



From the Front Seat

Steve Beste, President

I read with alarm that a neighborhood association in Annandale recently elected a dog as its president, a hoax perpetrated by the outgoing president. Let me follow Richard Nixon's example and state categorically: I am not a dog; at least not literally. And this is indeed my picture. But don't take my word for it—come and see for yourself at our next club meeting. **Thursday, March 3rd, at Centreville High School at 7:30.** Our powered paraglider instructor Michael O'Daniel will tell the rest of us what the PPG life is like and why so many people are flying that way.

Last month, club Safety Officer, Dave Riedel talked about what to do if you find yourself down in a strange field unable to walk. How do you get help? Best scenario is to have a **flying buddy** who can go get help. But that works only if you have radios or some pre-arranged signal system. You should certainly have a cell phone, preferably with a **GPS**. (The rescue squad can't do much with "Help! I'm at the corner of Pine Tree and Soybean, third tree from the left!" Get a GPS.) But cell phone coverage is spotty once you get out in the country. Best is a device called **SPOT** which calls for help via satellite. After the meeting, vice president Dick Martin got one. See his article on page XX.

This issue has another take on "landing out" as the sailplane pilots call it. My trike partner Hugh McElrath flies hang gliders, paragliders, and sailplanes. Paraglider pilots flying cross-country land out all the time and need to be picked up by their friends. How do they do that? Read Hugh's stories below. As you will see, our unpowered friends give considerably more thought to the retrieval problem than we usually do. He also mentions **buddies, smart phones, GPS, and SPOT**. We could learn from their example.

Fly safe,
Steve



HOW DO YOU GET RETRIEVED IF YOU LAND OUT?

HOW THE UNPOWERED FLYERS DO IT.

by *Hugh McElrath*

Local Flying. At the club level in hang- and paragliding, we rely on 2-meter ham radios (coordinate a frequency) and cell phones (exchange numbers with your flying buddies). We generally fly in gaggles close to the launch site and even go cross-country in loose groups (the best lift indicator is another glider going up). With uneventful flights, we coordinate rides back up the hill etc. on the radios.

In the Trees. Often people who go in the trees do so near launch and are observed visually; pilots in the air can guide rescuers to the treed pilot by circling over the spot and directing on the radio. We will call the emergency squad if a pilot is injured (strangers may call first if they see him go down—sometimes they call even for normal landings!), but sometimes we find the emergency squads overzealous and ill-equipped for tree extractions. They will often try to restrict access to the site, including to fellow pilots who have experience getting pilots and gliders safely out of trees, have ropes, and won't call for helicopters, which can blow a glider out of a tree where it was safely lodged. Professional tree trimmers sometimes are better equipped to climb a tall tree. Even in the case of an injured pilot, there is scope to advise emergency personnel how to cut the pilot out of his/her harness in such a way as to minimize damage.

Cross-Country. If you go cross-country and want to get retrieved, you announce your intentions and general goal, make arrangements with a driver, make sure he has a radio, a vehicle with GPS and glider rack (for hang-gliders), and maps. Whoever lands first retrieves the others. In the air, first thing is to keep track of where you are. (I use a mapping GPS, but also try to familiarize myself ahead of time with landmarks and place names on a sectional chart—and better yet—a highway map.) Choose a landing field near a road—near houses and/or convenience stores—perhaps with ice cream and/or adult beverages! (Of course, you are looking for a large enough field with favorable contour, low or no crops, etc.) *While still in the air*, tell someone where you are landing. Ask them to relay if you don't have direct communication with your driver. If they are higher altitude, they may be able to hit radios on the ground better than you who are low. Of course, once you are on the ground, you can use your cell phone to snivel for a ride as you pack up your glider. I have used GPS-derived lat/long coordinates that I read to the retrieve driver for him to enter in his GPS. But I usually try to describe my position in terms of route number and distance from a town. If there are people at the landing site, I'll ask them where I am, but sometimes their name for a road may not be what shows on a map or GPS...I use Verizon for its alleged better coverage; pretty good in the Virginia/Maryland/ Pennsylvania area.

