



FROM THE LEFT SEAT Len Alt, President

Greetings. Hope you are enjoying the great early fall flying weather.



Post-Flight



Over-Flight

Bob Jacobs, our club Safety and Training Officer, forwarded to me an account of a serious ground accident, written by Pete Marsh, a very experienced Trike instructor. Pete had his trike go to full throttle upon engine start. He could not get the engine stopped before running into another aircraft on the ground at about 50 mph. Pete was seriously injured, but is recovering, and wanted to share his experience with other fliers. In PPGs we are taught that just prior to pulling the starting cord we close and then open the throttle and observe the linkage at the carburetor open and then fully close before we attempt an engine start. We are taught to be ready to kill the engine immediately, or to be prepared to get out of the way. These lessons were undoubtedly learned the hard way. I suspect other forms of ultralights are also susceptible to the dangers of a throttle stuck wide open. Just another item to be very careful with. Thanks to Pete for sharing his experience with us.

Nominations are due for election of new club officers. We have formed a nominating committee (*Jim Birnbaum, Larry Walker, Jim Heidish*) and are accepting nominations for election of our new 2010-2011 club officers at our next club meeting on October 3rd 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 again 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. – Done.*
- 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 volunteering. For our club to continue to be successful it is essential that we get active participation from our members. Thanks.

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, October 3rd 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 September 19, 2009
Warrenton Airpark

New Member:

Ben Hawksworth PPG training with Michael. Join the club this month.

Song sent us an e-mail, came to the meeting, and was welcomed by Steve and Larry.

Officer's report:

- a. Secretary. Not present.
- b. Treasurer: Jim will send the full report. Membership for 2010 is due starting October 2009.
- c. Safety: Not present. We discussed the PPC crash over a crowd injuring six persons in Utah.
- d. Membership director. Not present.
- e. Director at Large. Larry raised the concern there is not much flying activity in the club. Most of the members aren't flying even though the weather is perfect these days.

Old business:

- a. Warrenton Air Park. Tom not present.
- b. Event schedule for 2010, we have three volunteers. Ami will send the list out.
- c. There was no Fly-Out on September 12th. PPG'ers Tom, Michael, and Ami flew from Front Royal to Woodstock and back.

New Business.

Jim Birnbaum volunteered to be the chairman of the nominating committee. Larry Walker and Jim Heidish volunteered to help.

Thanks to Jay Aceto and his family for hosting the cookout.

Ami Abramson

Club 1 Safety Hangar

**Takeoffs Are Optional.
Landings Are Mandatory.
By: Bob Jacobs**

How's Your Piloting Frame Of Mind?

The following article was taken from a message sent to me by Ron Dixon. Ron is a long-time trike pilot and instructor, hang glider instructor, and operator of Buffalo Ridge Airsports in Lynchburg, VA <http://www.buffaloridgeairsports.com>. I asked him for his perspective on safety in the light sport and ultralight domain. His response below will hopefully spur some introspection on how you are doing as a pilot.

Safe flying is a "frame of mind." One can be conditioned to be safety conscious, but it must be done proactively. That means it's more than just reading what happens to fall on your doorstep. It means active involvement with clubs, FAA Wings program, AOPA safety and operations videos and quizzes, and EAA programs. Many pilots, particularly in the Sport Pilot arena, look for the fastest, simplest, and cheapest way to get into the air...including our training. Anything that can be done to short circuit the training and "get my ticket" seems to be the preferred route. As a result, your ability to "Don't be stupid" (as Terri Sipantzi¹ puts it) is impaired and may happen anyhow because of inadequate training. As you know, most accidents don't occur because of stick and rudder (or in our case, trike control bar) skills. They happen because we put ourselves in high risk situations, and sport

pilot training is frequently inadequate on Aeronautical Decision Making (ADM) and subjective elements of flying. For example, one of my pet complaints about sport pilots is the insensitive attitude toward pattern altitude and traffic awareness. Granted, in many cases, we are up in the pattern alone. But it only takes one time when we are not alone for bad habits to ruin the day for a lot of people. Airport patterns are typically the highest traffic density we will encounter. Basic standard practices need to be used such as:

- don't enter the pattern unless you are at pattern altitude.
- don't get lax in the pattern...you're not on the ground yet.
- report positions prior to turning downwind, base, and final if you have a radio.
- use a "rectangular" pattern, not an oval. Use the straight portion of each leg to look diligently for other traffic.
- when staying in the pattern, don't turn cross wind until within 300 feet or less of pattern altitude.

