comply about half the time. To counter these issues, they decided to move the date to early June. It's hot and “thermally” during mid-day, but mornings and evenings in Albuquerque in June are just spectacular, and perfect for PPG flying.

I trained at Para-Motor City in June of 2006. During my two weeks there, I was treated like a member of the family. They have quite a strong group of PPG pilots (I think over 30 pilots) and everyone was easy to talk to and get along with. I became pretty good friends with both Eric and Michelle, and many of the local pilots. I look forward to being able to fly with them all again this summer, if only for a few days. We have a few guys in our group who have trained with Eric and/or Michelle and can attest to how they are irreplaceable assets to the sport of powered paragliding.

For the fly-in, Para-Motor City has a fun-filled three days planned. Every night there is some sort of party planned (after flying of course) – pizza party, BBQ night, etc. They even have a local band providing live music! I think Michelle Daniele actually plays and sings in the band. I have never heard or seen them play, but the local pilots seem to be big fans of the band. There are also some cross-country flights planned. We simply don't get a chance to do many of these in northern Virginia, so that will be a welcome addition to my flying experience.

As far as the flying, well I already mentioned how the weather conditions are typically perfect that time of year. The terrain is also drastically different from anything we experience in northern Virginia. The views of various mesas and patches of cacti are just cool. The launch field is also located right next to Rio Puerco, which is just awesome when viewed from the air, even if it is dry like it was last June. You will most certainly enjoy the change of scenery!

When attending a fly-in such as this one, you get an excellent opportunity to check out all kinds of various PPG equipment. The members of the Club 1 PPG Group own a variety of only about 5 different brands. So if you're interested in checking out some of the other companies' offerings, this fly-in will deliver! Even if the companies' representatives are not there officially showing off their products, there will probably be a pilot who owns the equipment personally. Looking at PPG equipment pictures and specs online just doesn't compare to seeing the equipment in person. I will be like a kid in a candy store at this fly-in!

For those of you with family members or friends that will be tagging along, Para-Motor City can give tandem rides in their Excitor two-place PPC/PPG hybrid. Eric, Michelle, and Eric's wife Elisabeth all have their Sport Pilot certificates so it's perfectly legal. If your kids or wife or husband have no idea why you love being in the sky so much, there is no better way to show them how wonderful the experience can be. There is an additional charge for tandem rides – you can contact Para-Motor City for more information and exact costs.

I intend to go to one (far-away) fly-in every year. This year, I am returning to my alma mater. It is pretty much guaranteed to be a great time. So who's with me?

Registration for the fly-in is supposed to open in mid-April. You can get more info about the fly-in at the following websites. Make sure you register ahead of time! I believe it's cheaper and it will ensure they have enough food at the evening parties.

http://www.usppa.org/Events/upcoming_events.htm
<http://www.americanflyerppg.com/2007Fly-InInfo.htm>

If you decide to go, let me know (pkarandi@yahoo.com) and our Club 1 contingent can organize the trip together, and potentially save some trip costs.

Critical details for the fly-in

When: Fri Jun 8 – Sat Jun 9 (although Para-Motor City states that anyone attending is welcome to arrive early and stay late. You will still be able to fly at their field before and after the fly-in. My tentative plans are to fly in on Wed or Thu and to fly back home on Sun or Mon).

Where: Albuquerque, NM (actually about 20 miles west of Albuquerque)

Who: Para-Motor City

After the fly-in, Para-Motor City also has an annual PPG Safari and camping trip. Starting on the last day of the fly-in (Sunday), it's a 3 day camping and PPG flying trip (Sunday through Tuesday). You have to provide your own accommodations (tent or

RV) and food. I can't afford to take that much vacation so I won't be going on this, but if you have the time, I recommend it. It's a rare chance to go flying out in the open wilderness!

Some Tips:

If you decide to go to the fly-in and/or safari trip, shipping your equipment ahead of time is the easiest method. Ever since 9/11, I understand the airlines are real hesitant to take anything that has had gasoline in it. Plus, trying to convince some security guy that your equipment has no nefarious purpose could be a huge waste of your time, especially when you are trying to catch a flight.

