



FROM THE LEFT SEAT

Len Alt, President

Fall greetings. The beautiful autumn weather has arrived. Hope you have had the chance to enjoy the spectacular scenery at Warrenton Air Park. This is truly one of the best flying times of the year.



Cruising at WAP

Many thanks to Dave Riedel who has stepped up to assume the vital role of Safety and Training Director for the club. As the principal means to keep us all safe this is in my view the most important position in the club. As you know this role was filled so ably for many years by Jim Willess. We are fortunate to have another aviation professional take the lead. I request that you help Dave in this critical function by providing him with material relevant to aviation safety as it relates to our aircraft. Any safety related reports or information that you prepare or find will be most welcome. An example in this newsletter is the thoughtful analysis by Phil Hyland of his recent PPG incident, and in particular his root cause analysis of the factors leading to this accident, and what can be done to prevent recurrence.



Hard Landing

Hope to see you all flying at the air park! Fly smart. Fly safe.

Wilderness Road

In 1775, Daniel Boone established The Wilderness Road as the primary route through the Cumberland Gap for early settlers to reach what is now Kentucky. Transversing a washboard terrain that seems to stretch on forever, it could only be accessed on foot or horseback until improved in the very late 1700s. From two thousand feet AGL I was more than hopeful that this part of the USA terra firma did not become a venue for a forced landing. Very inhospitable indeed. Unless I could land on a sixty foot trailer in some un-charted ravine I was SOL. Daniel was once quoted as saying "I can't say as ever I was lost, but I was bewildered once for three days". As I gazed at my Garmin 296 performing its miracles with routine aplomb, I occasionally wondered out loud what I'd do if it decided to go south. Trying to spot a runway I've never been to before, 40NM away, in heavy haze, with only a wet compass and watch, is not my strong suit.

The New Kolb Aircraft Company has their annual Homecoming at their facility west of London, KY the last weekend in September. Last year was a complete washout with three days of heavy rain.

Those who didn't arrive on Thursday didn't make it. The 2007 fly-in couldn't have had better weather and was advertised as the best fly-in to date.

Some nasty weather was predicted for Thursday 9/27/2007 so I departed Warrenton W66 on Wednesday. Stuffed my tent, air mattress, folding chair, clothes, sleeping bag, and other bare essentials into the Mark III Extra, lit the Rotax 912S, and I'm on my way to my first fuel stop, Farmville FVX, 81NM away. The only reason I bought a two seater was to have some real estate to store things for cross country flying. Even though I can carry 17 gallons of petrol, 80-120NM legs work best for me and it gives me plenty of options.

The trip to Farmville took 1.2 Hobbs and 5.4 gallons @ 5450+- RPM, my standard cruise setting for cross country. Any time I exceed 5500 RPM (max cruise) the Engine Information System RPM readout starts blinking to indicate max cruise

exceedence. Neat piece of equipment. I think most people who have lots of red light alerts on their EIS have the min/max values set too tight. Not an issue for N46520.

The next stop would be New River Valley PSK, 108NM. This leg took 1.7 Hobbs and 7.8 gallons. One of the frustrating things I've run into visiting these FBOs is that they all seem to have different computer capability for weather, NOTAMs, TFRs, etc. Why they don't all have a high speed internet feed and then let the user access their favorite WEB sites is beyond me. I haven't been to a FBO in Virginia that has any food on site so I always carry along a nosh or two. Weather so far has not been a problem.



Now on to Lonesome Pine LNP, in Wise County. Friendly FBO that will lend me a bike to ride to a nearby small family style restaurant as he re-fuels the Kolb. This leg was 90NM, 1.4 Hobbs, and used 7.2 gallons. All my times include taxi.

