



Volume 08 - 07

August 2007

FROM THE LEFT SEAT

Len Alt, President

Flight safety. This past week had several fatalities involving two mid-air collisions of small aircraft. In one case professional helicopter news crews collided, with the loss of all on board both aircraft. In another case two pilots flying World War II fighters at Oshkosh collided in mid-air, resulting in one fatality. With all the air traffic at Warrenton Air Park, involving many very different types of aircraft with very different operating characteristics it is imperative that we all redouble our vigilance to watch out for the other guy. This applies to all aircraft types. None of us are immune to the serious consequences of a mid-air collision. Last year included a fatality when two PPGs collided in mid-air. One suffered a collapsed wing. The pilot fell to the ground from fifty feet and was killed. Please watch out for other aircraft at WAP, especially since many of our flyers are relatively low time pilots.

Thanks to Mel Bearns for this photo of the new hanger, one of two still under construction at WAP.



Please join us for our next club meeting this Saturday, August 4th at Warrenton Air Park at 11:00 A.M. We'll have a cook out after the meeting. Bring your family!

Fly smart. Fly safe.

2007 Albuquerque Fly-In

The 2007 Albuquerque Fly-In (Jun 8 – Jun 10)
“The Rio Puerco Roundup”

As I mentioned in a previous newsletter, I was heading out to the Albuquerque Fly-In hosted by Para-Motor City. Fortunately I had some USUA Club 1 company, as Ami Abramson decided to go too! Para-Motor City is run by Michelle Daniele and Eric Dufour. I trained with both of them in June 2006 and I was excited to get to see them and fly with them again. The trip was a lot of fun – below is the breakdown of our trip...

Thur Jun 7

Ami and his wife were kind enough to pick me up at my house and take me along with them to the airport. We arrived in ABQ around 1 PM local time. Ami and I picked up our minivans and headed to the field. When we got there, I was greeted with a big hug from Michelle – she is so sweet. A little bit later we met Jeff Goin and Eric Dufour. As we started to put our motors together, I noticed my airbox boot had a tear in it. It was almost 7 PM and I wanted to get my first flight in! Ami, that resourceful guy, pulled some electrical tape out of his toolbox and said, “Here, use this so you can fly tonight. Tomorrow you can get a new boot.” So, I did and the flight went great! Thanks Ami. Ami went to launch his pretty new SD Vito 100 motor and didn’t get off the ground. He explained to me that he didn’t think he had enough power to fly at that altitude (5000’ MSL). Eric Dufour heard this and said, “Give me your equipment” and launched with Ami’s rig right in front of us. Eric weighs about the same as Ami, so it couldn’t have been a lack of power. So, he gave Ami some launching tips for that altitude, but it was too dark to try again. Ami would get his chance tomorrow.

Fri Jun 8

Ami and I tried to get a decent night’s sleep in our respective minivans. It was horrible. The temps got down to the mid-40’s and my \$20 Sears

sleeping bag that I bought when I was 12 was just not cutting it. Ami and I both only got about 3 hours sleep. When dawn arrived, we got up and took our morning flights. Ami launched with no problems after using Eric’s high altitude launching tips. We both got some short flights in since the wind was really picking up. I botched my landing pretty badly and took a lot of flack from the gang for it for the rest of the weekend! I was fine and my equipment was fine, which is exactly when you take the most ribbing! Later that afternoon, Eric Dufour was kind enough to pilfer a new airbox boot for me from one of his unused motors. Thanks Eric! Friday night was a blowout. Ami and I were both a little frustrated since we had been there almost 2 days and only got 2 short flights in! During the day, I pushed Ami for us to splurge and get a motel room. Wow, did that change our lives. A real bed and hot showers!