For shipping, a not-so-well-known gem is the bus lines. They are much cheaper than UPS and actually a little bit faster. The big drawback with the bus lines is that they cannot ship point-to-point. So, to use the bus lines, you will have to take your equipment (already boxed up) to a bus station (probably in DC) and ship to the Albuquerque bus station. I think the motor will ship for roughly \$60 each way and get there in about 3 days. If you have a rental car in Albuquerque, picking up the equipment at the bus station there shouldn't be very difficult.

If you use UPS or FedEx, just take the equipment (already boxed up) to any UPS store or FedEx shipping location. I think this will cost about \$100 each way. Whatever you decide, try to insure the motor for at least \$1000. The shipping address to ship your motor is detailed on the fly-in website mentioned above. As far as your wing, just fold it up, put it in a separate suitcase, and check it in with your luggage on your flight.

Some tips for boxing up the motor:

Obviously, first remove the cage pieces and drain all gasoline. Let the gas tank sit for a day or two with the cap off so all the gasoline evaporates. Then get some bubble wrap from Home Depot (or wherever) and wrap the motor EXCESSIVELY. These shippers treat boxes like garbage – tossing them around from one truck to another. I know this because my motor was damaged the last time I shipped it! Don't take any chances – wrap it some, and then wrap it some more. Picture your motor being dropped from a 10 foot height – that's how much I would wrap. You would be shocked if you

saw how beat up my motor was. After wrapping it well, stuff it in a box large enough that can also hold that much weight. You may need to buy this type of box from a UPS store or other packaging store. This stuff adds up in price, but don't skimp, as a damaged motor is not worth saving \$30-\$40!

Now that you have all the details, let's get going! I hope you'll join me.

- Paresh Karandikar



Left-Right: Eric Dufour, Paresh Karandikar, and Michelle Daniele in Albuquerque, June 2006

ADVISORIES

March Meeting – USUA Club 1 members met in the Media Center/Library of the Centreville High School at 7:30pm on Thursday, March 1st.

President Len Alt opened the meeting. Several members reported on their winter activities, both flying and building.

Acting Secretary Jim Hill was not able to be present for this meeting, so notes were taken by the President.

Treasurer Jim Birnbaum reported that our Club income for February was \$115.00 and our expenses were \$13.58. Our total assets are \$5,171.22.

Tom Richards needs Saturday volunteers to help on construction of the next hangar and for other work.

Len Alt reported that the USUA Club 1 Board of Directors would meet immediately after the regular club meeting to discuss the membership's proposal to the Board that they consider purchase of a utility vehicle like a Gator for use at the Air Park.

The meeting was adjourned with the invitation for all club members and their family to join the next club

ACTIVITIES

2007 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 2007 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

- Apr 7, Sat** **Monthly Meeting, Warrenton Air Park (WAP)**
- May 5, Sat** **Monthly Meeting, WAP**
- May 6, Sun Club 6 Spring Fly-in
- May 19, Sat Club 250 Spring Fly-in, Holly Springs
- Jun 2, Sat** **Club 1 Memorial Fly-in, WAP**
- Jun 7, Thur** **Monthly Meeting, CVHS**
- Jun 15-17, Fri-Sun Fathers' Day Fly-in, Footlight Ranch
- Jun 23, Sat** **Club 1 Poker Run, WAP**
- Jul 7, Sat** **Monthly Meeting & Family Picnic, WAP**
- Aug 4, Sat** **Monthly Meeting, WAP**
- Aug 12, Sun Club 6 Fly-in, New Quarter Farm (NQF)
- Sep 8, Sat** **Monthly Meeting, WAP**
- Sep 15, Sat** **Club 1 Fly-out to (TBD)**
- Oct 6, Sat** **Club 1 Fall Fly-in & Monthly Meeting, WAP**
- Oct 13, Sat Club 250 Fall Fly-in, Holly Springs
- Oct 13, Sat** **Club 1 Color Run**
- Nov 1, Thur** **Monthly Meeting, CVHS**
- Dec 1, Sat** **Club 1 Monthly Meeting and Holiday Party**

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

2006 Club 1 Members

Your membership expired on January 1, 2007. **NOW** is the time to renew your membership! See the 2007 membership form on the inside of the rear cover of this news letter. Mail it to the address at the bottom of the form with the appropriate membership fee.

