



## FROM THE LEFT SEAT

**Len Alt, President**

Hope you got a couple of good flights in this beautiful weekend! Sunday was spectacular. Arriving early at the airfield I found several folks pre-flighting their aircraft, and a couple still sound asleep on cots in sleeping bags inside their trailer. That's one way to get an easy early start on the flying!



*Jim Heidish Taxiing Out*

We have two of our traditional flying events coming up this month. Saturday October 6<sup>th</sup> is the date scheduled for our Fall Fly-In, and the following Saturday, October 13<sup>th</sup> is planned for our Color Run Fly-Out. These are two fun events during a time of year when the weather and scenery are typically at their peak. So far we do not have anyone who has volunteered to coordinate these events. If you would like to step forward and handle one of these please let me know. Your club members will appreciate it.



*Arvind Singh and Jerry Starbuck in the Air*

This coming Thursday evening marks the resumption of our club meetings at Centreville High School. We'll meet in the library starting at 7:00 P.M. Please plan to join us.

Fly smart. Fly safe.

## I'm Going Down

I always hoped that I'd never have to say those words, but as Len touched on in last month's newsletter, that is exactly what happened to me. Let me back up and pass on what happened, what could have happened, and lessons learned from the experience.

It was an absolutely beautiful Northern Virginia Sunday morning [September 2<sup>nd</sup>]. I pulled into WAP still needing my headlights on. A light mist hung in the low spots and the air was absolutely calm. The PPC guys that had camped out were all still asleep [that didn't last long!]. By the time I had pulled my PPG on its quad out of my "hangar" and preflighted it, there were 4 soon to be 7 PPG pilots there getting ready to run or roll into the air. This was the second flight that I was going to take my camera with me and try to get some airborne shots. Michael, Len, and I decided to head off to the west and fly over the horse farms and rolling hills. After radio checks on the ground, I launched first. Len launched next but discovered a broken line and landed ASAP. Luckily Kim had her wing already laid out, so Len 'borrowed' it and launched again. Michael launched and we joined up and headed out to the west. I was in the lead; Len was stepped up and behind to my right; and Michael was level on my left slightly in trail.

We crossed Route 29 and headed for the huge mansion directly west of WAP. I radioed Michael and Len that I was going to stay to the east of the mansion and I wanted to get some shots of them flying near the mansion. Just then I heard a loud POP and my engine quit. I was probably at about 300' AGL. I made the call to Len and Michael "I have an engine out and I'm going down." I had a fleeting thought of trying to pull the starter cord and try a restart, but I disregarded that and just concentrated on flying the PPG. I started looking for a place to land. Initially ahead of me was an open

area that had scattered trees and shrubs with a dirt lane down the middle. I had the thought that I could probably land there, but I remembered from my training years ago and my PPG training that the nearest place to land might be right behind me. Sure enough, I started an easy 180 turn and now I had multiple open pasture fields in front of me. This all ran through my mind in a few seconds. I saw a nice pasture that was lined with a wooden board fence right next to a stone road. I decided on this one thinking it would be easy access for a recovery vehicle.

While this was happening to me, Michael stayed with me and Len broke off back toward WAP to start the recovery effort. I asked him to call Kim and have her drive my truck as the recovery vehicle to my location and pick me up. Michael backed me up on the site to land and followed me down.

I made a couple turns on my way down. I noticed a small group of horses to the north end of the pasture, and since the winds were calm and I could land in any direction, I chose to land at the south end of



*Dave Reidel*



*Michael O'Daniel*

the field away from the horses. I had a very smooth touch down and laid the wing over about 50 feet from the fence. I made the call to Michael and Len that I was safe on deck. Len acknowledged the call and I could hear him talking to Kim in my truck and coordinating her turns as she drove down the road. The horses wandered over to check out the weird contraption that interrupted their Sunday morning, and as I was picking up my wing they sauntered off. I put the wing over the fence near the road and started pulling my quad toward the gate. A neighbor had seen me land and came in the field to help me out. By the time I pulled it the hundred yards to the gate, the lady that owned the property was screaming at me to get out of the pasture and away from her horses. She was very upset with "all you guys flying low and scaring her horses!" I radioed Michael and Len to elevate and leave the area. About the time that I pulled my PPG out of the field, Kim drove up with my truck near my wing. I talked her eyes on to where I was and she drove up the lane. By this time the "extremely perturbed" lady owner had gone in her house and the man that owned the property had come out and talked with me. I apologized for having landed in their pasture.

He was cool about it and helped Kim and I load my PPG into the truck. In literally 20 minutes from touch down in the pasture, I was picking up my wing from next to the road and was heading back to WAP. Kim and I were back to my hangar and I had my PPG unloaded and put to bed by the time Len and Michael decided to land.