This was a little more exciting vis-a-vis the weather. I didn't have to scud run but the haze was horrible with that feeling that I was going to be IFR any second. This is where the Kolb/912S marriage excels and you grow to love the excess power and the Kolb climbing capability. Getting over the Blue Ridge 4700+ foot peaks not a problem and I don't detect any reluctance from the Rotax. I'm thankful I decided to install an after market carb body heater

since I'm in ideal soup for carb ice. Of the top three things an aviator should be concentrating on—aviate-navigate-communicate—, in that order, my confidence in the Rotax lets me stay focused on the aviating part. I keep a keen eye left/right/down to make sure I'm still VFR and remain poised to make a 180 if things go sour. Very scary stuff. Reminds me of the old saying about flying—It's hours and hours of boredom punctuated by shear terror. So far so good.



Now for the last leg into Kolb, Chesnut Knolls, 3KY2, 83NM. The field is named after Mr. Bruce Chesnut who owns Kolb. Weather shows two thunder storm cells between LNP and 3KY2, both moving northeast at a pretty good clip. The heavy haze remains an issue making these two guys imbedded and almost impossible to see from the air. Using a little judgment (Kentucky windage?) I time my departure from LNP so my path will hopefully be southwest of these bad boys. I was close and had to make a turn left to scoot around the remnants of one. I re-adjust my Garmin for the best direct route and I'm into the Kolb grass strip, 1.4 Hobbs and about 6 gallons. Interesting is the fact that the Kolb factory is located in a dry county. What a shock to my system! Reminds me of the days Virginia had the Blue Laws. You could buy shoes on Sunday but not shoe laces because the laces required work. Go figure.

Thursday was IFR until late afternoon when about five other Kolbers arrived. Kolb provides all

the food and opens the facility for all attendees. The whole operation is run by about five people and it's a treat to see how things are manufactured and assembled first hand. Saturday night is a dinner provided by the local church, banjo music, and door prizes. Kolb also provides an afternoon seminar addressing the "unique how to" for covering a Kolb using the Poly Fiber process.

The weather cleared up on Friday with unlimited visibility and ceiling and this remained over the area and the entire eastern seaboard through Sunday. On Saturday I took a two hour sight seeing flight down to Lake Cumberland and surrounding area. I departed late morning on Sunday heading back to W66 via a little different route.



I got back to Lonesome Pine LNP about 11:00AM, 83NM and 1.2 Hobbs. The FBO is locked up tight with a sign "Open at 1:30PM". Now that extra fuel I carry around feels pretty good. I try calling my better half but the cell phone has no connectivity. I also can't call my next planned fuel stop to make sure they have fuel. The Airnav said Twin County had 24 hour fuel with credit card so I bet on it and decide to head east, about 82NM. I always download and print out the info in Airnav for each airport I have on my planned route. Just as I cinch up my seat belt and harness two people enter the flight line heading for one of the

spam cans parked on the ramp. Luckily one has keys to the fuel truck and I'm topped off with 5.4 Gallons and I'm out of there. Flying weather couldn't have been better with great visibility and light turbulence.

After 1.3 Hobbs I'm on the ground at Twin County Airport HLX. Sure enough there's 100LL available with credit card. I insert my card, estimate 10 gallons as it dictates, and start to re-fuel. At 2.7 gallons it cuts me off and goes eerily quiet. I re-insert the card and re-estimate 25 gallons.

It cuts me off at 1.7 gallons. Knowing that my credit card will not continue authorizing multiple uses I re-insert and now estimate 8 gallons. This time it gushes forth a half gallon and I'm down for the count. Close to five gallons total. Almost the second time I was forced to use my reserve fuel. I have a capacitance fuel gauge and a clear plastic sight gauge on the fuel tank. I double check the fuel meniscus and it's almost full. I'm off the Farmville FVX 120NM.



With plenty of time the great weather I decide to drop into Smith Mountain Lake Airport W91 for a quick look see. Plenty of boats on the lake and friendly FBO. I top off with 5.5 gallons and decide to go direct to Warrenton W66 and bypass Farmville.

It's a little turbulent so I climb to 7300' MSL just above the clear haze where it's rock solid smooth but cold. I continue at this altitude until the

large white petroleum storage tanks along the James River come into view and then start a gradual decent to 1500' AGL to enjoy the beautiful Virginia Fall landscape and bask in the knowledge I have a place to set down in case my Austrian sweetheart coughs.

