



FROM THE LEFT SEAT Len Alt, President

Greetings. Hope your Halloween was fun. A club is only as good as its members who actively support it. Without active volunteers, no club can properly support its membership. If all the members of Club 1 volunteered for just one of the many things needed to make our Club work and have fun, no one would be over-loaded. We recognize members each year who have responded to that need and are part of what makes this Club work. Our Volunteer Service Awards are presented in recognition of continued volunteer service to the Club. These are selected by our membership. Please consider those who have done the hard work this year and let me know your nominations. I'll send out an e-mail message requesting this input shortly.



WAP Early Morning

Please take time to read Steve Beste's account of his trike misadventure in this newsletter. It is particularly interesting to contemplate Steve's analysis of the root cause of the mishap – overconfident technique and ineffective communication by two very experienced pilots. Steve has related to me his conversation with a recently retired Army helicopter instructor pilot about this incident. His comment was recollection of several similar occurrences of ineffective communications among crewmembers leading to in-flight risks. He said that in his experience the problem was most likely with *two experience pilots*. Sometimes we are reluctant to communicate with our veteran flying friends. Pre-flight coordination and in-flight communication a must. A good lesson.



Fall Lift Off

Join us for our November monthly club meeting in the library at Centreville High School this coming Thursday, November 6th. The meeting will start at 7:30 P.M. Hope to see you there.

Fly smart. Fly safe.

A Trip To A Freshly Ploughed Field

(A cautionary tale of questionable technique and misplaced trust.)

By Steve Beste

All,

“No one is hurt.” That’s my wife’s advice on how to break news of an accident to an anxious wife or mother. Never, ever, lead with, “Dear, there was this accident, see, and...” She will not hear a thing after that except the sound of the blood pounding in her own ears.

So no one was hurt. Hugh has a swollen ankle and some lacerations on his leg. I have a broken finger bone and a cast - but only because I was holding a camera in that hand. Our trike, however, is pretty smashed up. Wing destroyed, mast broken, nose wheel snapped off. Propeller shredded. The engine, wheels, main struts and frame

are fine, miraculously. Three cheers for Aerotrike. They make a tough trike.



Aftermath

But I’m ahead of myself. Hugh and I were off on a long-planned two-day trip around the ADIZ. From our home base in Front Royal, Virginia, we’d fly northeast to the top of Chesapeake Bay and then down to Kent Island at the eastern end of the Chesapeake Bay Bridge. Spend the night in a hotel. Maybe fly east to Ridgeley where Hugh’s wife had been taking hang glider lessons just the day before. Monday, home around the south side. Mountains and bay and lots of small airports in between.

The day was perfect: clear, warm, and no thermals. The trike was never in better shape, the two of us flying together again after too long. We talked the whole trip. If you’re going to do a big trip, it’s so much better to do it with a friend. That’s why Hugh wanted a trike in the first place - so he could share his love of flying with friends.

We stopped at Bill Krens’ place south of Harper’s Ferry. He restores airplanes and cars about equally and made us very welcome. That big building in the picture is an old ice skating rink that he moved to the valley. As you can see, it’s absolutely stuffed with cars and airplanes in various states of repair. The Navion, the Cardinal, and the twin Bonanza all fly. The black Cadillac in

the picture is just back from a show. Beautiful! This is the kind of place that GA pilots just never see. What a treat.



Bill Kren's Place

Hugh took the next leg, up the valley past Harper's Ferry. "Almost heaven, West Virginia. Blue Ridge Mountains, Shenandoah River." As a resident of Virginia, I feel obliged to point out to my West Virginia friends that only the tippy tippy bit of the West Virginia panhandle touches the Blue Ridge and the Shenandoah River. And then only for a paltry 12 miles. And even for those few miles, only the western half of the Blue Ridge is in West Virginia. This picture shows the Virginia side of the ridge where the Potomac cuts through it. That's Harper's Ferry through the gap with the Shenandoah flowing in from the left. What a beautiful place to fly!



