



## FROM THE LEFT SEAT

**Len Alt, President**

Happy Labor Day! Hope you and your family are enjoying the time off and the spectacular weather. Saturday and Sunday morning found Warrenton Air Park a hot bed of aviation activity. On this perfect flying day, we saw many members taking advantage of the opportunity to fly from this beautiful part of this great country.



Yesterday a group of us decided to make a short cross country flight leaving WAP and heading west. About a half mile west of Route 29 one of our flight had a sudden engine out. Fortunately the pilot had plenty of altitude and made a nice forced landing in a small horse pasture. While we radioed back to WAP for retrieval the owner of the pasture and resident horses came out, livid. After the initial screaming she left, angry, profuse apologies to no avail. Her unreasonably hostile reaction to an emergency landing (nowhere near the horses) reminds me that not everyone out there loves us. We must be mindful to try not to get on the bad side of our neighbors. By the way, I didn't know horses cost \$50,000 each???



Please join us for our next club meeting on Saturday, September 8<sup>th</sup> at Warrenton Air Park at 11:00 A.M. We'll have a cook out after the meeting. Bring your family!

Fly smart. Fly safe.

# VIENNA SAUSAGES AT 90 MPH

EAA AirVenture 2007. Now this is a trip I had thought about for some time.

Bought my Kolb Mark III Extra at the The New Kolb Aircraft Co. September 2003 Fly-In at London, KY, and the quick-build kit was delivered in January 2004. Covering, finishing, and engine installation took 369 hours. I completed the craft in September 2005 and the Dulles FSDO gave me a special airworthiness certificate (experimental) the following month. I went with the Rotax 912S with the plan to eventually set her on floats. Equipment includes a Garmin 296 (how sweet it is!), ICOM A24 hand held radio, Engine Information System, and basic steam gauges. I also use a Lightspeed ANR 30-3G headset since the pusher configuration tends to be a bit noisy.

This beast has flaperons and stalls around 60 MPH. New models have separate flaps and are advertised to be a little more docile. At max continuous RPM, 5500, I get about 90 MPH and 4-4.5 GPH. Around the airpark, I normally cruise at 75 MPH at 4500 RPM and get 3-3.5 GPH. The 912S will produce 100 horsepower for five minutes at 5800 RPM. This is really great for short field take-offs. Flying this sort of craft is like throwing a wiffle ball. Maintain power until on the ground -- none of this "I got the numbers, reduce power, flair". The flair turns into a very hard landing due to the lack of mass. Some have learned this the hard way.

After a kiss and a hug at home, I departed W66, soon to be KHWY, on Monday 23 July. I RON'd at a small airport 3G4 in Ashland, Ohio after a fuel stop at Harrison County 8G6. First leg was 2.7 hours Hobbs and the second 1.1 hours. The FBO in Ashland was great. They put the Kolb in a hangar and let me sleep on the couch. A couple who live on the airport let me take a shower at their house, and with access to a courtesy car, life was all peaches and cream. The weather was not cooperating with an unusual east to west low

weather system coming into Ohio. Word was if I didn't get west soon I would be stuck for about four days. A window opened late morning on Tuesday and I was off. By the time Indiana was in sight there was nothing but blue sky.

My first fuel stop on Tuesday was Dekalb County in Indiana, GWB, 1.8 hours, northeast of Ft. Wayne. Then on to Morris Washburn, in Illinois southwest of Chicago, C09, 2.2 hours. Last leg that day was in to a private paved strip in Wisconsin, McDermot, 31WI, about 1.5 hour flying time and two hours from KOSH. Bad planning on my part since there was not a sign of life. That ham sandwich I had been carrying around saved the day. No shower and the first night in my LL Bean tent. No rain though so my fun meter is still in the green. The master plan was to call the Oshkosh ATIS phone number first thing in the morning and figure out what runways were being used. This helps to make the NOTAM a little more manageable since it does address all possible combinations. I stopped at Dodge County, KUNU, for fuel and headed for KOSH. I wanted max fuel so I had all my options available. When the P-51s crashed the field was closed for a few hours and it was easy to see those overhead who hadn't really planned on this scenario. The flight into KOSH was uneventful and they put me on runway 27 on the blue dot and I was on my way to the home built campground. The EAA bends over backwards to support the home builders. At every stop coming and going I call my FSS (wife) and let her know time out/time in and then call when I get there.

