



FROM THE FRONT SEAT

Steve Beste, President

It was one of those chance encounters that makes life so sweet. One of my neighbors had a nephew visiting for Christmas who “has an ultralight airplane.” “Oh, you should meet Steve Beste down the street. He flies one, too!” So I met Jake Riley, age 22, student of aeronautical engineering at SUNY on Long Island, and indeed the owner of an ultralight airplane, a Quicksilver. But that was the least of it. At 16, he was flying six-foot RC airplanes in Central Park and dodging the cops to do it. At 17, he got his private license and rented Pipers when he could. At 20, he bought an old Quicksilver. He crashed it on takeoff at some point (engine stopped; water in the fuel lines). He walked away from the crash, plane totaled. In his spare time this year, he’s rebuilt it from scratch. (He earns spare change as a machinist, so he has the skill). “What kind of engine”, I asked? “I’m going to go electric this time. One of my professors received a thousand batteries as part of some military surplus thing. He says I can use them for the time being, so I’ll engineer something. Won’t that be cool?”



Jake Riley and his Quicksilver

Yes it will be. And if not those batteries, some others, borrowed from here, cadged from there, all done with no money but with infectious enthusiasm, inventiveness, and passion...and skill, make no mistake. And courage, too. When I pointed out that owning an experimental airplane means being your own test pilot, he brightened, “That’s the fun part!” The parent in me blanched. The adventurer in me said, “Yes!”

I was completely caught up by Jake. Which of us flyers wouldn’t be? We’re all dreamers, I think. Nobody ends up with an airplane without having dreamed big and juggled hard. I love seeing anyone do that. And if they’re 22 and laughing and about to put a bunch of batteries on their Quicksilver, they’re irresistible. I’ll let you know what he does.



Flying from Front Royal, VA to Lancaster, PA

By: Greg Palmer

Last Sunday, I had a great X-country flight from Front Royal, VA (FRR) to Lancaster, PA (LNS). I fly a 1961 Cessna 172B Skyhawk (see <http://www.palmers-springfield.com/n7429x/>). Good weather, smooth air, good food and a fair football game ensued. Here are some of the highlights:

I drove to Front Royal airport, opened the hanger door and began the process of preparing for my flight. I filled my left and right tanks with the auto fuel I purchased from an oil company in Marshall, Va. They sell auto fuel that contains no alcohol or ethanol for about 20 cents above the price you pay to fill up your car at the corner gas station. I filled up five 5-gallon containers giving me 25 gallons. I already had some 100LL aviation fuel in the tanks from my last flight so I just topped them off. The STC allows me to mix 100LL with auto fuel in the same tank. After my previous flight, I removed the battery and put it on the trickle charger on the table in my hangar. It has a “maintenance mode” that stops charging when the battery reaches a full charge, so there is no danger of overcharging the battery. I replaced the battery and secured the battery box lid. Then I proceeded with my normal pre-flight safety checklist: strained the fuel sumps, checked the engine oil level, check all the control surfaces etc. I pushed the plane out onto the ramp, pulled my car into the hangar and closed the door.

I hopped in the cockpit, started up the engine and preceded with my pre-taxi and pre-takeoff checklists. I requested a radio check from UNICOM: “Front Royal UNICOM, Skyhawk seven four two niner xray, at hangar A, with a radio check.” Steve, at the front desk, replied, “radio loud and clear”.

As I taxied to runway 27, I watched the glider club launch a glider, towing it behind the Pawnee tow plane. I waited a few minutes for them to clear the pattern and then I announced on the radio: “Front Royal traffic, Skyhawk seven four two niner xray, departing runway two seven straight out and then a turn to the north, Front Royal”. Before taxiing on to the runway, I made a quick turn to the left and a turn to the right to make certain there were no gliders on a right base or final leg and no powered aircraft on a left base or final leg.

Seeing nothing, I taxied onto the active runway, lined up on the centerline, smoothly pushed the throttle in and check for RPMs and oil pressure in the green. Everything looked good, so I rotated at 60 MPH and pitched for a climb-out at 80 MPH indicated airspeed, per the Cessna Owner’s Manual. In late 1960, when my Cessna 172 Skyhawk was manufactured, the FAA did not require a full blown Pilot Operating Handbook (POH) so the Owner’s Manual is quite thin, but it does contain basic airspeed data. Most of the important operating information is contained on the many placards affixed to various places in the cockpit.