Competition Cross-Country. For competition pilots, the above applies in spades; the chase drivers are constantly communicating with their pilots as they follow them down course. A new development is SPOT, a GPS enabled satellite beacon with limited data transmission. Assuming you are not knocked out, you can hit a *help* button, and your respondents will know who you are and where you are. There's also an *I'm OK* button. The units are only \$150, size of a cell phone. Service is \$99/year, plus you can buy optional tracking for a modest additional fee (seems like a good deal—I think I'll buy one and the premium service). People in competitions who use SPOT report having the meet organizers, who were tracking all competitors on a computer screen, congratulate them on their flight. They could see the pilot had stopped moving! Pilots also raved about the iPhone, with

the app wherein you can just send a “pin” with your GPS position to another smart phone—no need to read or text the coordinates on your phone.

Sailplane Recovery. I fly with the Skyline Soaring Club out of Front Royal. We had a sailplane accident around two summers ago. I was giving a ride in the trike, and heard Kevin [the pilot] calling. He said he was on the ground bleeding, didn’t know exactly where he was. A Piper Cub pilot had been talking to him, but had to land because he was out of fuel. Kevin said he had been sucked up into a big black cloud and tumbled into an inverted dive. Even though he cinched his five-point belts down “till it hurt,” he broke the canopy with his head. He managed to arrest his dive and get right side up. Then—with the airframe overstressed and “wracked,” and controls hard to move—he managed to land, but clipped a tree and probably ground-looped. The glider was totaled. I kept talking to him, and he seemed to be relatively okay, though bleeding from a scalp wound. I still didn’t see him, but elicited some clues to his whereabouts that I relayed to the sailplane club ground crew (which uses the airfield frequency) and the tow plane, which found him near where he had released from tow. People at the crash site called 911, and the ground crew retrieved the wreckage. Local rescue squad response is generally swift.

SPOT GPS MESSENGER

by *Dick Martin*

What would you do if you had a forced landing in a dangerous or inconvenient place where you couldn’t get help right away? The SPOT GPS Messenger might save your day or save your life.

SPOT is a portable battery-powered device, about the size of a wallet, that sends your position whenever you want and to whomever you want. It will also immediately summon help in an emergency. It communicates through satellites and does not require cell phone coverage to work. It has several functions:



- It will send messages. You decide in advance what three messages you will want to send and to whom. You set up the messages and recipients by computer in your SPOT account. You can designate up to 10 email addresses and/or cell phones to receive the messages. Each of the three pre-written messages is triggered by a different button on the SPOT. Following SPOT’s suggestions, my messages are, “I’m en route,” “I’m back on the ground, safe & sound,” and “I have a problem. Please call my cell phone.”
- It will call for emergency help. A red “SOS” button immediately alerts the GEOS Rescue Coordination Center in Houston that you have an emergency along with your GPS location. This Center contacts 911 emergency responders near your location and coordinates their response. If that doesn’t work, they have other private search and rescue providers they can mobilize.
- It will track your flight. If you push a “Track Progress” button, SPOT transmits your location to its website and marks it on a Google Map every 10 minutes. During or after your flight, anyone can see your progress and route.

It does have limitations. You can't change message text or recipients from the device itself. There isn't an indicator that shows battery strength. Retailers are not transparent about the operating subscription costs when you purchase the device. The tiny buttons and lights are tricky. It has no display that shows your position or anything else. In a bad accident, it doesn't activate automatically; you have to be in good enough condition to find the SPOT in your cockpit and push the SOS button.

SPOT can be used when flying, boating, hiking, biking or driving. It costs about \$150, and the different emergency and communication services are \$100 a year. The "track progress" capability is an additional \$50 a year. Other available options are roadside assistance and rescue insurance.

I've had mine for a month and like it. My wife likes knowing where I am and that I'm okay. For me, I find having the emergency reporting capability provides an extra level of safety and comfort that I really appreciate.



MEETING MINUTES

February, 2011 Minutes

USUA Flying Club One

Saturday, February 3, 2011

Centreville High School Library

Centreville, VA

Selling 50/50 tickets before meeting

Call to Order

President Steve Beste called the meeting to order at 7:30 P.M.

12 members present.