It wasn't until I got near the Flying Circus at Bealeton, VA., that I saw my first aircraft from the air, coming and going, on this trip. A hot air balloon.

Another enjoyable cross-country that is only made better by the great weather for the return leg. The Garmin said 1014 NM total, 96.9 MPH max speed. I burned about 56 gallons of fuel @ about \$227 with better than 18 MPG. Until the next time,

Safe and Happy Flying to all.

~ Loyd Peterson, Kolb Mark III Extra N46520

PPG Accident -- 8SEP07

An accident with injuries occurred at approximately 10:30 EDT on September 8th, 2007 at Warrenton Air Park, located near Warrenton, Virginia. A pilot with 75 PPG flights was flying a Vittorazi motor mounted on an SD 100 frame on a Paratoys wing. Pilot was making his second flight of the morning at his local field. The weather was clear, about 85 degrees Fahrenheit, with a 5-6 MPH. surface breeze from the south and moderately bumpy, sometimes slightly gusty winds near the surface. Eyewitnesses estimated the wind at treetop level at 10-12 MPH.

The pilot chose an approach path for landing that passed into the prevailing wind, over a line of 60-foot trees. About 30 seconds from touchdown pilot noted trim was not set to slow setting, so decided to execute a go around. However, adjustment of trim became focus before gaining ample altitude resulting in brushing the treetop of a pine and loss of altitude into the hanger just beyond.

The engine was heard to rev just before his feet and knees, hanging from the leg straps in a

landing configuration, were observed to impact the top of the trees. This was followed in 1-2 seconds by the very loud sound of the pilot contacting the top of the metal clad, wood stringer construction aircraft hanger. Eyewitnesses reported that after striking the trees the wing “fell over” to the pilot’s left and he dropped down and impacted the hanger roof.



Landing approach was from upper left.

Nearby pilot rescuers reached the scene within a minute and 911 was dialed immediately. The pilot, hooked into his harness and paramotor was visible at the top of the hanger, near the peak. The pilot was found suspended at chest level in the corrugated metal roof by the paramotor frame and harness. He was not moving, but did occasionally respond vaguely to questions, complaining of chest pains. He was breathing with minor bleeding from cuts on his chin and knee. He was wearing a helmet. The motor was running at idle when rescuers reached the scene. Gas was leaking slowly onto the roof from the gas tank. The spark plug wire was pulled to stop the motor to prevent a fire.

One person stayed with the pilot as other rescuers set up a tall ladder inside the hanger. The pilot was able to put some occasional weight on the ladder. He could not easily be extracted upward out of the roof hole, and rescuers assessed he could not climb down the ladder inside the hanger. Professional paramedics from the local fire

department arrived soon and climbed up on the outside of the hanger roof and up the ladder inside the hanger. They decided to call for a ladder truck equipped with a long extensible ladder with a cherry picker platform at the end. This arrived about 10 minutes later. The pilot’s paramotor frame was attached by straps to the cherry picker platform and he was extracted vertically out of the roof, swung clear of the hanger, and lowered to the ground where he was placed in a stretcher, and transferred by ambulance to a medivac helicopter that had landed at the airfield.

Upon transfer to a hospital the pilot was diagnosed with broken ribs on both sides of his chest, a cracked sternum, a lung contusion, and several minor cuts and scrapes. He spent the evening in the hospital, was released to home the next day, and is making a full recovery. Damage to the equipment included a broken prop, bent paramotor frame, broken frame hoops, bent J-bar (right side), and all wing lines cut by rescuers. The gas tank was leaking. There was no immediately apparent other damage to the wing. The hanger roof had a two foot diameter hole in the metal corrugated sheathing and broken 2x4 wood stringers.

Root cause of the accident is assessed as pilot selection of a landing approach profile with too little margin over trees and last moment distraction due to riser trim adjustments. Loss of focus on flying at a low level was the critical error.

~ Phil Hyland

ADVISORIES

October Meeting – Minutes

USUA Flying Club 1
Monthly Meeting
Thursday October 4, 2007
Centreville High School

President **Len Alt** opened the meeting at 7:30 PM in the Centreville High School Library. Twelve members were present.

