



FROM THE LEFT SEAT

Len Alt, President

Greetings. Hope the summer is going well for you and your family and that you have been able to get in some good flights. The past few weeks have certainly provided ample opportunity to test aircraft in hot and humid conditions.



Jim High Flight



Early Morning Pre-Flight

Nominations are due for election of new club officers. We will be forming a nominating committee and accepting nominations for election of our new 2010-2011 club officers at our next club meeting on September 19th at the air park. We still have these critical Club Officer vacancies coming up this year:

- President
- Secretary
- Newsletter Editor
- Membership Director
- Clothing Sales

Here is the nominating procedure specified by our club By-Laws:

ARTICLE X

- a. A nominating committee consisting of Club members at large will be formed at the September Club meeting.*
- b. Selections of the nominating committee will be published at the October meeting and in a recognized publication of the Club before the November meeting.*
- c. Nominations from the floor will be accepted prior to the election at the November meeting.*
- d. Elections of officers shall be accomplished at the November meeting of the Club prior to the expiration of the current terms of office.*
- e. Election to office requires a majority vote of members present.*

Please think about who can do these jobs. Maybe you? For our club to continue to be successful it is essential that we get active participation from our members. Thanks.



Dusk Flight



Climbing Out

If you have some photos for the club newsletter please send them to me. I would particularly like to get some fixed wing photos to include.

Our next club meeting will be held on Saturday, September 19th at Warrenton Air Park starting at 11:00 A.M. Flying before and after. Hope to see you there.

Fly smart. Fly safe.

MEETING MINUTES

USUA Flying Club 1
Chapter Meeting
Saturday August 1, 2009
Warrenton Airpark

President **Len Alt** opened the meeting at 11:05 AM, with 14 members & 1 guest. 22 (total) members & guest were present for the BBQ.

New Member/Visitor:

Guest: Emmy Alsharkawi – student pilot in a C-150

Officer's reports:

President:

Len Alt – Reported two recent incidents with aircraft based at WAP (past 7 – 10-days) but no significant injuries.

1. Pietenpol Air Camper, hard landing at Chuck Tippet's place - destroyed the spruce landing gear
2. 1939 Dart, struck trees on landing at WAP – major engine & aircraft damage
Tom Richards has a new project – P-51 (in new hanger)

Secretary:

Jim T. Hill – Minutes Accepted as reported (electronically transmitted to the President).

Treasurer:

Jim Birnbaum – Expenses for the month were \$122.87, income \$54, Flying Club 1 Checkbook balance \$3535.90. The Treasurer's Report was submitted to the Board.

Members At Large:

No Reports

Safety & Training Director:

Bob Jacobs

1. WAP flight rules will be reviewed. He requested help from fixed wing and PPC/PPG pilots.
2. Always use a “check list” before landing as well as pre-flight & takeoff. Check list can be either mental or written. Always fly the pattern, check for on-ground & in-air traffic, and if equipped with a radio listen and verify by sight.

Old Business:

Len Alt:

1. Flying Club 1 needs Organizers & Volunteers for two additional events this year. Please review the list and Sign-Up. We still need coordinators for the Fall Fly-In and the December meeting/Holiday Party.
2. Fall Fly-In at Front Royal, Saturday September 12th, Steve Beste will coordinate the Front Royal part.
3. Instructors in Club 1:
Fixed Wing – Chuck Tippet
PPG - Michael O'Daniel
4. The September meeting moved to September 19th to avoid the Labor Day week-end and the Front Royal Fly-In.

New Business:

No Report

50/50 Jim T. Hill – donated winnings to Flying Club 1

Len Alt - President adjourned the meeting at 11:35 AM

Jim Heidish provide an excellent BBQ (beef, chicken, pork) sandwich repast with salads & fruit pies.

Respectfully Submitted,

Jim T. Hill

Club 1

Safety Hangar

**Takeoffs Are Optional.
Landings Are Mandatory.**

By: Bob Jacobs

Defensive Flying

There have been some accidents in general aviation recently that resulted in midair collisions in or near traffic patterns. Len suggested we put some emphasis on “see and avoid.” It occurred to me that I’ve been hearing that phrase for so long, it goes in one ear and out the other, as in “see and avoid, got it...need to keep a lookout, check.” As in most things when you really think about them, “see and avoid” requires a lot of skill. A better way to put it would be that we need to practice defensive flying, just as we should practice defensive driving. I want to cover a few things that I’ve learned over the years.

