



From the Front Seat

Steve Beste, President

We're a flying club, guys! Flying is the whole point. So congratulations to everyone who was out flying in June. A lot of you were doing that.

The airplane Poker Run was the best-attended that I can recall, with seven aircraft and ten flyers. That made the pot a sweet \$50, made even sweeter when my passenger won it (my brother). Many thanks to Chuck Tippett, who got permission for us to fly into Horse Feathers. To my amazement, he also opened the door at Berryvale, though not in time for the event. Next year. We're blessed to have such a large number of private grass strips who welcome us.

The PPG Poker Run had fewer people, but was ably organized by Dave Riedel. They got permission at Tharpe once again, that beautifully-mowed estate. You'll want to watch Brian Goff's excellent video at <http://goo.gl/F6hOV>.

Dick and Aimee Martin flew to Kitty Hawk. See his story in this issue.

PPGs in Canaan Valley. Phil and Gigi Hyland hosted Ami Abramson and Bob Eaheart in Canaan Valley, WV. See their pictures at <http://goo.gl/JiNLK>.

Dulles! Former club president, Tom Simmons, and I flew our little aircraft into Dulles International for the Smithsonian's Become a Pilot Day. Wahoo! Flying with the big dogs! Neither of us has a transponder and nor filed a flight plan in 40 years, so we took the SFRA course again and paid attention this time. The indispensable Chuck Tippett escorted us in and did all the talking on the radio. One of us will write up the story for the next issue, but here's a sneak photo preview. It was an unforgettable experience.



STRAIGHT down that line, you betcha, tails high, struttin' our stuff.



Steve Beste, Tom Simmons, Chuck Tippett at the Smithsonian's Udvar-Hazy Museum at Dulles.

Tomorrow's pilots.



Fly safe,
Steve

The Hazard of Unmarked Portable Temporary Towers

Chappy Chapman forwards this warning from the national association of ag pilots. Nine ag pilots have been killed so far from hitting portable temporary towers that were set up to evaluate sites for wind turbines. PPG pilots in particular take note. See

<http://www.agaviation.org/content/meteorological-testing-towers-fact-sheet> and

<http://www.agaviation.org/content/ntsb-issues-met-tower-safety-alert-wake-ag-pilot-fatality>



Parachute Clinic

By Hugh McElrath

Note: The Capital Hang Gliding and Paragliding Association held an all-day parachute clinic on June 4th, at the Octagonal Barn in Charlestown, WV. They suspended pilots from the ceiling, disoriented them, and taught them to throw their parachute properly. This was followed by a repack clinic. Hugh McElrath (see photo at right) was Steve Beste's partner in their trike. At the time of the clinic, he was still in a wheelchair from a paragliding accident in April.



The chute deployment clinic was a big hit, with about 20 pilots and 27 chutes thrown and repacked (I got both my hang glider chutes done—even got helped out of my wheelchair, into my harness and suspended for a photo-op throwing my tandem chute. There was a good balance of hang glider (HG) and paraglider (PG) pilots, plus James “Slugger” Coblenz, the PPG instructor, who did four of his chutes—and provided initial load testing for the suspension rig. All five of our class of H2s were able to take advantage of this very valuable training. Newby Robert Gray latched right on—I suited him up in my solo HG harness, and he got a couple of throws in—and then did the “owner” part of repacking both my HG chutes and reintegrating them into the harnesses, quick study!





Betty Pfeiffer of High Energy Sport (see photo at right) came and led the event. We flew her out from the “left” coast. Her chief designer, Paul Gargano, came too (he builds big chutes for NSA et. al.). Betty lectured for a good four hours, with scary videos of actual deployments, both “good” and “bad”. She addressed a number of situations, including landing in trees, water, and POWER LINES. There is a danger to rescuers from arcing, even at a considerable distance. The spacing of the multiple lines on a tower, or the spacing of insulators, is a clue to the danger distance. If the power trips, you only have limited time before automatic reset. There is danger of sails, etc. IGNITING. One exercise we practiced was getting out of the harness and doing a clean drop to the ground to get away from the wires...



