



FROM THE LEFT SEAT

Len Alt, President

Greetings. Hope March brings us all some milder weather and the opportunity for a few more flights.



Blue Ridge Mountains from WAP

If you haven't been to the airfield lately there have been some significant improvements. Thanks to progress made during a recent work party the long suffering field roller has finally been made operational. Dave Riedel then spent the good part of a day rolling the main runway and the abandoned runway. They look great. You don't notice how rough they can get until you see them smoothed out.

The response to the request for a work party at last month's meeting was excellent. In addition to repair of the field roller a shed was constructed to house the utility cart. Thanks to all who volunteered and to those who have contributed their efforts at other times. More details in the article in this month's newsletter.

Thanks also to Greg Palmer and to Par Karandikar for keeping our club web site up to date. If you have a photo of you and your flying machine you can send in they would be happy to add it to our collection of "Club 1 Member Aircraft".



New Hangar Under Construction / Early Morning Flight -- WAP

Please join us for our March club meeting at Centreville High School Thursday evening, March 6th, starting at 7:30 P.M. Note that due to a scheduling priority by the school our meeting will be held in the lecture hall (on the 2nd floor), not the usual location in the library. Hope to see you there.

Fly smart. Fly safe.

Skull Sez ...

FROM THE CLUB 1 SAFETY HANGAR

Good day! This month I want to cover how to identify and control some factors that might prevent a mishap and touch on some ultralight mishaps.

The following is from an article in the *April 2004 Trikes Corner* by Jeff Stewart:

"As many of us prepare for our first flights of the year, and with safety always in the back of our minds, I thought it would be a good time to touch on safety again. While skimming the UPAC publication: *Ultralight Pilot's Manual of Aerodynamics, Meteorology and Navigation*, I came across the following common sense statement at the bottom of the first page: "Ultralights are real aeroplanes, not toys, and they must be treated with respect." It went on to remind us that "flight in of itself is not necessarily dangerous, however it is most unforgiving of errors, sloppiness and misjudgment on the part of both the designer and the pilot." I am probably not contradicting the above when I say that, in my opinion, flying is *inherently* dangerous. So is SCUBA. In both cases, technology allows us to explore an environment quite foreign to us. Humans evolved on the ground, not in the air. And no matter how expensive an aircraft you fly or how skillful you are as a pilot – when the engine shuts down, gravity always wins. So when judgment, technology or just plain luck fail us 50 feet underwater or 5000 feet about the earth, we quite often find ourselves with limited options.

If flying is "inherently dangerous", why do airliners move millions of passengers each year almost entirely without incident? Why do the majority of ultralight and GA pilots never experience a serious accident, despite hundreds of hours in the air? The answer has everything to do with control and attention to detail. Pilots tend to be positive in outlook, but they gain this sense of optimism only by questioning everything that could go wrong. And so it is no accident (no pun intended) that pilots seem fixated on identifying, then controlling the factors that might lead to a mishap. It is this detailed attention to safety that makes flying safe."

I was taught in my training to "AVIATE, NAVIGATE, COMMUNICATE". What this means is first and always first, fly your aircraft; then concern yourself with navigating; then communicate [talk on the radio]. When something out of the ordinary happens and breaks your concentration, habit pattern, or plan, first fly the aircraft. There are

innumerable accidents that were caused because the pilot focused on a broken instrument, looked at his map too long, fixated on another aircraft, or stared at something on the ground too long and ended up crashing into the ground [or someone else] in controlled flight. Always, ALWAYS, fly the aircraft first when something happens. If you can't fly the aircraft and control it, nothing else will matter.

Stabilize the aircraft and then sort out the problem. Only after you are in control do you want to start figuring out which way is the closest field/spot to land, and then start talking on the radios or answering wingman's questions [or an observer on the ground]. In the following short explanations of actual mishaps, think about the factors that could have caused the mishaps and identify controlling factors to prevent accidents like these from happening. If we have time at the March meeting, we'll talk about them.

1. Experimental. A small plane crashed killing the plane's pilot. Two people were on board the plane, which the FAA described as experimental. A spokesman at the airport said it appears the plane took off and a piece of the plane's canopy covering got tangled in the propeller.