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.

CHALLENGER I Long Wing - Rotax 503 DCDI, Tall redrive w/60" prop w/leading edge protection. Elec. st., 10 gal tanks, brakes, fiver nose, flaperons, AS, VS, Tac, compass, dual EGTs and CHTs, BRS chute (out of date). A great flyer. Great deal at \$6500. Fred Kuester, 804-932-3397 or 804-514-1364 <fkuester@verizon.net> (10/06)

93 PHANTOM - Rotax 503, new black & green sails, BRS, dual carbs, heavy landing gear, aluminum wheels, elect St., strobe, 10 gal tank, wood prop, dual EGTs and CHTs, ASI, Tach, Alt, slip indicator, Hobbs. Very clean bird. Price reduced to \$6,500. C.A. Nuckles 757-294-0518 or (C)757-636-0609 (10/06)

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)

KITFOX II KIT, 95% complete, ready to cover. With 582 Rotax, eec. st., prop, gauges & misc. items. Everything new. \$15,000. Dan Brandmahl 804-443-4619 or 804-769-2756. <cranks4u@inna.net> (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)

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)

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)

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)

HANGAR FOR SHARE - at Warrenton-Fauquier County Airport (W66). Concrete floors, metal bi-fold doors with electric opener, paved access, fuel, electric service and good lighting. Monthly Rent: \$178 each TWO spaces available. Inquiries: Ralph E. Kew 202-437-1580 (03/06)

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.

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 sport aircraft flying.

2007-2008 CLUB OFFICERS, DIRECTORS & STAFF

President Len Alt*	703-467-0586	
Vice President	Pete Bastien+	703-568-5778
Secretary Jim Hill*	540-659-8366	
Treasurer Jim Birnbaum+	703-361-7478	
Past President	Dave Riedel	703-815-4924
Dir, Safety & Tng	Jim Willless	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	Jim Heidish	703-524-5265
Events Coord.		
Librarian Dick Walker	202-363-4546	
Newsletter Editor	Kim Alt	703-655-4137
	e-mail:	
kim.alt@gmail.com		
Web Master	Greg Palmer	703-912-3774
PPG Web POC	Par Karandikar	703-201-8909
Terms of office: +2007-08 *2006-07		

ANNUAL DUES (Jan 1 - Dec 31) \$30.00. (Includes newsletter.) Family membership: \$25.00. 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 \$10.00 per year.

CLUB WEB SITE: <http://usuaclub1.org>. Note the change in 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 announced in the Club newsletter and on the Club web site. (Times and days may vary. check the newsletter and/or the web site.)

SUBMITTING ITEMS FOR THE NEWSLETTER Members and non-members are encouraged to submit items for this newsletter. Send submissions to Kim Alt, 13102 Mares Neck Lane, Herndon, VA 20171. E-mail is shown at left. Deadline for entry of items into the newsletter is 10 days before each meeting.

Ads will run twice and then dropped unless resubmitted or renewed by phone or email. Advise editor when item is sold.

A club is only as good as the members who volunteer to support its activities. The following listed activities with 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 wek-end activities.

Club Management/Administration: Club Officers (elected, Directors and Staff). (Talk to current officer for more detail.) *Fly-ins:* Food supply, preparation; Facilities; Grounds; Ground Support. *X-country & 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, Clothing Sales, Tool Custodian, Ad Hoc Committees.

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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: Reference above to Ultralight aircraft includes Ultralight-type aircraft). Starred items must be completed. Mail application to 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

March 2007

To join USUA Flying Club #1, fill out the forms on the reverse side. To join the national USUA, fill out the form below:

____ **\$30.00** 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.

Ultraflight Magazine - \$24.95
Light Sport and 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)

Name: _____

Address: _____

City: _____ State _____ Zip _____

Phone _____ Date of Birth _____

Enclosed is my Check _____ Money Order _____
Visa _____ Mastercard _____

United States Ultralight Association
104 Carlisle Street
Gettysburg, PA 17325

Kim Alt
13102 Mares Neck Lane
Herndon, VA 20171