First, I’ll review the recent accidents I’m aware of. Both were day, VMC. In one, a powered paraglider or a powered parachute (it was not clear from the information I received) was on final approach, 50 feet agl over the runway. A Phantom flew into him broadside. After impact, the Phantom cart-wheeled into a corn field. The PPG/PPC pilot was a fatality; the Phantom pilot, who stated that he never saw the PPG/PPC, survived with serious injuries. In another accident most of you probably saw on TV, a Piper PA-32 just off Teterboro Airport in NJ hit a sight-seeing helicopter in the low altitude uncontrolled airspace over the Hudson River. While an investigation of the latter accident is ongoing, it appears that Teterboro ATC personnel have been disciplined already. A third not-so-recent fatal accident is described a report just released from the NTSB. A Cessna 150M and Cessna 172N collided last year on the downwind leg at Corona, CA. The 150M was climbing out and turned crosswind before reaching 300’ of pattern altitude, as recommended in the AIM. The 172N was on a 45 degree entry, approaching the

downwind leg. When the 150M turned to the downwind leg, his possible view of the 172M was mostly blocked by cockpit structure during the last 9 sec. before impact. The 172N could have seen the 150M at his low 11 o’clock until impact. The report does not mention any radio calls.

Were the pilots of these aircraft performing see and avoid? I’m willing to bet that they thought so, and that is the essence of my points below. Most pilots who know they are in a dense traffic area are going to be looking out. What they did wrong, in my opinion, is that the fixed wing guys did not understand their blind spots or were looking in the wrong direction. Also, it’s possible the PPG/PPC and helicopter, and surely the Cessna 150M, could have been flying more defensively.

In the case of the PPG/PPC accident, I expect that it was in a fairly steep approach at the time. The Phantom is a high wing aircraft and is not too fast. I speculate that the PPG/PPC pilot, unaware of the Phantom behind him and focused on the impending landing, descended right in front of the Phantom. The Phantom pilot did not expect traffic coming from well above his sight line.

In the case of the Piper, we have a low wing aircraft in a turn and overtaking the helo. The Piper pilot was probably looking in the direction of where his turn was taking him, and did not think that he could be converging on traffic underneath his sight line. The helo may have been climbing, since he had just launched as well.

In the case of the Cessnas, I’ll bet the 150M was looking to find his downwind interval and not thinking about someone making a standard 45 deg. entry. When he turned, he was blind. The 172N also probably was looking for his interval and not expecting someone low and climbing on crosswind at roughly mid-field.

Point one is that every pilot must understand the aircraft’s blind spots and know what areas can’t be seen unless some maneuvering is done first. When in any uncontrolled traffic pattern, it should be a

personal practice to fly over the field or at least fly a conventional traffic pattern and see who's there. If the Phantom pilot had done that, he would not have hit the PPG/PPC. Any time you are turning, clear your blind spots first. High wing aircraft are blind in the direction of a turn so you must clear in that direction before turning. All aircraft are blind under the belly during a turn with low-wing aircraft being worse, so clear your belly before turning in the other direction. If you are high wing and climbing, do you ever wonder if you could be climbing into the blind spot of a level-flying or overtaking aircraft? It's a good idea to clear your climbs with some turns to look behind and above.

Point two is to think about how you can make yourself more visible and less of a target. I'm sure the PPG/PPC pilot thought he was the slowest and biggest guy around and therefore easiest to see. However, Len knows of a past accident where two PPGs collided, resulting in one fatality. Could the PPG/PPC in the Phantom accident have been more defensive? Perhaps, like flying a 360 degree clearing turn before starting the final approach. Maybe some of you PPG and PPC flyers can offer a recommendation. Part of being visible is to fly where people expect you to be when in the traffic pattern. The Cessna 150M was definitely in an unusual position in the pattern. Of course, having a radio and making pattern calls helps tremendously in making others see you, but it does not substitute for you seeing others. For example, AIM standard pattern calls do not include announcing position on the crosswind leg.