Shenandoah River

We flew up the valley and then turned east to Harrison's Farm, northeast of Frederick, where John Ballantyne used to be based. (John Harrison reports that John is now living in Delaware, has joined the Coast Guard Auxiliary, and is as active in boating now as he once was in flying.) At Harrison's, we found no traffic and no wind. As these things usually are, the accident was a cascade of mistakes. The first was a bad setup - downwind at 300' too close to the runway. This meant that the turn to final was going to be one tight U rather than a rectangle where you could catch your breath and re-assess before the next maneuver. I'll let Hugh describe the landing:

Hugh: "As the pilot in command, I must confess to an appallingly boneheaded maneuver, attempting a steep downwind-to-base-to-final slipping turn from 250 feet AGL with power at idle. We "touched" (more like "planted") at high speed on the end of the grass runway, but witnesses said one wing was low and we found grass on the tip batten. This may be why we departed the runway centerline at about 30 degrees, ran off into freshly plowed land and nosed over.

"I think I had formed a bad habit of flying the trike as if it were a hang-glider, committing to a power-off landing and using steep slipping turns to swoop into landings (at alternate airfields - by habit, I maintained a more normal pattern at the home field) rather than using a nice, square downwind-base-final approach as I was taught. It worked a few times, so I started thinking it was an acceptable approach. At many points in the approach to the accident, a simple application of power and willingness to wave off and re-establish the approach could have averted disaster. I had flown my hang-glider the day before and I think I must have expected the same maneuverability even though, with two up and a full bag of fuel, our wing-loading was over 3 times more.

"I have replayed the movie in my head many, many times and each time I am more terrified. This won't keep me from flying again - it will be good to get some correct approaches into my mind's eye -

but I will be flying everything - including my hang-glider - more like an airplane.”

Steve: To this I add my own mistake. I said nothing. I was watching the scenery. Then on “base”, I got alarmed and should have said, “Let’s go around, Hugh.” He would have. But I got caught in this male thing of “Don’t be a backseat driver to your partner. Let the man in charge do it his way.” We should have had a conversation earlier in which we gave each other permission to say, “I’m not comfortable with the way you’re flying right now. Please tame it down.” In the future, I will always have that conversation with the people I fly with, both giving and getting permission.

If you’re going to crash in a farmer’s field, hope that the farmer is as kind as John Harrison. He hoisted the trike back onto the grass with his tractor-loader, lifting it delicately by the mast stub. He lent us a truck to take me to the hospital for X-rays and a splint. He was cheerful and kind throughout. We are much in his debt. We called our wives (“Everyone is OK”), who came and took us home. The next day we fetched the trailer from Front Royal and recovered the wreckage. The fabric is in the dumpster, the spars will be Hugh’s son’s contribution to his Boy Scout troop’s aluminum scrap drive. (“You found 50 aluminum cans? Good for you, but check THIS out!”)

Hugh is beating himself up for the bad landing. I’m in grief for the loss of the trike itself into which I had poured so many hours and so much love. I keep thinking of those Buddhist sand paintings. They make the painting, then they pour it out. Love it while you do it; then let it go. That’s one story. But this could also be a resurrection story as N42AT flies again. Alexei from Aerotrike tells me that replacement parts can be had. We’ll see which way our hearts take us. And our wallets. For now, I’m learning to use a computer mouse with my left hand, which is enough of a story for today.

Thank you all for your interest and support over the years. Stay tuned for the next chapter.

P.S.

Here’s another lesson learned. But so slowly! Only much later did I recall a bit of safety advice from flight examiner: Land on a patch of runway where a runway excursion won’t be a problem. The runway at Harrison’s is narrow but long. The ploughed field extended only a fifth of its length. If we had gone off the runway onto grass, the trike might have been OK. We should have noticed this and landed a little further up the field. There would have been plenty of runway.



Hugh, Steve, and N42AT

MEETING MINUTES

USUA Flying Club 1
Monthly Meeting
Saturday October 4, 2008
Warrenton Airpark
Cedar Park Picnic Area

President **Len Alt** opened the meeting at 11:05 AM, 12 members were present.

Al Eggerton introduced as a potential new member (ex-Army helicopter instructor pilot).