Sat Jun 9

Sat morning provided some of the best air I have ever flown in. We both flew about 90 minutes. That was the longest flight I have ever had to date. Wow was it awesome – glassy air and the picturesque New Mexico countryside. From a decent altitude, it is surprisingly a lot greener than you would expect for mostly desert. After most of the pilots stopped flying (around 10 AM), Eric Dufour started doing PPG stunts for the crowd and the video camera. The coolest thing was watching him land his PPG on the roof of a moving Kawasaki Mule 4x4. That was simply amazing. Watching Eric fly makes you realize how amazing PPG aircraft really are when you know how to fly them. That footage should be on the official fly-in DVD, which I have already pre-ordered. Sat night was a blowout again, but even worse this time. It felt like a freaking hurricane. We were worried about our motors and the tent we were storing them under. Ami, myself, and some of the other pilots tried to reinforce the tent, and then just hoped for the best. Fortunately, there was only very minor damage to one guy’s motor, which he easily fixed.

So with this weather, no one would be crazy enough to fly right? Well, while us PPG guys

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and gals were holding on to our caps to keep them from flying away, we hear a loud motor sputtering! We had a gyrocopter in our company and its owner chose that moment to show off his ride! Man, that was cool. This guy's gyro cruises at about 80 mph. When he was going against the wind, it looked like he was doing 20 mph, but when he turned into the wind, lookout! He was probably clearing the field at 100 mph at only 100 feet AGL! What a treat that was. I've never seen a gyro fly before. When night fell, Para-Motor City had its Fly-in Banquet. It was great. Good food and great people – can't ask for more. This is my second time to ABQ and I am amazed at how easy it is to get along with everyone there. The local flight club, called the Rte 66 Flyers, and their friends and family are excellent people and hosts. A more hospitable crowd you will be hard-pressed to find.

Sun Jun 10

Another beautiful morning. Ami and I flew for about an hour. Again, nothing but smooth glassy air. Later, we both decided to tag along on the PPG camping trip. The destination is about 2 hours from the main field. When we got to the campsite in the late afternoon, the weather was a bit windy, so unfortunately there was no flying that night. Ami and I decided to head back to ABQ so we could sleep in a motel instead of the minivans at the campsite.

Mon Jun 11

Ami and I got in another 30 min of flying. After that, I had to get my equipment boxed and shipped so I could catch my late afternoon flight home.

The ABQ Fly-in was just a spectacular event. Michelle and Jerry Daniele did an amazing job preparing for it. It was really obvious they have done this before. Every detail was well thought-out, from the safety officers coordinating launching to the temporary showers installed at the field. And the flying was awesome. The Sat and Sun morning flights alone were well worth the trip. I know Ami and I both had a great time. I can't say for sure

whether I will be going next year (for financial reasons), but I will definitely be returning for an ABQ Fly-in in the future! It would be great to have an even bigger USUA Club 1 presence next time!



~ Paresh Karandikar, Ami Abramson, and Rte 66 Flyers Club member Jim Doyle in the Para-Motor City Glider Repair Shop. (You can see Eric's wife, Elisabeth, working on a paraglider in the background).



Paresh Karandikar after flying in Albuquerque. Check out the gyrocopter in the background!

The Drifter

~ Lew Clement

An article in the June 2007 *Light Sport and Ultralight Flying* magazine reports that Phil Lockwood has brought out a new Drifter: a two seat Rotax 912 version of this grand old plane. More significantly is the fact that Phil Lockwood now owns the rights to the entire Drifter line. And that means that we may once again start seeing Drifters among the flying.

For those of you who are not familiar with the Drifter or, at least, haven't flown one, let me introduce you to one of the most stable, nice flying ultralights and ultralight trainers that I have ever flown. The Drifter came in single and two seat single engine kits. More recently, the Air Cam two seat, two engine version was added. Every one of these planes had the same reputation of being easy to fly, very stable and easy to build, as well. And, now that Phil has rights to these aircraft, he has added the two seat 912 powered version to the inventory.

The article goes into a lot of detail about the background of the Drifters so, instead, I will reinforce that with my own experience with Drifters.