Officer’s reports:

Secretary’s report:

Jim T. Hill – Thanks to Len (President) for acting as Secretary for September. The Minutes as published in the October news letter were accepted.

Treasurer’s report:

Jim Birnbaum – Not present – Electronic Treasurer’s Report & Balance Sheet attached.

Safety & Training Director: Nomination – Dave Riedel, (Larry Walker/Ron Sanders) – Len will contact Dave for his acceptance. Nomination approved subject to acceptance by Dave.

Membership Director – Not Present

Activities at WAP (Tom Richards): Not present.

Members At Large:

Larry Walker – Commendation for Dave Riedel’s report “I’m Going Down” (October Newsletter) which showed safety planning both in his pre-flight and in-flight activities.

PPG representative: Not present - Larry Walker opened the discussion of the soft wing accident (Phil Hyland) crashing into the roof of the new hanger. Major concern was the safety of the pilot and the rapid response of the EMT’s.

New Business:

- Club Activities: October 6th - Fall Fly-In

October 13th –

Color Fly-Out

These two events will be cancelled if there is no interest (no coordinator). No volunteers therefore the events are cancelled.

December 1st –

Holiday Party (Len Alt)

- Development of Emergency Roster to be kept at WAP and added to the Club Roster (Ron Nelson/Jim T. Hill) – Approved.

50/50 won by Ron Nelson

Len Alt - President adjourned the meeting at 8:35 PM.

Respectfully Submitted,

Jim T. Hill

Secretary

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.

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)

Price Reduced!! **Quicksilver MX Sprint, Rotax 447.** Single layer wings, BRS electric start, Alt, RPM, new battery, compass, combined CHT/EGT, steerable nose wheel and brakes. Cockpit fairing with tall windshield and 4-point harness. Hangared, with full set of custom made protective covers (sold separately, price negotiable). **New price of \$5000.** Contact: Bob Bell 540-351-1081(W) or 703-943-7129 (C). (11/07)

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
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.

Membership Due's Policy

The period of membership follows the calendar year – January through December.

The renewal period starts on 1 October with regular dues at \$20.00 and family at \$25.00. Members who have not paid their dues by the end of February will be dropped and will not receive the Newsletter or Membership Roster.

New Members joining from 1 July through 30 September will be charged \$10.00. New members joining after 1 October will be charged \$20.00 or the family rate, if applicable, and will be credited will full membership for the following calendar year.

Please mail payments to USUA Flying Club 1, 8570 King Carter Street, Manassas, VA 20110. Payment can also be made at the regular monthly meeting. Please include the 2008 Membership Application form with your payment. This will be used to ensure that our records are current. A copy of the membership application is attached and also printed at the end of the Newsletter.

Jim Birnbaum
USUA Flying Club 1
Treasurer

FLYING CLUB 1 MEMBERSHIP APPLICATION - 2008

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 _ Renewal _ Regular __ Family__ Membership

*Street or PO Box: _____

*City: _____ State _____ ZIP

*Telephone(H) _____ Telephone (W) _____

*Spouse's Name _____ *Name To Go On Your Name Tag _____

Emergency Contact: Name: _____ Phone: _____

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 Cessna 150 _____ Stored/Flown from Warenton Air Park

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 must be completed. Mail application to the Club 1 Treasurer, Jim Birnbaum, 8570 King Carter St., Manassas, VA 20110, accompanied by dues for regular (\$20) or Family (\$25) membership for a full year or \$10 and \$12 (Family) for the period 1 July through 30 September. Payments after 1 October should be for the full rate and the member will be credited with membership for the following calendar year. NOTE: Information from this application will be included in the Club 1's membership roster intended for internal use only. (*Roster__E-mail__USMaiI__Name Tag__).

To join USUA Flying Club #1, fill out the forms on the reverse side. To join the national USUA, fill out the form below: (Canadian and non-US membership add \$5.00)

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

____ **\$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.

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**

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 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 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.