



FROM THE LEFT SEAT

Len Alt, President

As always, I have received several e-mail messages from prospective flyers interested in ultralights in general and in our club in particular. Depending on the specific interest and questions from the sender I often refer these folks to one of our members with experience or knowledge in that area. This has been most effective in getting accurate information and assistance to these people. It was personally gratifying for me to meet one of these folks last weekend at the field. Thanks to all those in the club who have acted a resources for inquiries from prospective new members.



PPG Instructor Hits the Target

Thanks to Dave Riedel for organizing and conducting a great low key flying competition at our monthly club meeting on July 12th. Separate competitions were staged for PPGs and fixed wing flyers, and involved spot landings and bomb drop events for the PPGs and bomb drop and carrier landings for the fixed wings. It maximized fun and minimized rules and pressure, and was complete with prizes. Thanks to Dave for putting this on.



Low Pass

Please join us for our August meeting at Warrenton Air Park on Saturday, August 2nd. The meeting will start at 11:00 A.M., followed by our club cookout, with flying before and after. Hope to see you there.

Fly smart. Fly safe.

Skull Sez ... FROM THE CLUB 1 SAFETY HANGAR

In both of the recent Club accidents, the aircraft was equipped with a Ballistic Recovery System [BRS]. In both accidents the BRS was in working condition, but was not deployed prior to impact. Why? The reason that neither BRS was activated is not known, but speculation about the Phantom accident was that it was low and slow in the pattern and the pilot probably did not have time to activate the system. In the Trike accident, it was speculated that the pilot either was incapacitated or disoriented and in the 7 seconds from flight departure to impact, the pilot did not activate the system.

For those of you that have a BRS installed in your aircraft, do you have hard and fast scenarios for when you will deploy the BRS? Have you thought through all of the possibilities of when you

would and wouldn't pull the handle? You need to go over them so often in your head that it is ingrained in your subconscious so that there isn't any hesitation to pull the handle when the situation arises. If you have to think about it, it is probably too late. Once you make the decision to pull the handle, do it! Don't second guess yourself, an aircraft can be replaced.

Why are pilots hesitant to pull the handle? I think it is very similar to when I flew tactical jets and many pilots failed to eject in time. Many pilots were killed trying to "save" their jet instead of ejecting. Some were incredulous that their aircraft had that severe of a problem and "it could never happen to me" had set in. Some hesitated because they didn't want to destroy a \$45 million dollar aircraft. I think some mindsets are the same when flying an ultralight or experimental aircraft. You know that if the BRS is deployed, you're coming down and there will be major damage to your aircraft, and it will cost money, and...and... You're forgetting that if it's time to pull the handle, the aircraft has had a major failure. Pull the handle; survive; and walk away to build/buy another aircraft. It's better than the alternative.

I did some surfing on the BRS website [<http://brsparachutes.com/default.aspx>] and found some interesting information about the BRS:

- At this time, the FAA has not issued any Airworthiness Directives for BRS products.

- Question: What are some of the deployment scenarios for using the BRS?

Answer:

- Mid-air collision
- Single-engine night operations
- Pilot incapacitation
- Stall/spin on approach
- Structural failure
- Loss of control/icing (component failure, icing induced or pilot error)
- Engine out over hostile terrain

- Question: How low can the parachute work?
Answer: The altitude required is a function of speed more than height. FAA certified tests have shown that full parachute inflation could occur as low as 260-290 feet above the ground.

- Question: What maintenance is required on a BRS system?
Answer: Three maintenance cycles are important.
 - First: the unit must have an annual inspection, just like the rest of the airplane.
 - Second: the parachute must be repacked every 10 years. This work must be done by BRS (primarily due to the machine pressure packing of the canopy). The parachute and all lines will be removed and thoroughly inspected.
 - Third: every 10 years, the rocket must be replaced at an estimated cost of \$1,000. If the parachute system or its components are subjected to any unusual stress or exposure (physical damage or contamination), additional charges may apply.

You purchased and installed the BRS on your aircraft for a reason. Know when to use it and don't hesitate when the time comes. If it is past the recommended inspection time for your BRS, bite the bullet and pay the money to have it properly maintained, you won't regret the outlay of money if your BRS is ever needed. Just a few safety thoughts.

Fly safe,
Dave "Skull" Riedel

MEETING MINUTES

USUA Flying Club 1
Monthly Meeting and Memorial Fly In
Saturday July 12th, 2008
Warrenton Airpark
Cedar Park Picnic Area

President **Len Alt** opened the meeting at 11:00 AM, 16 members were present.

Possible posting of the Trike accident report was discussed. No consensus was reached and a motion was made to table discussion until other options had been researched by the authors.

Tom Richards said he had been contacted regarding a possible memorial for Jim Gottschalk on August 23rd. He will follow up.

Dave Curtis was introduced as a visitor and prospective new member.