Point three is about disciplined lookout. I hope everyone knows proper scanning techniques, which require actively looking at a section of the sky for a few seconds, then moving to another section. As slower flyers that we all are, it's important to look across the whole field of view, not just the part right in front of you. Active scanning means conscious mental work, not absent-minded eyes-open-but-not-looking driving. If you are not very familiar with this subject, please talk to someone who is.

When doing active scanning, making yourself visible, and taking account of your blind spots, then you are doing defensive flying. It's all about see and be seen. The "avoid" part of "**see and avoid**" is easy if the "see" part

happens. Of course, you can always "avoid" by flying where there is less traffic. It helps from a midair-collision risk viewpoint, but that should not change your defensive-flying practices.

Now a few words for you tail-draggers. I've included a picture of an incident at Warrenton-Fauquier Co. Airport a few weeks back. This fellow was making a number of practice landings with full stop and back taxi as I monitored the pattern on my radio. I entered the downwind behind him, and I landed after he touched down and cleared the runway. On the next landing he did, this picture was the result. Speculating again, I suspect he landed a bit long and braked too hard as he tried to stop in time for the turnoff, since the next one was well down the runway. He ended right on centerline just at the turnoff point. (He was not hurt.) From the reading I've done about early tail-draggers, this type of landing result was not all that uncommon, esp. when making emergency landings. As reinforced by the tail-dragger incident in late July at the Airpark, lack of precise control on landing in a tail-dragger can result in bad things happening very quickly. Be demanding of yourself and reject a bad landing and/or rollout early, while you still can.

Fly safe by flying defensively!



Wrong End Up

ACTIVITIES

2009 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 2009 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

2009 Club Activities Schedule

- Sep 12, Sat Fly-Out, WAP
- Sep 19, Sat Monthly Meeting & Cookout, WAP
- Oct 3, Sat Fall Fly-In, Monthly Meeting & Cookout, WAP
- Oct 24, Sat Color Run Fly-Out, WAP
- Nov 5, Thu Monthly Meeting, CHS
- Dec 12, Sat Monthly Meeting & Holiday Party, WAP (Club House)

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.

FOR SALE — Lincoln Electri Tig 185 Welder.
\$1500

The Lincoln Electric Precision 185 is a very capable TIG welder that can provide between 5-185 amps of welding arc allowing you to weld very thin metals to more than 1/4" steel. It can weld mild steel, aluminum, chromoly and more. I have been using this welder for the last three years and it has served me well. Requires 3-phase 220VAC circuit.

Contact: Tom Kotsch
540-359-5627

Read more on their website: [http://www.tig185.com/product/ \(02/09\)](http://www.tig185.com/product/ (02/09))

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)

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

ongooddoc@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)

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 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: _____

Check if you have No Email

*USUA Member: Yes ___ No ___ If yes, enter member number: _____ USUA Pilot: Yes ___ No ___

*UL Registration # _____ *Aircraft Liability Insurance _____

Type Aircraft 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 ___ USMail ___ Name Tag ___).

To join USUA Flying Club #1, fill out the above form and send to:

Jim Birnbaum, Treasurer
8570 King Carter Street
Manassas, VA 20110-4888
USUA 1 Website: <http://usuaclub1.org/>

Check or Cash. We cannot accept credit cards.

To join the national USUA, goto <http://www.usua.org/>

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 Ami Abramson+	703-366-3717
Secretary Jim Hill*	540-659-8366
Treasurer Jim Birnbaum+	703-361-7478
Past President Dave Riedel	703-815-4924
Dir, Safety & Tng Bob Jacobs	703-321-0225
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: +2009-10 *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.

To join USUA Flying Club #1, fill out the forms on the previous page. To join the national USUA, fill out the form below:

Name: _____

Address: _____

City: _____ State _____ Zip _____

Phone _____ Date of Birth _____

Enclosed is my Check _____ Money Order _____
Visa _____ Mastercard _____

_____ **\$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.

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.

United States Ultralight Association
104 Carlisle Street
Gettysburg, PA 17325

(Canadian and non-US membership add \$5.00)