I had heard of ultralights but had never seen one until my wife directed me to a display being held on the lawn of the Air and Space Museum in Washington, DC. Having come from a background of flying all metal aircraft for the Air Force, I was a little shocked at the thought of flying some of the very light, very fragile appearing, ultralights I first saw at the display. Then, on the far side of the group, there sat another ultralight, off by itself. There was something more substantial appearing about it than the first few I had looked at so I went over to look at it. It was a Drifter and it was there that I first met Phil Lockwood and Dennis Franklin, Chief Pilot and Owner of Maxair, respectively.

The more I looked at the Drifter and talked with these two, the more I knew that I wanted to fly the Drifter. So we made arrangements for me to meet Phil for a check out at their place up in Pennsylvania, just across the state line, north of Baltimore.

The checkout went well and I was thoroughly enjoying flying the Drifter. The trouble was there were no ultralights for rent. You had to fly as a student with an instructor unless someone would lend you their plane.

On one of my trips to the Maxair shop, I met another ex military pilot who was getting more familiar with the Drifter. A former Navy pilot, Al Carpenter, and I were introduced to the United States Ultralight Association (USUA) at that time.

Al had already helped build a Drifter and was getting ready to start instructing so, before long, I would drive down to his field in Cobbs Creek, VA, and fly with him. About this time, Maxair moved to Lake Wales, FL, and that necessitated my flying with Al or another pilot, Jim Kelly, who was instructing in a Drifter at a field at Deep Creek, MD. He was closer than Cobbs Creek so I flew with him a number of times. All this time spent on the road reinforced my decision that I must have my own Drifter but how to pay for it?

Discussions with Al and Jim about the building process included complaints about the need for frequent telephone calls to Maxair to clarify details in the construction manuals provided by Maxair. It occurred to me that I might earn some credit toward the purchase of a Drifter kit if I could sell them on the idea of my re writing their manual in easy to read English, rather than in the language of the more technically oriented.

I made the offer and it was accepted. It meant I would have to drive to Lake Wales and

spend time there, gathering the details needed to clarify the language in the manual. I took one of the very first portable computers along to speed my writing.

The plan was that I would watch as a factory team went through the assembly process on a two seat Drifter powered by a Rotax 503 engine. Following the manual, I would make the changes needed to clarify the instructions. “Oh, by the way, would you mind doing a video of the key points of the manual to be used as a supplement to the manual?”

Well, that all is a separate story. Suffice to say, when I was through, I brought back to Virginia a Drifter kit for me and a second one that Al Carpenter has purchased. I delivered Al’s kit to him in Cobbs Creek and made arrangements to build mine at his place, under his watchful and experienced eyes.

By mid fall, I had completed the building process and was ready to fly. Having already become quite familiar with the Drifter, I was very comfortable with those first flights and they went very much as expected. There was a little tweaking here and there, as would be expected. Very soon, I felt completely at home in the Drifter and ready to fly further than just around Hudgins Field.

I am convinced that the early comfort I felt in the Drifter was not just my prior flying experience but the airplane itself. It is as stable an airplane as I have ever flown yet fully responsive to the controls. There is nothing tricky about flying it. It is a well made, sturdy, yet easy flying, plane. And its wide landing gear makes it a very easy plane to land, as well.

For several years after the Maxair move to Lake Wales, Drifters were very popular. Nearly every field I visited had at least one and, usually, two or more, both single seat and two seat. They were a very popular trainer, no doubt because of their wonderful flying

characteristics.

Then, the Maxair organization went out of business. It’s closure had nothing to do with the Drifter. It was a matter of business management. Phil Lockwood set up his own business, becoming a distributor and repair point for Rotax engines, and a source of parts for Drifters and other ultralight aircraft, as well as flight instruction. And, now in 2007, Phil has obtained the rights to the Drifter and has added the two place model powered by a 912 engine to list of Drifters.

The one criticism that I had with the Drifter was its low windshield that didn’t shield anything above your lower chest. In cooler weather, that meant having to bundle up like an Eskimo. In cold weather, it meant flying was uncomfortable. I note that the new Drifter has a much higher windshield, much like the one used on the Air Cam. With such a windshield to keep the direct airflow off of the pilot, one can fly quite comfortably despite the temperatures.