Officer's reports:

Secretary:
Jim T. Hill – Not present. The Minutes published in the July 2008 Newsletter were accepted as submitted.

Treasurer:
Jim Birnbaum – Income (\$0), Expenses (\$154.34). Club checkbook balance (07/01/08) is \$3241.94.

Vice President: - No items.

Safety & Training Director – Present

Membership: Not present.

ACTIVITIES

2008 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 2008 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

2008 Club Activities Schedule

Aug 2, Sat	Monthly Meeting, WAP
Sep 6, Sat	Monthly Meeting, WAP
Sep 13, Sat	Club 1 Fly-Out, WAP
Oct 4, Sat	Monthly Meeting & Club 1 Fall Fly-In, WAP
Oct 11, Sat	Color Run Fly-In, WAP
Nov 6, Thu	Monthly Meeting, CHS
Dec 6, Sat	Monthly Meeting & Holiday Party, TBD

CLASSIFIEDS

Ads will be run twice and then dropped unless resubmitted, or renewed by telephone or e-mail. Please advise the editor when the ad is no longer needed.

FOR SALE — 1957 Beech Bonanza.

Good cross-country machine with excellent fuel mileage, retractable gear and nice instrument panel. Airframe has 5500 hours. Engine: 240 H.P. Continental. 15 hours since overhaul (1500 hr TBO) Cruise speed at 75%: 160 knots Fuel burn: 10 gph at 75% Range: 4.5 hrs (with IFR reserves) Instruments: STEC 50 AutoPilot, King HSI, slaved compass, dual Nav / Comm radios. Other features:

- HSI is coupled to the glide slope
- Storm Scope
- KA134 Audio Panel with Marker
- Inter Comm

- Second Glide Slope
- Digital OAT gauge
- Shoulder Harnesses
- Engine Heater
- Cleveland Wheels and Brakes
- Digital EGT
- DavTron Clock
- Complete new circuit breaker panel
- Pressure Carburetor (the mixture is automatically set barometric pressure)

More information and a photo is available at: http://www.reserveaplane.com/rap_forsale. Asking \$80,000.
Inquiries: Tom Gottschalk
tom.gottschalk@hugheschris.com (07/08)

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)

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)

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)

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)

FLYING CLUB 1 MEMBERSHIP APPLICATION - 2008

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:

*USUA Member: Yes ___ No ___ If yes, enter member number: _____ USUA Pilot: Yes ___ No ___

*UL Registration # _____ *Aircraft Liability Insurance _____

Type Aircraft Cessna 150 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___USMaiI___Name Tag___).

To join USUA Flying Club #1, fill out the forms on the reverse side. To join the national USUA, fill out the form below: (Canadian and non-US membership add \$5.00)

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

_____ **\$30.00** U.S. Ultralight Association annual membership does not include magazine subscriptions. All publications are optional, and are available to USUA members at the discounted prices below. A current USUA membership is required to take advantage of these discounts. Subscribe to your chice when you renew your membership.

Name: _____

Address: _____

City: _____ State _____ Zip _____

Phone _____ Date of Birth _____

**Ultralight Magazine - \$24.95
Light Sport and Ultralight Flying - \$34.95
KITPLANES Magazine - \$19.95
Air & Space - \$19.00**

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

_____ Enclosed is \$2.00 for work in ultralight safety by USUA.

**United States Ultralight Association
104 Carlisle Street
Gettysburg, PA 17325**

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, Safety & Tng 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

Terms of office: +2007-08 *2008-09

ANNUAL DUES (Jan 1 - Dec 31) \$20.00. (Includes newsletter.) Family membership: \$25.00. After July 1, dues for remainder of year are \$10.00. Family membership: \$25.00 (husband and wife). (A spouse who wishes to participate will please complete a membership application form.)

NEWSLETTER SUBSCRIPTION (without membership) is \$10.00 per year.

CLUB WEB SITE: <http://usuaclub1.org>. Note the change in web site. Flying Club 1 now has an officially registered name on the internet.

MEETINGS are at 7:30 PM on the first Thursday of the month at locations announced in the Club newsletter and on the Club web site. (Times and days may vary. check the newsletter and/or the web site.)

SUBMITTING ITEMS FOR THE NEWSLETTER Members and non-members are encouraged to submit items for this newsletter. Send submissions to Kim Alt, 13102 Mares Neck Lane, Herndon, VA 20171. E-mail is shown at left. Deadline for entry of items into the newsletter is 10 days before each meeting.

Ads will run twice and then dropped unless resubmitted or renewed by phone or email. Advise editor when item is sold.

A club is only as good as the members who volunteer to support its activities. The following listed activities with the club require member support in varying amounts. Please indicate on your membership application the function(s) (can be more than one) you will support as a Club member. All active Club members are expected to participate. However, members who live some distance away and cannot attend meetings regularly, may prefer to support functions associated with Club 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.