I planned to fly direct to Frederick, MD to make sure I stayed east of the P-40 restricted airspace for Camp David and west of the Dulles Class B airspace and the SFRA, then direct to Lancaster airport. I leveled off at a cruising altitude of 3,500 ft (“east is odd ...”), set my engine power to 2,300 RPMs, set my trim for straight and level flight and adjusted my fuel mixture control by leaning it until a saw a slight drop in RPMs, then enriched it a little.

Passing the ridges east of Winchester, I could clearly see Dulles airport off my right wingtip. There was a strong tailwind so, even though my airspeed indicator showed 115 MPH, my GPS was indicating a 142 MPH groundspeed. So I looked directly down (one

of the nice things you can do when flying a high-wing aircraft) and I saw the Potomac River and the town of Brunswick, MD going by very quickly. I tuned my secondary VOR receiver to the Frederick VOR frequency, listened for the Morse code identifier, verified it from the chart, and set the VOR head's CDI needle to be centered with the "TO" flag showing. It indicated I should fly a course of 060 degrees which I was already doing because I was staying the course line shown on my Bendix-King AV8OR GPS mounted on my yoke.

I have not used a VOR as my primary instrument navigation aid since I was a student pilot at Av-Ed in Winchester. But I still practice using it just in case I find my GPS not working during a flight. I also draw an intended course line on my Sectional map and check my location every few minutes by looking down at the terrain and landmarks and locating them on the map. That way if I lose both my VOR and GPS, I will still have a general idea where I am and which direction the nearest airport is. I guess I am paranoid about flying so close to Class B airspace, restricted airspace (P40, P40 extended) and the SFRA - I always want to know where I am!

Five miles from Frederick airport I radioed my position and intentions with "Frederick traffic, Skyhawk seven four two niner xray, 5 miles to the southwest at three thousand five hundred, transitioning the area to the northeast, Frederick". I always worry about multiple aircraft converging on a VOR, so when I was two miles away I turned slight left to keep off the center of the VOR radial and I radioed "Frederick traffic, Skyhawk seven four two niner xray, two miles to the southwest, will overfly the airport at three thousand five hundred to the northeast, Frederick".

I hand drew a Lancaster airport runway diagram from the Airport/Facilities Guide (as I always do for my destination airport) and included standard pattern direction and altitude, runway lengths, communications frequencies etc., and had it clipped to my kneeboard. I tuned my COM1 radio to the Lancaster Control Tower frequency and my COM2 radio to the Lancaster Automated Terminal Information System (ATIS) frequency. I listened to ATIS, adjusted my altimeter with the current barometric pressure and noted that "taxiway alpha was closed" and that I had "information Golf".

I made my initial call to Lancaster Tower: "Lancaster tower, Skyhawk seven four two niner xray". I waited for the response (reminding myself that if I do not establish two-way radio communications with the controller, I am not allowed to enter his Class D airspace). He soon responded with "Lancaster tower, seven four two niner xray, go ahead". I continued "Lancaster tower, Skyhawk seven four two niner xray is 10 miles to the southwest at three thousand five hundred inbound for landing, have Golf". The tower controller replied with the instruction "report three mile left base for runway 31". I wrote that down on my kneeboard so I wouldn't forget it and screw up like I did last time I flew to Martinsburg, WV. I was instructed by the Martinsburg tower controller to "report on right downwind", but I flew a left pattern out of habit. The controller was nice and didn't yell at me, but when I was on a left downwind said "ah... two niner xray, which side of your aircraft do you see the runway?" Realizing my mistake for the first time, I said "tower, it's on my left - I screwed up - sorry". He said "you may want to be more careful next time so you can have a safe flight". Luckily, I was the only aircraft in the pattern (left or right) so he simply cleared me to land.

As I got closer to the Lancaster airport I could only see one runway which I assumed was the bigger runway (8/26). I started to worry that I was going to line up for the wrong runway or a taxiway, so I used a cool feature on my GPS. I touched the airport symbol on the screen which popped up a menu. I selected "More Info" which brought up the airport details page. Then I selected the "show extended runway line" for runway 31. Now I saw a line that extended for several miles in each direction from runway 31 on my GPS screen. I flew towards the approach end of 31 based on that line and I was fine. Although because I was nervous, I flew wide and the controller asked me to turn left towards the airport.