Thursday and Friday were spent looking at all the displays and aircraft. Looked to be almost a record turn-out. Weather was overcast most of the time with occasional rain. This was my first trip via plane but I had been to AirVenture many times with my recreational vehicle. The on-site FAA FSS was excellent. They predicted VFR weather around Chicago after noon on Saturday. Seems the lake was causing fog/mist.

I departed KOSH around noon on

Saturday betting the FSS was right and headed for my first fuel stop in Illinois, Poplar Grove, C77, 1.7 hours. Then on to Dwight, DTG, about 1.2 hours. The sectional showed Dwight having fuel but it was locked. The FBO shack was closed. I couldn't see anything but corn. If it hadn't been for the Garmin I don't think I would have found the place. I called the FAA FSS and asked about weather between me and Kankakee since scattered thunderstorms were predicted. Looked good so I was on my way to Kankakee, KIKK, about 30 minutes away. Re-fueled the Kolb and on my way to Huntington, KHHG, 1.8 hours, southwest of FT. Wayne.

One of my fellow under wing campers at AirVenture flying a Breezy has a hangar at Huntington and gave me the combination so I could sleep there if I wanted. Said I could also use his truck parked inside. When I arrived the FBO manager was still re-fueling aircraft. I told him my plan and he said I could sleep on the couch in the FBO. Nice hot shower, coffee pot, courtesy car, TV—I felt just like Brer Rabbit. Pizza and a couple of cool ones and I was set. Kolb was tied down on the flight line.

Weather in NOVA was not looking good. Lots of thunderstorms. I departed Huntington late morning due to ground haze and headed for Harrison County, my first stop on the way up to KOSH. I made a fuel stop at Knox County, in Ohio, 4I3, about 2.1 hours. Then onto Harrison County, about 1.2 hours.

The guys at Harrison County were great but they lack some basics. It looked like this would be my first unplanned layover due to the NOVA weather. At this phase of the trip another night in the LL Bean didn't really appeal to me. The FBO let me put the Kolb in a hangar and gave me a courtesy car so I'm off to the Holiday Inn Express, a prime rib and a Fosters. The car was a hand-me-down from the county and had been a police car replete with black paint, spot light and of course 'Police Interceptor' inscribed on the trunk. Tough for some.

On Monday, more haze so I'm delayed until

late morning with predictions of low ceilings en route to W66. My main concern was VFR into IMC along the four to five tall peaks of the Blue Ridge I had to fly over. Almost happened on one peak but I was able to maintain about 700 feet AGL over the tops. With the overcast, turbulence was minimal. After 2.7 hours of listening to my Rotax choir I'm on the ground.

Overall I thoroughly enjoyed the trip. The Rotax 912S never burped and didn't burn a drop of oil. All the FBOs were great. The Garmin said 1716 miles. I flew 22.5 hours Hobbs, burned about 86 gallons of 100LL and paid \$370 for fuel. Looking forward to 2008.

Besides local bug killing, this year N46520 has taken me to the Horn Point Fly-in, MD; Sentimental Journey fly-in at Lock Haven, PA; and Shreveport Footlight Fly-in, PA. Also got a chance to fly over to Homer Kolb's airstrip north of Philadelphia with about 15 other Kolbers while visiting Shreveport. Very memorable for me. My first long cross country was to the Kolb Fly-in at London, KY last Fall. On the horizon is re-visit to Shreveport on Labor Day, the eastern shore roll in the grass at Campbell Field, Tangier Island, and the September Kolb Fly-in.