Officer’s reports:

Secretary:

Jim T. Hill (Len Alt filling in)– NoMinutes, since last meeting cancelled.

CLASSIFIEDS

Treasurer:

Jim Birnbaum – Income and Expenses both zero for the month. Club checkbook balance (as of 07/31/08) is 3,125.22.

Vice President - N/A

Safety & Training Director – N/A

Membership - N/A

Members At Large:

Jerry Starbuck - Not present

Larry Walker - N/A

President:

Initiated discussion of national USUA problems. Members input solicited.

Color Run cancelled due to lack of participation.

Work party held to work on the air field.

Christmas Prty date moved to 13DEC08.

Close: 11:55 AM 50/50 Winner – Len Alt

Respectfully Submitted,

Len Alt

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 11:00 AM 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

Nov 6, Thu Monthly Meeting, CHS

Dec 13, Sat Monthly Meeting
& Holiday Party, WAP
(Club House)

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.

FOR SALE — Avid Flyer “C” Model.

Aircraft currently in dry storage

\$20,000

Contact: Mike Fisher

h/o: 434-296-8485

c: 434-989-0778

heardsmtn06@hughes.net (11/08)

FOR SALE — 1999 Sixchuter SR7XL PPC.

Rotax 582 UL DCD1 model 99

APCO 500 Chute

40 hrs.total time airframe and powerplant

Always closed trailered

N numbered, airworthiness cert. Sept.08 annual

2000 Shadow Master trailer,radios,helmets,spare parts,

ground equipment and more.

Runs great, ready to go.

\$7000 or best offer

Contact: Mike Blackwell

703-217-1609

Mikesflight@aol.com (10/08)

FOR SALE — Quicksilver MX Sprint.

New 2005, TT 175 hrs.

Rotax 447

steerable nose wheel

EIS instrument, shoulder harness

hangar stored

wheel pants

excellent condition

Warrenton Air Park

\$7800

Contact: Dick Walker

202-363-4546 (10/08)

FOR SALE — 1957 Beech Bonanza.

Good cross-country machine with excellent fuel mileage, retractable gear and nice instrument panel.

Airframe has 5500 hours. Engine: 240 H.P. Continental. 15 hours since overhaul (1500 hr TBO) Cruise speed at 75%: 160 knots Fuel burn: 10 gph at 75% Range: 4.5 hrs (with IFR reserves) Instruments: STEC 50 AutoPilot, King HSI, slaved compass, dual Nav / Comm radios. Other features:

- HSI is coupled to the glide slope
- Storm Scope
- KA134 Audio Panel with Marker
- Inter Comm
- Second Glide Slope
- Digital OAT gauge
- Shoulder Harnesses
- Engine Heater
- Cleveland Wheels and Brakes
- Digital EGT
- DavTron Clock
- Complete new circuit breaker panel
- Pressure Carburetor (the mixture is automatically set barometric pressure)

More information and a photo is available at: http://www.reserveplane.com/rap_forsale. Asking \$80,000.

Inquiries: Tom Gottschalk
tom.gottschalk@hugheschris.com (07/08)

TRAINING -- Powered paragliding instruction, motor and wing sales.

I will be based out of Jerry Starbuck's hanger space.

Inquiries: Michael O'Daniel
540-270-8855
onegooddoc@starpower.net
poweredparaglidingusa.com (04/08)

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)

FOR SALE -- Brand new and unused Blackhawk one-piece flying suit in red and black. Size Medium. **\$40.**

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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 with 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 2009 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 - 2009

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 _____ Stored/Flown from

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 chice when you renew your membership.

Name: _____

Address: _____

City: _____ **State** _____ **Zip** _____

Phone _____ **Date of Birth** _____

**Ultralight Magazine - \$24.95
Light Sport and Ultralight Flying - \$34.95
KITPLANES Magazine - \$19.95
Air & Space - \$19.00**

**Enclosed is my Check ___ Money Order ___
Visa ___ Mastercard ___**

_____ **Enclosed is \$2.00 for work in ultralight safety by USUA.**

**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 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.