The airport was very busy with jets, twins and singles in both patterns and holding short on the taxiways. I like to touch down on the numbers when it is not gusty. I think of it as good short-field landing practice, but on final I noticed that the last part of the taxiway leading to the threshold of runway 31 was closed for construction and all the planes were holding short for takeoff on the first taxiway intersection Bravo (what would have been my first taxiway turnoff). Earlier, as I approached the airport and tuned in the ATIS, the recording indicated "taxiway Alpha closed east of Bravo". Unfortunately, my hand drawn diagram of the airport didn't include taxiway labels (note to self - include taxiway labels next time). Seeing this, I added some power and extended my glide path by several hundred feet more and landed closer to the first turnoff (where the aircraft were holding short).

After I touched down on runway 31, I experienced the worst nose wheel shimmy that I have ever felt, so I slowed down to stop the shimmy. As the controller instructed me to turn off onto taxiway Delta and contact "Ground point 8", he admonished me for stopping on the runway (I didn't actually

stop). I meekly apologized telling him that I had a shimmy I was trying to get rid of. I guess when I extended my glide path and came in at a shallower angle, I didn't pull back enough on the yoke to land on the main wheels only. Maybe I landed on the nose wheel too and that caused the bad shimmy?

I tuned the radio to 121.8 and contacted ground and asked to taxi to the restaurant. Ground instructed me to "taxi straight ahead on Delta to the west ramp". After parking and shutting down, I had a great Philly cheese steak in the restaurant and watched the first quarter of the Redskins/Eagles game on the big screen TV. After lunch, I did my pre-flight safety inspection, hopped back in the plane, started up the engine and monitored ground. It was even busier now, with lots of aircraft in the pattern and on the ground queuing up for takeoff. As I listened, I heard ground helping an aircraft with a "two niner xray" tail number taxi to the pilot shop on the other side of the field.

I finally heard a break in calls, so I contacted ground and said "Lancaster Ground, Skyhawk seven four two niner xray - this is a different two niner xray - on the west ramp ready to taxi for a departure to the southwest". I was worried that he might think I was the first two niner xray, so I made a point of clarifying that I was a different one. Ground told me to standby, and I waited for four minutes. I resisted the urge to contact them again, because I could hear how busy they were. Finally, ground cleared me to taxi to runway 31 via taxiways Delta, Alpha, and Bravo. I wrote "DAB" on my kneeboard so I wouldn't forget which taxiways to use (as I was unfamiliar with the airport).

I taxied to 31, and completed my pre-takeoff (run-up) checklist. As I did that I watched a business jet take off and noted where he rotated so that I could make sure I rotated before that spot to avoid his wake

turbulence. Then I contacted the tower with “Lancaster tower, Skyhawk seven four two niner xray holding short of three one at bravo, ready for departure to the southwest”. The tower told me to hold short for traffic on final. I didn’t need to worry about the jet’s wake as I had to wait for a twin and a single to land before I was given the instruction from the tower “two niner xray, taxi into position and hold runway three one”. I responded “taxi into position and hold runway three one, two niner xray” then I took a quick look to the right to make sure there were no aircraft on final and taxied onto the runway. I thought about requesting a back taxi to the numbers the way the biz jet did (as I stated earlier, the last part of taxiway Bravo was closed for construction). I was entering from the Bravo intersection which left me with 3,000ft of the original 4,101 ft runway. I knew that because I heard the tower tell the biz jet how much runway was available from intersection Bravo. Since it was busy and I knew I could easily take off safely on 3,000ft of runway (my home runway is 3,000ft), I simply taxied onto 31 from intersection Bravo.

This was the first time I was ever instructed to “taxi into position and hold” and I felt very vulnerable out there on the runway for what seemed like minutes waiting for a larger aircraft to take off on intersecting runway 26. I am sure it was less than a minute though. Finally, the tower cleared me with “two niner xray, cleared for take-off runway three one with a left turn to course”. I smoothly pushed the throttle in, checked for proper RPMs and oil pressure in the green and responded to the tower “cleared for takeoff three one, two niner xray”.