CONNECTIONS

Visitors & New Members

Brian Goff now a PPG pilot. Brian and several PPG pilots have been flying when the weather cooperated this month, all reported enjoyable flights. Heated clothing is a must for this month's flights.

SERVICE PROVIDERS

Recap our standing list of service providers:

- PPG instructor and dealer:
Michael O'Daniel
- Fixed wing instructor: **Chuck Tippett**
- Welder: **Tom Kotsch**
- A&P mechanic: **JD Ingram**

REGULAR REPORTS

Warrenton Airpark: Tom not present

Treasury's Report: Jim Birnbaum reported January Income of \$111.00; Expenses \$0.00; Balance \$2019.80; the Library fund has \$448.24.

Jim expects the income to be larger next month as this year's dues are received. The members suggested a PPG bible for the library. Approved, or may be donated.

Secretary's Report: Jim T. Hill note-taking for Jim Heidish. The January minutes were

approved without reading (January newsletter not yet published).

President's Report: Steve Beste

1. Sign-up sheet for club volunteer activities is published on web and was circulated at the meeting. A few coordinators are needed, including cooks for the meetings at WAP.
2. Flying Club needs a webmaster.
3. In connection with this activity, we will need a new ISP host for the web page, suggestions appreciated.

Safety and Training Director: Dave Riedel reported on a Shenandoah Airport incident in which a helicopter struck a C-172 as it was taking off. Both student pilot and CFI were killed. The C-172 was destroyed, but the helicopter was able to land with only minor damage, and the pilot and crew walked away. With the multiple types of aircraft flying at WAP and multiple runways this is a scenario that could happen. Each pilot was urged to keep your head on a swivel and communicate, communicate, and assume nothing except that there will be several others in the pattern or vicinity, AND someone else may not be aware of these activities.

Old Business: None

New Business: None

Program:

Program presented by Dave Riedel
Three Landings—What should have been in your flight bag?
1. Originally presented by e-mail, Steve Beste, PPG pilot loses power, lands in field, damaged equipment, hurt ankle, unsure of location, no cell phone coverage. Preflight in order to prevent equipment failure; notify some person of your flight plan; beacon, personal or aircraft; lighter

or matches for lighting signal fire; fly with “buddy.”

2. Ultra-light pilot emergency landing in a hayfield, unable to restart engine, wheel(s) buried in soft turf, 20-minutes from origin, good landing, pilot walks away from aircraft. Again notify of flight plan, and fly with “buddy;” look/listen for road (road sounds) walk to nearest road; personal ELT; cell phone if available to position equipment; find farm house or personnel.
3. Light Sport pilot with passenger again a “field” in West by-gosh Virginia not good landing due to unsuitable location, aircraft stops inverted with the pilot pinned in wreckage, but passenger OK. Aircraft should be equipped with ELT; with passenger help, extract pilot; see above equipment for other suggestions; the MOST important equipment is the BRAIN—always be looking where you are going and/or have been for a better field for an emergency landing in all of these scenarios. Specialized equipment would be an aid in all of these situations—Track Point; Spider Tracks; i-Phones equipped with GPS; GPS (even ground based vehicle systems); ELTs.

50/50 Drawing: Winner, Jim T Hill

Presentation suggestions for the meeting next month at CHS, last time this school year.

1. Tips from JD Ingram’s training on the Rotax.
2. Introduction to PPG flying—Michael O’Daniel with Brian Geoff and friends will prepare a presentation.

Adjourn

President Steve Beste adjourned the meeting 8:45 P.M.