2. Ultralight. The pilot of a Lazair ultralight aircraft had taken off to practice touch and go's. He was proceeding on a wide left-hand circuit downwind for landing. He had been sequenced number one and as he turned base, witnesses heard both engines stop. The aircraft continued on what looked like a power-off glide back to the airport. The Lazair ultralight aircraft is equipped with two small 185 cc Rotax engines mounted forward of the leading edge of the wing, and the pilot sits underneath the wing. As the aircraft approached final, the wings were seen to rock from side to side. The aircraft then nosed over to about a 90° angle and the pilot was unable to recover from the dive, even though the altitude from which it was begun was reported to be close to 500 ft. The pilot lost his life.

3. PPG. Climb out to the usual 8000 feet and shut the motor down to approach the LZ. At 1000 feet AGL I pulled the brakes off and on to swing

forwards and slow the glider down. Slowly pulling the brakes harder and harder and decided to pull them down a little further than usual. All of the sudden the trailing edge of the glider folded under and I dropped a couple of hundred feet very fast, motor first, feet up. When I reached to deploy the reserve the wing suddenly re-inflated.

4. PPG w/quad. Pilot began the takeoff with the wing coming up slightly to one side and attempted to correct and center the wing. Oscillations ensued and the pilot chased them with brake input for a hundred feet or so before reducing power and slowing down. At that point it seemed the pilot regained control, full power was again reached but this time the wing was a little to the right of the pilot's track on the ground. The pilot never fully got under the wing with countering brake or steering under the wing. Eventually the wing went so far to the right that it pulled the quad over on to two wheels. Then the quad cartwheeled one full revolution and came to rest upside down.

5. Ultralight. The pilot of a Tierra II ultralight was on the takeoff run when suddenly the left door became unlatched. The aircraft veered to the left and crashed adjacent to the runway. The pilot declared that he forgot to ensure that the door was properly latched before proceeding for takeoff.

6. Ultralight. The pilot of a Nordic V ultralight was seen performing tight turns at low altitude. During a pull-up, followed by a steep turn, the aircraft stalled and fell to the ground. The pilot was fatally injured.

7. Ultralight. The pilot of a float-equipped Quad City Challenger II ultralight aircraft was on final approach to land when he found the controls difficult to operate. As he reached an altitude of approximately 200 ft above the water, the controls froze and he could not move them. The aircraft suddenly pitched forward and the tips of the floats struck the water and the aircraft flipped over. It was reported that a life jacket might have moved under the control mechanism during flight, jamming it and causing the crash.

At the March Club meeting Jim Heidish will talk about his ultralight's characteristics in and around the field. I am looking for a LSA or GA aircraft pilot volunteer to talk for a couple minutes about his aircraft's flight characteristics at the April meeting.

See you at the Airpark and don't forget to perform a good preflight before your next hop.

Fly safe,
'Skull'
Dave Riedel

A Trip To the Circus

An event report from the PPG Flying Circus, Francisco Grande, Arizona, February, 2008

It was Saturday early morning. Blue sky dominant, no single cloud had appeared yet. The wind was light and variable, and the morning air was still cool even though the temperature should climb up to 75 degrees this afternoon.

I'm heading north, 3000 feet above ground, on my way to the pit hole, an abandoned copper mine.



Abandoned Copper Mine

We had set up a cross-country from the Francisco Grande hotel, north to the mine, west to Phoenix regional airport, and back to the hotel. Looking around, there is no one flying with me. This is one of the few moments in life when I can relax and not ask where is everybody. It's about 30 miles round trip, but even with my slow wing I can complete it in two hours. The two gallons of gas in my fuel tank should last for those two hours. I check the direction I'm heading just to confirm the right path. This mine is a 1000 foot deep hole, so it's really hard to miss it.



Some times in ^{Open Space}life one can face a question with no answer, just to find out the bright answer will pop up later. Why am I alone will be solved later. Flying slowly allows me to stare at the view out of my open cockpit for few minutes at a time, trying to capture the incredible walls of the mine. Clearing my mind from any concerns allows me to enjoy the beautiful morning. A few more turns to capture images of the landmark and I get ready to continue my journey.

Now we are six of us, all heading to Phoenix Regional Airport (PRA). It took them a longer time to launch, then soon to join me. It's always nice to fly with others.

The terrain is covered with cactus. The cactus looks small from above, but going down low and flying three feet from the ground reveals those enormous giant saguaro stand up to six to eight feet

tall, as if they were soldiers with swords guarding the desert floor. Yep, it doesn't give one much appetite to land on one. Approaching PRA, it's the first time I'm landing my PPG at an airport. It doesn't have a control tower and we are allowed to land in the grassy area by the hangars as long as we keep off the runways.