I rotated at 60 MPH, lifted off and trimmed for a climb-out at 80 MPH indicated airspeed. I kept pressure on the right rudder pedal to counter engine torque and P-factor. I don’t have a back window (the 1961 172B model is a “fastback”), so I looked down at

the taxiway next to the runway to see if I was staying over the runway. I was drifting a little to the left, so I corrected for winds with a crab to the right. After clearing the departure end of the runway, I turned to the southwest as cleared and lined up on the course line on my GPS.

I leveled off at 4,500 feet (“west is even odder...”) and the air was mostly smooth. The tailwind I experienced on the way up was now a headwind and even though my airspeed was 115 MPH indicated at 2,300 RPMs, my GPS showed a ground speed of only 83 MPH. That’s OK, when you’re flying for fun, you really don’t have to get to your destination quickly, and I had plenty of fuel and time to get home before dark. I haven’t flown at night since I was a student and I think I am going to ask an instructor in Winchester to do some night flying instruction with me this winter.

I tuned my little portable AM/FM radio to the Redskins Radio station that I Googled on my Blackberry phone when I was about to leave the restaurant. My headphones have an input jack for music input so I can listen to my portable radio and it automatically silences the input when there is activity on my COM1 or COM2 aircraft radio or when I transmit. So I listened to the 3rd and 4th quarters of the game as I flew.

As I was flying east of York, PA, I noticed a Sirius 20 or 22 flying on my left, much faster than me and overtaking me. He was descending through my altitude to the York airport I guess. As he overtook me he crossed in front of me, and I was wondering if I would feel his wake turbulence. I have never felt another aircraft’s wake turbulence before, only my own when I was practicing steep turns. I held the yoke firmly, put my feet securely on the rudder pedals and waited. Sure enough, 20 seconds later, my aircraft rocked a little as it passed through the Sirius’ wake.

I enjoyed the flight, monitored my instruments, watched for traffic, and listened to the Redskins game. As I got closer to the Frederick airport, I tuned to AWOS weather and adjusted my altimeter to the current barometric pressure setting. I also tuned to Frederick's CTAF frequency to listen in on the traffic. Just as I had done previously, I radioed my position several times as I passed overhead at 4,500 ft. Later as I approached the ridges northwest of Winchester, I looked for the gliders that I regularly see flying in tight circles over the ridges. I didn't see any today, but I did see another Cessna flying below heading north at around 3,000 ft.

I tuned to Martinsburg's ASOS weather and adjusted my altimeter again. And I tuned in to Martinsburg tower and monitored traffic. As I passed east of Winchester Airport, I tuned to their CTAF and monitored traffic. I was descending now to 3,000 ft, and they were taking off towards the east in my direction. I wondered, as I was passing across the extended centerline of runway 14, five miles east of the airport, if a jet or twin would be at my altitude when they got to my location. As far as I could hear on the radio, all the planes taking off were either staying in the pattern or turning to the north. But just in case, I radioed my position and intentions with "Winchester traffic, Skyhawk seven four two niner xray, five miles to the east at three thousand, transitioning the area to the south, Winchester traffic".

Ten miles northeast of Front Royal airport I radioed Front Royal UNICOM: "Front Royal UNICOM, Skyhawk seven four two niner xray, ten miles to the northeast at two thousand five hundred, inbound for landing, request advisory". Steve, at the front desk, replied, "winds from the north at seven, traffic using runway 27". A few minutes later, I transmitted "Front Royal traffic, Skyhawk seven four two niner xray, five miles to the northeast at two thousand three hundred

inbound for landing 27, will overfly the field and enter the pattern from the south, Front Royal". A few seconds later, a glider pilot reported his position as five miles northwest of the airport inbound. Sure enough I looked out my right window and saw him at my altitude a few miles to the west of me. I transmitted "Front Royal traffic, Skyhawk seven four two niner xray, I have the glider in sight just northwest of the field". He replied, "thank you".

I overflew the field to the south and executed a descending right turn to the north; leveled off at pattern altitude (1,700 feet) and entered a left 45 for runway 27. I transmitted "Front Royal traffic, Skyhawk seven four two niner xray, two miles out on a left forty five for runway two seven, Front Royal". After a minute, I began a right turn onto the downwind leg and radioed "Front Royal traffic, Skyhawk seven four two niner xray, turning left downwind for runway two seven, Front Royal". A few seconds later, the glider pilot reported "entering a right downwind for two seven". I looked across the field and saw him turning left into the right downwind leg. He radioed "Cessna, do you think you can make it in quickly before I get there?" I responded "No, I am a little high so I'll just circle to the south and let you land first". He said "that's okay; I can land on the grass if you want".