Our host Peter Humes provided a scrumptious gourmet organic lunch. The Octagon Barn was a great venue with ample room for the three suspension points, plus two packing tables. The weather was even nice, cool and sunny—and it wasn’t a boowah flying day so no one felt deprived. Thanks to all who stayed to help finish the last chutes and then helped Peter reset the barn for future activities (there’s a dance floor...). A bunch of us went for a late dinner at “Dish” in Charles Town.

The Volunteer Sign-up Sheet Is on the Website

Find out what you volunteered for!
Click *Volunteer Sign-up Sheet*
on the sidebar.

“First Flight” Airport in Kitty Hawk Cross Country in a Light Sport Aircraft (LSA)

By Dick Martin

USUA Club 1 has various kinds of aircraft, including powered paragliders, ultralights, experimental homebuilt aircraft, light sport aircraft, and single engine private planes. Each group has its own characteristics, advantages, and limitations.

I own a light sport aircraft—a 2005 two seat “Allegro” from the Czech Republic with a 4-stroke 80 horsepower Rotax engine. It has two-way radio, transponder, and GPS; weighs 647 pounds empty; cruises about 105 MPH; and consumes 3.5 gallons per hour of auto gas.

My wife, Aimee, and I made a trip on June 8 that demonstrated some of the nice characteristics of light sport aircraft. We flew from Warrenton to Kitty Hawk, NC, and back. Our son, Andrew, had rented a house near Kitty Hawk for a week’s vacation with his wife, their new baby, and three other families with small children. Aimee and I decided it would be fun to join them there for a day.

We departed Warrenton-Fauquier airport (KHWH) around 7:30 AM, headed south, skirted the DEMO 2 and Hill MOAs, punched “First Flight” airport (KFFA) at Kitty Hawk into the GPS, and settled back to enjoy the scenery. We cruised east of Richmond, right over Williamsburg, down the James River, west of Norfolk, then along the beach to Kitty Hawk. We had cool and smooth air, no traffic, and pleasant forests, lakes, and seashore at which to look. It was an easy flight that demonstrated some of the advantages of a modern light sport aircraft. Our respectable speed of about 110 MPH (thanks to a light tailwind) covered the 200 miles in under two hours—while consuming only seven gallons of gas, giving us 29 miles per gallon; pretty nice, compared to a long and tiring 5-½ hour car trip.

First Flight Airport at Kitty Hawk belongs to the National Park Service and is part of the Wright Brothers monument and museum area. It’s unattended with no fuel or services. There are tie downs that can be used at no charge for up to 24 hours. Tie downs reportedly fill up on weekends during tourist season but there was only one other plane the day we came. AOPA offers a clubhouse next to the airstrip with bathrooms, a lounge, and a flight planning room with computers and internet. First Flight Airport is something of a pilgrimage for many pilots, located right next to the famous Kill Devil Hill



Allegro LSA at First Flight Airport in Kitty Hawk NC. Wright Brothers’ monument on Kill Devil Hill in the background. Pilot Dick Martin and friends.

monument, museum, and site of Orville and Wilbur’s experiments and first powered flight. It is within a few blocks of the beach.

We had a fun day. First, I took some of Andrew’s friends for airplane rides along the beach, sharing airspace and communicating by radio with a banner-towing Cessna that was advertising pizza. My passengers really enjoyed the spectacular views from the Allegro’s huge windows. Then we went to the rented house and met the group of young families with all their babies and little kids. We played with our cute and intelligent new granddaughter in the pool while Andrew grilled bratwursts. We went for a walk on the outer banks beach that really made us feel that we had gotten away from it all.