A well organized cross-country flight in a PPG means having a chase vehicle. We land and take advantage of the opportunity to refuel just in case. After a short break we take off on our way back to the hotel.

Flying low provides us the opportunity to capture video footage of the chase truck, while he in turn took some video of us flying beside him. The mid-day thermals weren't so strong, allowing us to exhaust all the remaining fuel in our tanks

Back at the hotel later the Flying Circus had a cannon shoot bowling balls 1500 feet in the air, and fired fireballs at night. Very impressive, the crowd loved it. A base jumper jumped from a hot air balloon above the landing zone. The event was well balanced between good times and safety.



LZ



The Hotel

Why am I coming to this fly-in? It allows me to fly in the desert landscape I love so much. I launched with a full tank, flew for two hours, landed on my last drop of fuel, only to fill it again and fly another round. I flew six hours in a single day! I can't do this at home.

As a beginner I want to learn more. Watching other pilots is one way. It doesn't mean I'll watch acrobatic flight and do it the next day, but we sure can learn the techniques from watching experienced pilots succeeding in reverse launches in three miles per hour wind.

Support by a friendly hotel environment just helps to elevate the team spirit. The most important factor of them all is the people that participate in this event. Nice and friendly. We could talk about motors, wings, and flying together.

Most appreciated is Mo Sheldon, who organized this detailed and well manicured event.

~ Ami Abramson

Vice President's Report

USUA Club 1 Work Party Warrenton Airpark (WAP) Saturday, February 9, 2008

The flying club Work Party got underway at 8 AM, with actual work commencing around 9 AM, when most of the participants arrived.

One of two tasks set for the day by the Airfield Proprietor was to put the turf roller into operation. For the past several years it has stood on end, serving quite admirably as our Monument to Unfinished Projects. The task assigned to the work group of which I was a member was to fill the turf roller with crushed gravel. The roller would normally hold about 400 gallons of water, but it has an unrepairable (at least by us) hole in it, so we decided that crushed gravel followed by concrete would give us the mass and stability we needed.

The hole available for inserting the gravel is the same one that was available for filling it with water, i.e., about 2-1/2 inches in diameter. The task of filling it with gravel required three of us: one to shovel the gravel, one to hold and jiggle the improvised funnel, (which was just very slightly larger than the hole, so it would not fit in and had to be held), and one to supervise the other two, and to relieve the holder/jiggler guy when said Holder/Jiggler's arms got tired. The reason the funnel had to be jiggled is because each individual piece of gravel, upon reaching the bottom of the funnel, considered itself to be a miniature keystone, and acted to prevent the gravel above it from falling through the narrow neck of the funnel.

Needless to say (although I will), the process of filling the roller was a tedious and mind-numbing exercise, sort of like relocating a sandy beach one grain at a time. When we started, we thought it would take the entire day. However, about half-way through the process, we noticed that if Shoveler reduced to a trickle the rate at which he

allowed the gravel to pour from the shovel, the result was that scarcely any jiggling was required to make the gravel fall through, and this speeded up the total process considerably. It is one of those interesting cases whereby if some individual events in a process are slowed down, the net effect is to increase the speed at which the overall process takes place. A practical example of "proceed as the way opens," or "less is more," if you will. Needless to say, we were heartened by this discovery, and thereafter resumed work with increased fervor and good spirits, thereby completing the task in about two hours.

Following this came the task of getting the tow tractor, which had not run since last summer when we used it for mowing the grass on the runway, up and running. After much fussing and fuming and fiddling with charging the battery and siphoning some combustible liquid from the clubhouse heating oil tank (the tractor is a diesel, so it will burn just about anything, including barbecue grease, of which we had none handy, since this was not a regular monthly meeting replete with cookout), our revered Chief Tractor Mechanic, a.k.a. "Skull", (for reasons which are not entirely clear to me, for his appearance is neither piratical nor cadaverous) applied the Sacred Bolt across the starter terminals (a "temporary" expedient necessitated by the demise many years ago of aforementioned tractor's starting system), whereby said tractor instantly roared to life. It was subsequently connected to the turf roller under the watchful eye and vocal encouragement of the Tractor-Hooking-Up Supervisory Committee, which consists of that 98 per cent of the membership holding opinions about how things ought to be done, but who are sadly lacking in the skills, risk tolerance threshold, or inclination to actually do those things themselves.