Oh, about them Vienna's. I found them under the Hot Box after I got back to W66. Safe and sound. They'll be great on the next cross country!

Safe and happy flying to all.

~ Lloyd Peterson

## ADVISORIES

### August Meeting – Minutes

USUA Flying Club 1

Saturday, August 4, 2007

Warrenton Airpark (V7GO)



*Under-wing camping*



*View of home builders campground*

President **Len Alt** opened the meeting (10:55 AM) in the cedar grove picnic area at Warrenton Airpark. Twenty-six members & guests were present.

**New Members/Visitors:** Anthony Gray & daughter, Bessma

Request for Instructors (soft wing & ultra light):

Candidates: Mark Cross, Berry Fourier & Andrew Mathia

Officer's reports:

Secretary: **Jim T. Hill** – Minutes accepted as published in August newsletter.

Treasurer: **Jim Birnbaum** – July Income \$71.00, July Expenses \$53.80, leaving a Current Balance of 2499.13. Details, provided in Treasurer's Report

Safety & Training Director: **Position Open** - Nominations for this position are requested, deadline September 8, 2007 meeting.

Membership: **Phil Williams** – No report (not present)

Members-at-Large: **Larry Walker** – 1) Waiting permission to purchase books (see last month's request). 2) Several members of Flying Club 1 attended Jim Willis' wake, we as members of Club 1 are indebted to Jim for enlarging our appreciation of life by knowing Jim.

Warrenton Airpark Status: **Tom Richards** – 1) Roof on the "far" hanger is almost complete and work has started on the sides of this hanger. 2) As you can see, the trusses in the "near" hanger are up but the trusses on the end will be reset after the end cap (walls) are in place. An additional hanger is

planned with the remaining trusses. 3) Fuel supply system will be located just off the circle, 550 gallons for 100 ll, 275 gallons for 87 octane & 275 gallons for 93 octane auto fuels. 4) Work party will be scheduled in cooler weather (September). 5) Work on the PPG field (north end of airport) is in the planning stage. Larry Walker expressed Club 1's appreciation to Tom for all the improvements (including planned) at WAP.

**Editor's Note** – Members flying from WAP, who do not rent a hanger, should submit a \$100 fee/year (to Warrenton Airpark) for the access.

New Business:

Coordinators are needed for the following events (2007)

September meeting, 8 September – **Mark**

**Miller**

Fall Fly In – 6 October

Color Run – 13 October

Holiday Party – 1 December

Changes in ADIZ – **Larry Walker** - Watch the AOPA web site as these changes will be mapped there (as well as FAA documents). The major difference is the position of the 30 nautical mile "center". This shift will give as much as an additional 3 - 5 miles clearance for WAP.

50/50 Winner - Par Karandikar again!

Motion to Adjourn – 11:45 AM

Jim Hideish prepared BBQ for the membership enjoyment.

Respectfully Submitted,

*Jim T. Hill*

Secretary

## USUA CLUB 1 MEMBERS AND THEIR AIRCRAFT



*Colorful PPC*



*Tom Richards in the Challenger*



*PPG Pre-flight*

## ACTIVITIES

### 2007 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 the Warrenton Airpark as shown in the 2007 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

- Sep 8, Sat**      **Monthly Meeting, WAP**
- Sep 15, Sat**    **Club 1 Fly-out to (TBD)**
- Oct 6, Sat**      **Club 1 Fall Fly-in & Monthly Meeting, WAP**
- Oct 13, Sat      Club 250 Fall Fly-in, Holly Springs
- Oct 13, Sat**    **Club 1 Color Run**
- Nov 1, Thur**    **Monthly Meeting, CVHS**
- Dec 1, Sat**      **Club 1 Monthly Meeting and Holiday Party**

Additions or deletions to this schedule will be made as other club schedules become known and as the Club 1 schedule may be adjusted. Changes will be published in this newsletter and on the Club website.