With that no longer an issue, I m looking forward to an invitation to fly the new 912 powered Drifter. If you get a chance to fly it or any of the Drifters, try it! I believe you’ll really like it.

ADVISORIES

July Meeting – Minutes

USUA Flying Club 1
Warrenton Airpark (V7GO)

President **Len Alt** opened the meeting (11:07 AM) in the cedar grove picnic area at Beatley Field. Twenty members & visitors were present

Visitors/New Members: Rob Kane
(new) flying a Challenger

Bill Dunn (visitor
from Chapter #250)

Keith Miller (new)
Bob Earhart (new)
Mark Miller (new)

C-150

Officer's reports:

Secretary report:

Jim T. Hill – No changes indicated for the Minutes published in the July newsletter.

Treasurer report:

Jim Birnbaum – Income last month (May) was \$174, with expenses of \$212.30, leaving a current balance of \$2481.93. Details provided in Treasurer's report.

Membership – 4 new members in June & 2 new member in July.

Members At Large;

Larry Walker – Requested permission to research & order new books/DVD's ("How to" for light sport, soft wing & ultra light). Len will request authorization from the Board.

Larry Walker – Successful Poker Run. 6 soft wing and 6 fixed wing aircraft initially entered, and 10 completed the run. Winner of the poker run was President Len Alt, who also donated the prize to Club 1. Thanks to all the volunteers that made the event successful. After 8 years Larry is stepping down as the coordinator of the Poker Run. He has much information to aid the coordinator of the next year's Poker Run.

No PPG representative present.

Phil Williams – Jim Willess has been found, about 3-weeks ago Sandra Willess wrote a letter to New Mexico's Governor & State Police requesting a search of the New Mexico side. In response the State Police initiated a search in the Brohkaw Mountains area and on that day, July 3rd, Jim's plane was found. Details of the recovery and planned "wake" will be released later. In addition to the State Police investigation the FAA and NTSB investigations will be extended to include the recovery site.

Phil proposed a letter of thanks to the New Mexico Governor & State Police for their aid in finding Jim Willess. Motion – Larry Walker, Jim Birnbaum – Unanimous Approval.

Sandra (Willess) has offered a large number of technical aircraft books to Club 1. Larry Walker moved that this library be accepted (2nd Jim Hill). Library was Accepted.

Tom Richards was not present to report on WAP.

Peter Bastien – offered to coordinate the setting of the trusses for the larger hanger being built. Pete will suggest some dates as 4-men are required to easily handle a truss.

Next Meeting - August 4th – Jim Heidish will be the cook.

The September meeting will also be at WAP. The September 8th event needs a cook.

New Business:

Green Phantom aircraft (at WAP) has a share available (Pete Bastien's) -- cost \$3000 and \$200/quarter operating fund, contact Dick Martin (Tom Richards) for details.

Pete Bastien has a "new" plane, a Pitts (older craft).

Par (Paresh Karandikar) won the 50/50. Thanks to Par for donating the winnings to the Club.

Len Alt - President closed the meeting at 11:45 AM and Club members adjourned to burgers and dogs grilled by **Jim Birnbaum**.

Respectfully Submitted

Jim T. Hill

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.

- 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.

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.

1952 PIPER TRIPACER -- Project. Airframe and engine with less than 800 hours since new. Fuselage and one wing have been recovered. Other wing needs cover. Needs paint job. Engine needs assembly. Asking \$ 12,000.

Inquiries: Ralph E. Kew via e-mail at REKP1@MSN.com. (08/07)

PASHA 2 TANDEM WING -- 42m, like new, \$2400.00

Inquiries: Michael O'Daniel 540-270-8855
onegooddoc@starpower.net (08/07)

WEIGHT SHIFT KIT FOR BLACKHAWK -- brand new, never used \$225.00

Inquiries: Michael O'Daniel 540-270-8855
onegooddoc@starpower.net (08/07)

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 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.

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, 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) \$20.00. (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 week-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

USUA FLYING CLUB 1

August 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.

Ultralight 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)

Jim Birnbaum
8570 King Carter Street
Manassas, VA 20110-4888

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