By mid-afternoon, it was time to start home. At this point, things got a little complicated. First, we were surprised to find a thick brown haze hanging over First Flight Airport. The mechanical voice of the First Flight AWOS advised that the visibility was only 3 miles, the minimum for VFR. Anxious about taking off into deteriorating conditions, I telephoned the FAA briefing service at 1-800-WX-BRIEF. I explained my planned route and my concern about low visibility. The briefer came right back with a weather briefing tailored exactly to my planned flight, including winds aloft, visibility, and an explanation of the brown haze over First Flight Airport (a brushfire to the southwest). “Heading northwest toward Warrenton,” he said, “you should fly out of the worst of the haze and have good VFR conditions all the way home”. Reassured and greatly appreciative of this excellent briefing, we prepared for our departure.

Our departure was further complicated by low fuel. Between the trip down and the sightseeing flights for Andrew’s friends, we only had about an hour of fuel remaining in the tank. Furthermore, our planned fuel stop at a nearby airfield would have taken us south, right into the thickening, sub-VFR smog. So we decided to go to Elizabeth City (KECG) about 30 miles to the northwest and took off into the haze. We followed the coastline of Albemarle Sound, concerned by the poor visibility, lack of a horizon, and dazzling glare of late afternoon sunlight in our eyes. Fortunately the visibility remained barely adequate, and we landed at the large, tower-controlled Elizabeth City Airport, which seemed to mainly be a Coast Guard aircraft facility (see AOPA pilot facility at First Flight Airport right). We found the general aviation FBO and a self-service pump that looked like it would require an advanced degree in engineering to operate. Mercifully, a cheerful employee, Wendy, pulled up in her golf cart and helped with the complicated pumping and paying process.



Resuming our flight home with a full tank, we didn’t have the same easy flying conditions that we had enjoyed in the morning. The thick summer haze thinned some, but still limited visibility. My

eyes got tired, and I worried about seeing traffic. We had a headwind that slowed us down. It was hot. We made it back to KWHY around 7:30 PM, got out and stretched luxuriously, thirstily consumed cold lemonade, and congratulated ourselves on a successful adventure.

So what am I learning about light sport aircraft after owning and operating one for about a year and making trips like our June 8 flight to Kitty Hawk? Compared to other categories we have in our Club, LSAs seem to occupy a nice niche between ultralights and bigger private aircraft.

- LSAs are fast enough for cross-country flying. Speeds of 80-120 MPH are well suited for trips of medium length over hospitable terrain and in good weather. Going to Kitty Hawk, we were able to do a round trip and fun activities in one day. By car that would have taken 2 or 3 days. On the other hand, a longer trip might have gotten tiring or uncomfortable.
- LSAs are economical in terms of direct operating costs. When you add other expenses (hangar, insurance, maintenance, and purchase price), they are more expensive than ultralights or PPGs. Still, they are less pricey to operate than private planes like Cessnas.
- LSAs can be comfortable for an hour or two. Mine has an enclosed cockpit and a heater. However they are cramped compared with larger aircraft.
- The big windows on many LSAs make for great sightseeing. However, the big windows and transparent canopies in many LSAs can get hot on sunny days. We decided to cut down a reflective car sunshade to use under our clear roof in the future.
- Many modern LSAs are nicely equipped: GPS, transponder, and two-way radio are great conveniences and safety features. The four stroke Rotax engines that most LSAs use are reliable and go 2000 hours between overhauls. Composite materials found in many LSAs reduce drag and look sleek and modern.

General aviation offers lots of positives—spectacular aerial views and scenery, the pleasure of flying free as a bird, the satisfaction of mastering new equipment in a new element, and the ability to travel quickly and comfortably. Different kinds of aircraft offer these pleasures in different measures. Private planes like Cessnas and Beechcraft are great travel machines. Ultralights and PPGs are tops for fun and scenery. Light sport aircraft like my Allegro offer a nice combination of flying fun, spectacular sightseeing, and practical transportation.



Meeting Minutes

June, 2011 Minutes

USUA Flying Club One

Saturday, June 11, 2011

Warrenton Airpark

Warrenton, VA

No 50/50 tickets

Call to Order

President, Steve Beste called the meeting to order at 11:15 AM.