## 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.

### HANGAR TO SHARE WITH TRIKE --

Beautiful new hangar at the Front Royal airport. Electric door, south-facing. Your share would be \$160/month. It's 75 minutes from Braddock Rd. and the Beltway. Front Royal is beautiful. Contact Steve Beste at 703-321-9110. (09/07)

### QUICKSILVER MX SPRINT, ROTAX 447.

Single layer wings, BRS, electric start, Alt, RPM, new battery, compass and combined CHT/EGT. Cockpit fairing with tall windshield, and 4-point harness. Hangared and with full set of custom made protective covers. **\$5800.** Contact: Bob Bell 540-351-1081(W) or 703-943-7129 (C). (08/07)

### 1952 PIPER TRIPACER — Project.

Airframe and engine with less than 800 hours since new. Fuselage and one wing have been recovered. Other wing needs cover. Needs paint job. Engine needs assembly. Asking \$ 12,000.

Inquiries: Ralph E. Kew via e-mail at REKP1@MSN.com. (08/07)

### PASHA 2 TANDEM WING — 42m, like new, \$2400.00

Inquiries: Michael O'Daniel 540-270-8855 onegooodoc@starpower.net (08/07)

### WEIGHT SHIFT KIT FOR BLACKHAWK — brand new, never used \$225.00

Inquiries: Michael O'Daniel 540-270-8855 onegooodoc@starpower.net (08/07)

**Items bought and sold through the Newsletter are solely at the risk of the buyer and seller. Neither the Newsletter nor USUA Flying Club 1 guarantees, or is in any way responsible for, the airworthiness or other aspects of the items listed.**

# 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                            | Pete Bastien+  | 703-568-5778 |
| Secretary Jim Hill*                       | 540-659-8366   |              |
| Treasurer Jim Birnbaum+                   | 703-361-7478   |              |
| Past President                            | Dave Riedel    | 703-815-4924 |
| 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 |
| <b>Terms of office: +2007-08 *2006-07</b> |                |              |

**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 week-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.

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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\_\_Renewed\_\_Regular\_\_Family\_\_Membership

\*Street or PO Box \_\_\_\_\_

\*City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

\*Telephone (H) \_\_\_\_\_ Telephone (W) \_\_\_\_\_

\*Spouse's Name \_\_\_\_\_ \*Name to go on your Name Tag \_\_\_\_\_

To Receive Your Newsletter by E-mail, Enter Your E-mail Address \_\_\_\_\_

\*USUA Member: Yes \_\_\_ No \_\_\_. If yes, enter member number \_\_\_\_\_ USUA Pilot: Yes \_\_\_ No \_\_\_

\*UL Registration # \_\_\_\_\_ \*Aircraft Liability Insurance \_\_\_\_\_

Type aircraft \_\_\_\_\_ Stored/Flown From \_\_\_\_\_

Other Ultralights (Owned or Flown) \_\_\_\_\_

Flying Hours: Dual UL \_\_\_\_\_ Single UL \_\_\_\_\_ Conventional \_\_\_\_\_

\*Club Activities or Services for which you volunteer \_\_\_\_\_

(NOTE: Reference above to Ultralight aircraft includes Ultralight-type aircraft). Starred items must be completed. Mail application to Club 1 Treasurer Jim Birnbaum, 8570 King Carter St., Manassas, VA 22110, accompanied by dues for regular (\$20) or family (\$25) membership for a full year or \$10 and \$12 for a half year (July 1 or after). NOTE: Information from this application will be included

# USUA FLYING CLUB 1

September 2007

**To join USUA Flying Club #1, fill out the forms on the reverse side. 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.

**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**

**Jim Birnbaum**  
**8570 King Carter Street**  
**Manassas, VA 20110-4888**