I fibbed, I wasn't really high. A few months previous, I was returning from a flight and entered the left pattern with a glider in the right pattern, and I said I would land first and he could follow me in, but (as I stated previously) I like to land on the numbers and turn off on the first taxiway. I landed on the numbers and then thought that if I turned off quickly on the first taxiway, I would clear the runway in time for him to land on it. But he decided to land on the grass adjacent to the runway (which is normal practice), so when he was on short final and saw me beginning to

turn off onto the taxiway he radioed with an elevated pitch (“don’t turn, don’t turn, don’t turn”). I understood what he was saying and I continued on down to the end of the runway safely out of his way. As I was taxiing back to my hangar, I realized that I should have either landed “long” (not on the numbers, but farther down the runway) to give him more space to land behind me, or I should have aborted my landing and just gone around for another try after he landed. So my new rule is whenever there is a glider in the pattern, I exit the pattern, enjoy another few minutes of flight and then reenter the pattern after he has landed. After all, a glider can’t “go around” for another try like I can.

So this time, I declined his offer and said I would circle south and reenter the pattern, which is what I did. By the time I entered the

45 and turned onto the downwind leg for runway 27, he was clear of the runway (two guys came and helped him quickly push the glider off the runway). I landed safely and taxied to my hangar.

I pulled my car out of the hangar and pushed the plane back in. I thought about taking some time to clean the bugs off my wings and windshield, but decided to do that some other time. I also thought about sitting in front of the hangar, smoking a cigar and watching the flight operations like I usually do, but I decided to drive home since my daughter was leaving for college the next morning.



This was one of my students solo flight on Snow Skis last week ! A decorated retired Vietnam Colonel; I just gave him his first grass landing ever a week ago much less his tail wheel checkout !

~Chuck Tippett

HOLIDAY PARTY PHOTOS



*And a good
time was had
by all...*



MEETING MINUTES

USUA Flying Club 1
Chapter Meeting
Saturday, December 12, 2009
The Club House, Warrenton Airpark, VA

President **Len Alt** opened the meeting at 5:45 PM in The Club House, over forty members and their guests were present.

New Members/Visitors:

New Members & Guest were welcomed.

Officer's reports:

President:

Len Alt – Introduced a new memorial book in the Flying Leprechaun Library –
“*Understanding the Sky*” by Dennis Pager.

Secretary:

Jim T. Hill – The November Minutes were published in the December Newsletter and approved as submitted.

Treasurer:

Jim Birnbaum – Reported November Income (\$264) exceeded the Expenses (\$00.00), with the Flying Club 1 checkbook balance of \$3356.16. October 2009 Treasurer's Report was submitted to the Board by Jim B.

Vice President:

Ami Abramson – No Report

Safety:

Robert Jacobs – Not Present

Members At Large:

Larry Walker: Flying was great but field was muddy this week.

PPG Representative – No Report

Activities at WAP:

Tom Richards – Some progress on the new hanger but not as much as hoped
The golf-card in inoperative (reported by JD)

New Business

Len Alt:

1. Non-hanger pilots using WAP are asked to submit \$100 each year to Tom Richards (owner of WAP) for airport & hanger maintenance. (Check to Warrenton Airpark)
2. Flying Club 1 needs Organizers & Volunteers for a few events next year (2010) please review the list and Sign-Up.

Awards:

Volunteer Service Awards:

Abramson, Ami – Vice President and many general club activities

Alt, Kim C. – Newsletter editor for the past 2+ years

Beste, Steve – General club activities & leading the safety investigation of an incident

Birnbaum, James R. – Treasurer as long most can remember and will also be the membership chair
Riedel, Dave – Past Safety Director & much time spent in maintaining Warrenton Airpark

Director's Award:

Presented by Ami Abramson – Len Alt, out-going president for the four years service as president

Volunteer of the Year – Jim Birnbaum for the serving as the “organizer and chief chef at the summer meetings

Installation of new Officers:

Len's last job –

President: 2010 – 2011 Steven Beste

Secretary: 2010 – 2011 Jim Heidish

Volunteer positions:

Newsletter Editor - Autumn Aceto

Membership Director – Jim Birnbaum

Clothing Sales – Peter Bastien

50/50: J.D. Ingram

Steve Beste - President adjourned the meeting at 6:15 PM
Respectfully Submitted

ACTIVITIES

2010 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.