ACTIVITIES

2011 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 2011 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 6th, 7:30PM	Club Meeting	CVHS	Standard Agenda
Thur, February 3rd, 7:30PM	Club Meeting	CVHS	Standard Agenda
Thur, March 3rd, 7:30PM	Club Meeting	CVHS	Standard Agenda
Sat, April 2nd 11AM	Club Meeting	WAP	Club meeting and cookout at Warrenton Airpark
Sat, May 7th, 11AM	Club Meeting	WAP	Club meeting and cookout at Warrenton Airpark (WAP)
Sat, May 21st • 10AM - Memorial ceremony • 11AM - Club meeting	Memorial and Club Meeting	WAP	Memorial ceremony and cookout at Warrenton Airpark (WAP)
Sat, June 11th • 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 9th, 11AM	Summer BBQ and Club Meeting	WAP	Monthly meeting and Summer BBQ at Warrenton Airpark (WAP)
Sat, August 6th, 11AM	Club Meeting	WAP	Monthly meeting and cookout at Warrenton Airpark (WAP)
Sat, September 10th, 11AM	Club Meeting	WAP	Monthly meeting and cookout at Warrenton Airpark (WAP)
Sat, September 17th or 24 th TBD	Club 1 Fly-out to Trikefest East at Shreveport North (62PA)	WAP	Club1 Fly-Out from Warrenton Airpark (WAP)
Sat, October 1st	Club 1 Fly-in and meeting	WAP	Monthly meeting, Club 1 Fall Fly-In and cookout at Warrenton Airpark (WAP)
Sat, October 29th	Club 1 Color Run Fly-Out	WAP	Club 1 Color Run Fly-Out at Warrenton Airpark (WAP)
Thur, November 3rd, 7:30PM	Club Meeting	CVHS	Standard Agenda
Sat, December 10th, 4:30PM	Club Meeting / Holiday Party	WAP Club House	Monthly meeting and Holiday Party at 4:30PM

CLASSIFIEDS

Ads will be run twice and then dropped unless resubmitted, or renewed by telephone or e-mail. Please advise the editor: **Autumn Aceto** (alaceto@gmail.com) when the ad is no longer needed.

FOR SALE — Zodiac 601 XL (650 XL) partially completed kit. Kit includes Constructed Tail Surfaces and Fuselage, to include Landing Gear with Wheels and Brakes, Dual Brake Peddles kit, Dual Control Stick kit and Instrument Panel. The wing kit and engine is needed. The wing kit is available now pre-drilled. It The plane will take a Rotax 912S, Jabiru 3300, Continental 0200, Lycoming 235, Corvair or VW conversion engines. All documentation and registered plans are in the package. Asking \$7500 or best offer above \$6000. Note this is a Light Sport class aircraft. It is available built, IFR Certified at Southeast Light Sport for \$99,900. (SouthEastLSA.com). See <http://www.zenithair.com/zodiac/xl/> for details of aircraft.
Contact: Larry Walker, 540-347-7609

Flight Test Report: Steve Flattum flight tests the Zodiac and reports:
“The CH 601 XL / CH 650 family of airplanes are a delight to fly. Simple and easy to fly, with a great view and they are very comfortable for long flights. The airplane is very strong and it is backed by a company that has been around for a very long time.”

Editing – Proposals, Technical, Advertising...

Since I am again working as a freelance editor, I’m looking to expand my client base.

My largest client is LMI, based out of Tysons. For those who are familiar with this non-profit government contractor, you know their excellent reputation for well-edited documents.

Unlike this newsletter, which is a labor of love, all my work meets or beats all deadlines.

Autumn Aceto
703-244-7349
alaceto@gmail.com

For Sale — my Dudek Synthesis 29 wing because it is too big for me, and I will buy a smaller one. Bought in the UK in June 2009, and first flown in November 2009 (I was waiting for my engine). The wing has 10 hours of flying with no incident.
Axel CHARLES-MESSANCE
axel@frenchproduction.tv

MEMBERSHIP DUES 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 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 – 2011

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, go to <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.

2011 CLUB OFFICERS & DIRECTORS

President: Steve Beste 703-321-9110
Vice President: Dick Martin 703-242-2367
Secretary: Jim Heidish 703-524-5265
Treasurer: Jim Birnbaum 703-361-7478
Director and Past President: Len Alt 703-945-9314
Director At Large: Dave Riedel 703-815-4924
Director At Large: Larry Walker 540-347-7609

2011 CLUB VOLUNTEER STAFF

Safety & Training: Dave Riedel 703-815-4924
Membership: Jim Birnbaum 703-361-7478
Club Artist: Jim Heidish 703-524-5265
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 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.

"If you are interested in joining the U.S Ultralight National Organization go to their Website for membership information at: <http://www.usua.org/>"