18 members present.

CONNECTIONS

Visitors & New Members

New member Syrus Mesdagli is a PPG pilot in training and also took part in the Poker Run today.

Old members

Don Sheehan said he was out at the makers of his HKS Trike in Bloomfield, Indiana for 2 weeks. He put 10 hours of flying on the Trike and should be ready to bring it home in the fall.

Dick Martin made a 188-mile flight to First Flight Airport at Kitty Hawk, NC and will have an article in the Newsletter about the great trip to this historical location.

Pete Bastien is now a part time Cessna pilot for DC Skydiving, the skydiving outfit operating out of the Warrenton Airpark. He has flown over 40 loads so far.

SERVICE PROVIDERS

Recap our standing list of service providers:

- Fixed wing instructor: **Chuck Tippett**
- Welder: **Tom Kotsch**
- A&P mechanic: **JD Ingram**

REGULAR REPORTS

Secretary: Jim Heidish reported that the May Minutes are in the June Club Newsletter and was approved as published.

Treasurer: Jim Birnbaum reported May Income: \$99.00, Expenses: \$225.51, The Flying Club 1 Checkbook Balance: \$2312.35

President: Steve Beste presented the special Flying Club aprons to chefs Bob Eaheart, Melodee Sheehan and Don Sheehan, thanking them for the delicious food. He reminded everyone that there is an apron for all the monthly chefs. So if they didn't get their apron, speak up!

Safety and Training Director: Dave Riedel said that today's Poker Run and the mix of aircraft taking off and landing from all directions was a real test of the See and Avoid traffic patterns at the Airpark. He said that everybody did a great job.

Membership Director: Jim Birnbaum reported that paid-up membership is at 48. The fee for membership renewals from July to the end of the year and any one joining in the last 6 months of the year is \$10.

Warrenton Air Park Owner: Tom Richards said that joining his two Canadian geese would be 25 Guinea hens that like to eat ticks. All the big fuel tanks are for the Skydivers' aircraft only and not for sale. He said they might loan you a few gallons of 100LL if you're in a crunch. The planned Airpark snack bar fell through, but there is now a soft drink vending machine in the Skydivers hangar. He is also having special plans drawn up on the new hangars, so he can present them to the county and hopefully get everything approved.

Clothing Sales: **Pete Bastien**-nothing special to report.

Old Business

A&P mechanic JD Ingram report that the Rotax school he attended at Lockwood

Aviation in Sebring, Florida has really paid off. He did the annuals on two trikes last week and the training was very beneficial in problem solving. He also said that he is working on How-To article with photos that should be helpful.

New Business – none

MONTHLY PROGRAM – none.

50/50 Drawing – none

Cookout: everyone enjoyed the food prepared by Melodee and Don Sheehan.

Adjourn

President, Steve Beste adjourned the meeting at 11:35 A.M.

Submitted by **Jim Heidish**, *Secretary*



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.

2011 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 • 8:30AM - 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.

Please contact me at:

Autumn Aceto

703-244-7349

alaceto@gmail.com

FOR SALE — Partnership - Taylorcraft BC-12D (1946) - available. Aircraft is hangared at Warrenton Airpark. The Taylorcraft is flown about 65hrs/year and should be flown more. Annual, hangar, insurance, maintenance and repair are shared costs, while fuel is individual responsibility. Tom Richards and Jim T. Hill are looking to add one or two partners to replace a leaving partner. Please contact Tom Richards ([\(703\) 568-3607](tel:7035683607)); warrentonairpark@yahoo.com or Jim T. Hill for details.

FOR SALE — 1978 Weedhopper Ultralight for sale: JC24C model; no engine; just frame. Will need new sails. Contact Mark Ripberger for more details. Sold “as is” \$400.00
ripbergerm@darden.virginia.edu
434-589-8311

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 Warrenton 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/>”