Tractor now securely hooked to the roller, it was time to roll the field. It was also time for lunch, which reduced the ranks of the volunteer rollers by about half, with the other half begging off in the interests of maintaining Marital or Significant Otherly harmony. Not being hungry, nor having any other appetites or harmonies to consider, the choice of roller-drivers was clear. Bolstering my qualifications was the fact that I have much previous experience

with tractors in general, and some familiarity with the very many peculiarities of this one in particular. And so the next several hours were happily spent taxiing the roller up and down the runways, smoothing out the clods, gopher humps, frost lumps, and assorted divots carved out by pilots who had misjudged their landings, and in a few extreme cases, their takeoffs. There were even a few marks caused by questionable taxiing techniques employed by some foot-launched soft-wing pilots, but these were mostly negligible and easily erased by the roller. I did not notice any marks caused by Skull's aircraft, which he had flown earlier in the day. I believe this can be attributed to his landing gear, which is extremely well-suited to the present condition of the field, and his landing technique, which we have observed to be skillful.

I think the rolling helped smooth the field somewhat, but it is still pretty soft, and in some places, the edges of the roller raised small ridges that can only be smoothed out after the field dries a bit more. More rolling will need to be done before summer.



Under Construction -- One Wing To Go

The other task set for the day was to erect a Shelter for the Club Vehicle. Since I was not on that work crew, I do not know the details of how the work on it progressed, but I did hear occasional bursts of loud laughter mixed with the sound of a chain saw and a lot of hammering coming from that direction. I can only assume that the maximum possible progress was made. At the end of the day I did observe that several holes had been dug and a framework had been erected. While I am sure the work was not as challenging as the gravel-jiggling requirements of Our Task Group, I want to commend the efforts of the Other Task Group, and I strongly recommend that they be allowed to continue to participate in our work parties (as workload permits, of course).

This concludes my report.

Respectfully submitted,

Pete Bastien
Vice President

MINUTES

February Meeting – Minutes

USUA Flying Club 1

Monthly Meeting at Centreville High School

Thursday, February 7, 2007

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

Sixteen members were present.

Officer's reports:

Jim T. Hill – In Jim's absence Len Alt was Acting Secretary. The January Minutes as published were accepted.

Jim Birnbaum – Treasurer's Report & Balance Sheet submitted.

Safety & Training Director: Dave Riedel presented a safety review of fixed wing operations.

Membership Director – No report submitted.

Activities at WAP (Tom Richards): Work party requested for Saturday, 9 February 2008.

Members At Large: Larry Walker – Field needs rolling. The roller must be repaired first. Suggest this be done at the work party.

New Business:

It was recommended that the June Fly In focus on families, principally internal to club members. If this is successful the club will look into expanding a future event to the outside public and other USUA Flying Clubs

It was recommended that the President send the Club 1 2008 Activities Schedule out to USUA Clubs 4, 6, and 250.

Chuck Tippet is a CFI (PPCs, Ultralights, and Sport Pilot).

President adjourned the meeting at 9:20 PM.

Respectfully Submitted,

Len Alt

Acting Secretary

- Aug 2, Sat Monthly Meeting, WAP
- Sep 6, Sat Monthly Meeting, WAP
- Sep 13, Sat Club 1 Fly-Out, WAP
- Oct 4, Sat Monthly Meeting & Club 1 Fall Fly-In, WAP
- Oct 11, Sat Color Run Fly-In, WAP
- Nov 6, Thu Monthly Meeting, CHS
- Dec 6, Sat Monthly Meeting & Holiday Party, TBD

ACTIVITIES

2008 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 2008 schedule.

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

2008 Club Activities Schedule

- Jan 3, Thu Monthly Meeting, CHS
- Feb 7, Thu Monthly Meeting, CHS
- Mar 6, Thu Monthly Meeting, CHS
- Apr 5, Sat Monthly Meeting, WAP
- May 3, Sat Monthly Meeting, WAP
- Jun 7, Sat Memorial Fly-In & Monthly Meeting, WAP
- Jun 21, Sat Club 1 Poker Run, WAP
- Jul 12, Sat Monthly Meeting & Summer BBQ, WAP

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.

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.

FOR SALE -- Brand new and unused Blackhawk one-piece flying suit in red and black. Size Medium. **\$40.**
Inquiries: Bob Bell
(W) 540-351-1081 or (C) 703-943-7129
cedarfield540@juno.com (12/07)

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.

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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)

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 *2008-09

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.