I don't mean to belabor this one issue. It's just an example of how we can "be stupid" because we don't know what we don't know. If your instructor did not emphasize this often, your current practice may seem adequate to you. Sport pilot training has been a little weak in these early years, and we have a lot of mavericks in the sport. This ignorance leads to overconfidence, one of the worst diseases for a pilot. As we have all heard many times, pilots that reach a high level of confidence can be more dangerous than a new pilot who knows his limitations. Overconfidence usually comes because we can maneuver an aircraft where we want it to go with ease or great accuracy and no anxiety. But it's harder to self-measure our "ignorance" level, or decision-making skill (of course we're all great, just ask us), yet those are the things that get us into the risky conditions. So current pilots must be proactive about continuing to learn. If you haven't felt a little inadequate or ignorant recently by taking an on-line quiz, or reading an article about good flying habits and practices, or reviewing the AIM, then you probably

are not pro-active enough to be staying fresh. Flying is fun, but it's also complex and demands frequent attention. If you don't give it that attention, you shouldn't be flying.

You are probably already aware of OTA (Over The Airwaves; <http://overtheairwaves.com>) by Bob Miller. OTA comes across very arrogant, but I find the goal and information valid and worthwhile. On the surface it seems to be for more advanced pilots...private, instrument rated, commercial... but I see it as more about "frame of mind" for all levels of pilots than any particular rating, operation, or aircraft category/type. I recommend OTA to pilots because it continuously challenges and adjusts your frame of mind for safe flying.

So to summarize,

- if you're feeling very confident, challenge yourself with an on-line quiz or AIM material, etc.
- be pro-active about learning where you are ignorant.
- keep your equipment in good condition (not discussed but obvious).

(Footnotes)

¹ Terri is a trike instructor in Lynchburg and east coast dealer for Airborne Trikes. He runs an excellent general-interest website: <http://www.precisionwindsports.com>

Shenandoah Cross Country Flight

By: Tom Kotsch

This year, three PPG pilots from the USUA Club1 attended the Front Royal Air Show and flew about a 50 mile cross country trip from Warren County Airport to Woodstock and back.

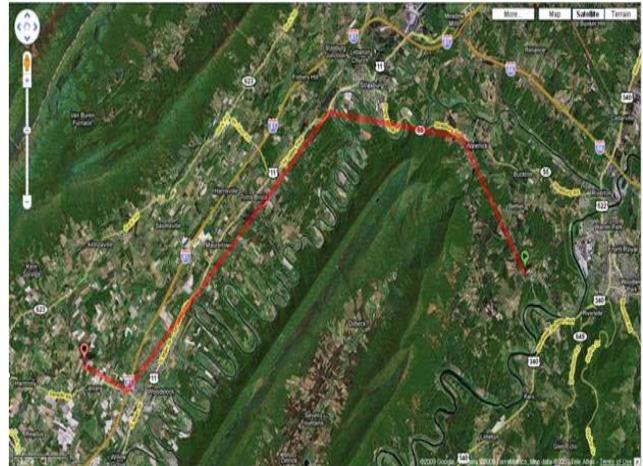
Steve Beste was instrumental in making all the necessary arrangements to allow the three pilots, Tom Kotsch, Michael O'Daniel and Ami Abramson to fly at the Warren County airport. You might recall that Steve had arranged the cross country flight last year at Front Royal when Ami and Michael were the only ones to fly from Front Royal to Warrenton Airpark. Many thanks go to Steve Beste and Greg Palmer for their efforts and use of their hangar.

The intended plan was to arrive Saturday afternoon at Front Royal Warren County Airport and fly with the balloons during the balloon launch that evening. However, the weather was nasty...high winds, low cloud cover and rain at times. So, Ami and Michael prepared to sleep in Greg Palmer's hanger for the cross country trip the next morning and Tom drove back to Warrenton and slept in his nice, warm bed.

At 6 A.M. Sunday morning, Tom arrived at the airport in the dark as Michael and Ami were busily preparing their equipment for the flight. Michael had filled up his newly acquired 4 gallon tank, Tom topped off both 2 gallon tanks (strapped together) and Ami filled up his single 2 gallon tank (having driven the night before to Woodstock and dropped off an extra gallon gas can in the bushes near the airstrip as fuel for the flight back). Both Tom and Michael were going to fly their Paratoys Blackhawk 172cc motors. Michael was going to footlaunch, while Tom was going to fly his motor mounted on a homebuilt aluminum trike frame. Ami

was to fly his footlaunch SD Nomad motor. Wings were a MacPara Envy, Eden 3, and an Apco Thrust, respectively.