*Len Alt*

What caused the engine out? My spark plug literally blew out the top of the cylinder and was still hanging in the spark plug wire. The threads are stripped in the head. I have some maintenance to do before I fly again!

Why did I want to tell you all the details? I think a lot of things went right that made the flight and recovery go very smooth. A lot of things could have happened with not as good an ending. I think the Club and especially new PPG pilots can learn a lot from this experience. First - I had done a very thorough preflight and had even tightened the spark plug, so when the engine quit, I knew it was something major and I did not to try to restart or mess with it. Second - I flew with a few buddies. It would have been a long walk home without Len & Michael to call for and direct the recovery. Third - I had a radio, we had done checks on

the ground, and we used them airborne. Fourth - I flew over an area where I could find a safe landing area if something happened. Fifth - I concentrated on flying the aircraft when I had the engine out and didn't try to trouble shoot the problem. Sixth - my wingmen knew what to do as soon as I had my emergency. Michael stayed with me and Len assumed the high cap to coordinate the recovery effort. They also stayed off the radio and didn't try to quiz me while I was busy "going down." Seventh – we had Kim at home base and she was willing to take my truck and pick me up. My lesson learned is to go for an empty field, not one with expensive horses in it! As a note to the Club, stay high over any field that has horses in it, I've been told they can be worth \$50K to \$1 Million and the owners don't liked them spooked!

How would you have reacted to the engine out? Have you thought through it BEFORE you launched? Have you walked through your next entire flight in your mind with 'what ifs' along the way? Do you know what to do if someone goes down while you're flying on his wing? Do you know what to do as the airborne On Scene Commander in the event of a mishap? Do you have a recovery plan in mind if something happens?

Hopefully this gives you all food for thought and a good topic for your "Hangar

Flying" before you launch again. All of it applies to the PPG community and a lot carries over to our "hard wing" brethren in the Club. If anyone wants to discuss it, please look me up. I want to publicly thank Len Alt, Michael O'Daniel, and Kim Alt for helping me through the emergency landing and recovery. Everyone was very calm and professional throughout the event. All three individuals are a very valuable asset to the Club and our PPG community. Professionals one and all.

Fly safe,

**Dave**

Dave "Skull" Riedel



WAP



*Flight at Sunset*



*Hangar Under Construction*



*New Hangar*



*Flight at Dusk*



*Hangar Under Construction*

## ADVISORIES

### September Meeting – Minutes

USUA Flying Club 1  
Saturday, September 8, 2007  
Warrenton Airpark (V7GO)

President **Len Alt** opened the meeting in the cedar grove picnic area at Warrenton Airpark.

Officer's reports:

Secretary: **Jim T. Hill** – Unable to attend

Treasurer: **Jim Birnbaum** – August Income \$66.00, August Expenses \$0.00, leaving a Current Balance of 2565.93. Details, provided in Treasurer's Report

Safety & Training Director: **Position Open** - Nominations for this position are requested.

Membership: **Phil Williams** – No report (not present)

New Business:

Coordinators are needed for the following events (2007)

Fall Fly In – 6 October

Color Run – 13 October

Holiday Party – 1 December

It was moved and passed that the club donate \$100 to the Warrenton Fire Department in recognition of their outstanding rescue support at the air field. The club president is to draft a letter and present the check, with photographs if possible.

It was decided that all scheduled monthly meetings from October through March should be held as planned at the Chantilly High School.

It was moved and passed that the club president should send a condolence card to Dale Hooper regarding the loss of his mother.

Motion to Adjourn – 1:00 PM

Mark Miller prepared BBQ and chicken for the membership's enjoyment.

Respectfully Submitted,

*Len Alt*

President (Acting Secretary)



*Jim Birnbaum*

## 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.

- 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.

#### **HANGAR TO SHARE WITH TRIKE --**

Beautiful new hangar at the Front Royal airport. Electric door, south-facing. Your share would be \$160/month. It's 75 minutes from Braddock Rd. and the Beltway. Front Royal is beautiful. Contact Steve Beste at 703-321-9110. (09/07)

#### **QUICKSILVER MX SPRINT, ROTAX 447.**

Single layer wings, BRS, electric start, Alt, RPM, new battery, compass and combined CHT/EGT. Cockpit fairing with tall windshield, and 4-point harness. Hangared and with full set of custom made protective covers. **\$5800.** Contact: Bob Bell 540-351-1081(W) or 703-943-7129 (C). (08/07)

**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 onegooodoc@starpower.net (08/07)

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

Inquiries: Michael O'Daniel 540-270-8855 onegooodoc@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.**

# 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
<b>Terms of office: +2007-08 *2006-07</b>		

**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

October 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)

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**

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