2010 Club Activities Schedule

Date	Activity	Location	Description
Thur, January 7th, 7:30PM	Club Meeting	CVHS	Standard Agenda
Thur, February 4th, 7:30PM	Club Meeting	CVHS	Standard Agenda
Thur, March 4th, 7:30PM	Club Meeting	CVHS	Standard Agenda
Sat, April 3rd 11AM	Club Meeting	WAP	Club meeting and cookout at Warrenton Airpark
Sat, May 1st, 11AM	Club Meeting	WAP	Club meeting and cookout at Warrenton Airpark (WAP)
Sat, May 22nd 10AM - Memorial ceremony 11AM - Club meeting	Memorial Fly-In and Club Meeting	WAP	Memorial Fly-In and cookout at Warrenton Airpark (WAP)
Sat, June 12th 7AM - PPG Poker Run 9AM - Airplane & Trike Poker Run 11AM - Club meeting	Club 1 Poker Run and Club Meeting	WAP	Club 1 Poker Run and Club Meeting at Warrenton Airpark (WAP)
Sat, July 10th, 11AM	Summer BBQ and Club Meeting	WAP	Monthly meeting and Summer BBQ at Warrenton Airpark (WAP)
Sat, August 7th, 11AM	Club Meeting	WAP	Monthly meeting and cookout at Warrenton Airpark (WAP)
Sat, September 11th, 11AM	Club Meeting	WAP	Monthly meeting and cookout at Warrenton Airpark (WAP)
Sat, September 18th	Club 1 Fly-out	WAP	Club1 Fly-Out from Warrenton Airpark (WAP)
Sat, October 2nd	Club 1 Fly-in and meeting	WAP	Monthly meeting, Club 1 Fall Fly-In and cookout at Warrenton Airpark (WAP)
Sat, October 9th	Club 1 Color Run Fly-Out	WAP	Club 1 Color Run Fly-Out at Warrenton Airpark (WAP)
Thur, November 5th, 7:30PM	Club Meeting	CVHS	Standard Agenda
Sat, December 12th	Club Meeting / Holiday Party	WAP Club House	Monthly meeting and Holiday Party at 4:00PM

CLASSIFIEDS

Ads will be run twice and then dropped unless resubmitted, or renewed by telephone or e-mail. Please advise the editor (alaceto@gmail.com) 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 Electric 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/](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)

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)

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)

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

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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 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 2010 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 – 2010

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 nonprofit, recreational club dedicated to the sport of ultralight and light sport aircraft flying.

2010-2011 CLUB OFFICERS, DIRECTORS & STAFF

President: Steve Beste 703-467-0586

Vice President: Ami Abramson+ 703-366-3717

Secretary: Jim Heidish 703-524-5265

Treasurer: Jim Birnbaum+ 703-361-7478

Past President: Dave Riedel 703-815-4924

Dir, Safety & Tng: Bob Jacobs 703-321-0225

Dir, Membership: Jim Birnbaum+ 703-361-7478

Dir At Large: Len Alt 703-945-9314

Club Artist:

Events Coord.

Librarian Dick Walker 202-363-4546

Newsletter Editor: Autumn Aceto 703-655-4137

e-mail: alaceto@gmail.com

Web Master: Greg Palmer 703-912-3774

PPG Web POC Par Karandikar 703-201-8909

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 weekend activities.

ANNUAL DUES (Jan 1 - Dec 31) \$20.00. (Includes newsletter.)
Family membership: \$25.00. After July 1, dues for remainder of year

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 choice when you renew your membership.

Ultraflight 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-U.S. membership add \$5.00)

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 website.)

SUBMITTING ITEMS FOR THE NEWSLETTER Members and non-members are encouraged to submit items for this newsletter. Send submissions to Autumn Aceto, 9595 Sherburne Farm Rd, Marshall, VA 20115. E-mail is shown at left. Deadline for entry of items into the newsletter is 10 days before each meeting.

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.

Name: _____

Address: _____

City: _____ State _____ Zip _____

Phone _____ Date of Birth _____

Enclosed is my Check _____ Money Order _____

Visa _____ Mastercard _____

Card # _____

Signature: _____

United States Ultralight Association
104 Carlisle Street
Gettysburg, PA 17325