All in all, the flight was to take about an hour to get from Warren County Airport to the Woodstock airstrip (VG55). The plan was to take off from Warren, fly around the tip of Massanutten Mountain and down the Shenandoah Valley, then over to Woodstock. We had pretty much discounted the other option, which was to fly over the mountain (which rises to over 2400 feet). Not enough safe landing zones if one of us had a power out. Once at Woodstock, we would refuel (at least one of us would), and fly back the way we came.



On Sunday morning the weather had calmed down some from what it was the night before. There was still about 70% cloud cover and a small breeze from the Northwest at about 3-4 knots, but very flyable. Mike started setting up in the grass strip in front of the hangar, Ami on the tarmac and Tom set up behind Ami on the grass strip in the middle of the runway and the tarmac.

Tom was the first to launch to catch the launches of the other two with the new HD video camera he had mounted to his helmet. All eyes were on Michael as he prepared to foot-launch with his massive 4 gallon tank. Think running with an extra 25 pounds added to your already heavy 60 pound

motor. Unbelievable...he made it look easy! OK, there's more to this guy than just hair.

After all three were in the air we started flying northwest into the wind. Looking to the east, you could see the sun rising over the land while looking to the west, low-lying fog in the crevices of the valley, flowing out of the mountain gaps. This was an awesome view from 500 feet...and it was going to get better.

Tom, Michael and Ami rounded the tip of Massanutten and started into the Shenandoah Valley. A beautiful valley with verdant fields, winding rivers, and huge mountains rising on both sides. Michael was in front, leading the way, dipping here and there whenever the urge demanded. Tom strayed down open fields looking at the early morning fields and farm homesteads with their magnificent views. Looking back, I could see Ami's crescent-shaped wing floating above the shimmering ground fog, silhouetted in the light of the sun.

With the HD camera in constant record, Tom was catching all this for future enjoyment. There was Michael flying over a ball field, zipping through an aisle in a cornfield...let's get in the fun. Dropping in behind him with the camera rolling, Tom performed a live replay.

Then there was the Woodstock water tower. What a site! Huge, white, magnificent. Woodstock! Michael was first to sidle up to the thing, close enough to almost brush up against it. Who can resist. Then I flew around it, in front of it and on top of it. Impressive with the American flag waving in the wind. Wind!!!! That's some significant wind. This is going to be an interesting flight back.



Shortly after the water tower we came upon the Woodstock airfield nestled in between the rising stalks of corn. It was a comforting site. Soft green airstrip with a big red barn, smack in the middle of the side of the airstrip. First Michael put down, then Ami, then Tom.





was climbing and climbing...he was going over the top of the mountains! Ami and Tom battled bumpy air and a longer route. At least we had open fields. If Michael flames out, he has minimal options...all trees up there in those hills.

Never-the-less, we all made it back to Front Royal safe and sound. Maybe Tom and Ami bounced a little when they landed. The air turbulence had picked up quite a bit by that time. It was past 10:30 A.M. We had left at 7 A.M., earlier that morning. This was a wonderful trip and we would all do it again in a pinch. We are planning another cross country trip soon. This was just the second of many and all are welcome to the next ones.

The edited HD video of the trip can be seen on Tom's website:

<http://www.iflyparagliders.com/shenandoahXC.html>

It plays on Windows Media Player and is about 1GB long.



After a rest, Ami and Tom walked to the road and picked up the gas can that Ami hid the night before. Ami was able to top off his gas tank and shared the rest with Tom and Michael. We were going to need every bit of fuel for the return trip. But, we did make an agreement. If one of us has to land on the way, the others will have to drive back from Front Royal and pick him up.

Michael was the first to launch, then Tom and then Ami. As we were taking off we somehow lost track of each other and started back alone and along our own routes. The last I saw of Michael, he





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

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 — Sonex Aircraft Kit.

(See website at www.sonexair.com) with some components completed (vertical and horizontal tail, ailerons, fuselage, etc.). Approximately 20% complete with mostly assembly remaining (finished making most of the needed parts from raw metal). Willing to consider all offers including joint effort in return for equity (e.g. 1/2 ownership). Kit is presently located in Davis, WV, but I reside in Washington, DC area. Outright purchase price is negotiable.

Contact: Phil Hyland
202-870-4672

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)

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
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)

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:

_____ **\$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.**

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

Name: _____

Address: _____

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

Phone _____ **Date of Birth** _____

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

United States Ultralight Association
104 Carlisle Street
Gettysburg, PA 17325