



FROM THE LEFT SEAT

Len Alt, President

This past month we've had several of our members identify and create some novel prospects for unique flying opportunities. Steve Beste has alerted the club to the Front Royal Air Show and Balloon Launch scheduled for September 13th. Steve has proposed a Fly Out to Front Royal for all interested club members. This is fairly near to most of us and looks to have a variety of flying and viewing opportunities. Ami Abramson got creative and has suggested a cross county flight for the PPG guys from Front Royal to Warrenton Air Park. The PPGers have rarely done this sort of thing, and since Front Royal is near the limit of the fuel range, depending heavily on the winds, this "raises the bar" as Ami has suggested. As always, Lew clement keeps us informed of the various TFR alerts in our flying area. My thanks to these folks and to the others who send information to me to share with the club. Hope you have the opportunity to participate in one of these adventures.



Early June Morning

Thanks to all who have been down to the air park to help out. On August 9th a motley crew assembled to work on the door of the new hanger. Cement was poured, muscles were abused, and a good time was had by all.



Concrete Work



Balloons Depart from WAP



Supervisors:Workers = 6:1

On August 16th a group of balloons showed up for an early morning launch from WAP. Several lucky PPG pilots were on hand for the chance to fly with them.

Please see Loyd Peterson's article about his cross country flights to and from the Oshkosh AIRVENTURE. Thanks for the great article Loyd!

Please join us for our September meeting at Warrenton Air Park on Saturday, September 6th. 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.

MEETING MINUTES

USUA Flying Club 1
Monthly Meeting
Saturday August 2, 2008
Warrenton Airpark
Cedar Park Picnic Area

President **Len Alt** opened the meeting at 11:05 AM, 11 members were present (14 total).

Abe & Mitch Mukley (fly tail-draggers) were introduced as visitors
Andres Weiss introduced as a new member (Sport pilot from Germany - owns a Trike)

Officer's reports:

Secretary:

Jim T. Hill – The Minutes published in the July 2008 Newsletter were accepted as submitted.

Treasurer:

Jim Birnbaum – Income (\$~56) was exceeded by Expenses (\$~60). Club checkbook balance (as of 07/31/08) is 3,237.89.

Vice President - Cook for the day

Safety & Training Director – Not present

Membership - Not present

Tom Richards – Activities at WAP:

1. Near hanger is almost ready for concrete, with the south end roof line being raised to accommodate Trikes.
2. The main door on the “south” hanger is now operational, side doors to be added later this month.
3. Every Saturday is a work-day (weather permitting, rain or high winds are the exception). Please check with Tom for additional information. Lunch (Burger King or Chinese) will be provided by the management.

Members At Large:

Jerry Starbuck - Not present

Larry Walker - complemented Tom and the Club members on the improved grounds

President:

September Cook-Out – **Jim Hidish**

September Fly-Out – September 13th to Front Royal: **Steve Beste** will coordinate the Front Royal activities and **Tom Richards/Larry Walker** will coordinate the WAP activities.

Close: 11:27 AM 50/50 Winner – Pete Bastien

Respectfully Submitted,

Jim T. Hill

Wet Feat

By Loyd Peterson

Warrenton airport 27 July 2008, 0800, and the Kolb MKIII Extra is spread and packed with camping gear for a week of Oshkosh AIRVENTURE. Weather is the typical July mess with haze, low ceiling and the promise of deterioration. At about 1100, I depart with the plan to make a 180 if things go sour over the Blue Ridge. When I get to Harrison Co. airport (8G6) in Ohio for fuel, I call home to find out the DC area is socked in with T-storms. Lucky call. Going west I had a head wind all the way. At one point the Garmin says 48NM/HR. It's time like this I spend more time looking at the fuel gauge than anything else.

Next fuel stop is Hardin Co. (I95) in Ohio. Unremarkable place with tattered FBO, no computer for weather, less than welcoming personnel, no sectionals, no telephone, no cell phone connectivity and of course no food. So far I have had no luck finding a Chicago sectional anywhere. I needed to call home so I had to drop into Allen Co. (AOH), about 18 miles further west. Because it's Sunday the airport is boarded up but I'm able to get through on the cell phone.

My original plan was to head further west to Fulton Co. (RCR) in north central Indiana and then jump into KOSH Monday evening. From about 1430-1830 Wittman Field is closed daily for the air show. With the head wind I was fighting I wasn't going to make it to RCR before the sun went down. So I'm on my way to Dekalb Co. (GWB), north of Ft. Wayne, IN. About a week earlier I had called the Fulton Co. FBO and they said under wing camping would be OK and food was within walking distance. I've discovered the hard way that the

term "within walking distance" is relative and is usually used for first time visitors.

When I get to Dekalb there are a couple of spam cans doing pattern work and it isn't difficult to interpret the real meaning of "watch that ultra-light" in there radio discussion tone. Since I'm not an ultra-light I dismiss there comments, announce my intentions, and enter the pattern for landing. Again the airport is boarded up and no food anywhere. I had packed two sandwiches and this saved the day.

I set up the LL Bean tent down a ways from the main FBO next to the Kolb. Just as I finish the security guard shows up in his truck with light flashing. I'm ready for the worse but the guy is quite friendly. Since I had been into Dekalb in my 2007 AIRVENTURE trip, I mentioned that I thought I remembered the FBO saying under wing camping was OK. He said since he had been there for seven years I was the first camper they ever had. He let me slide and I'm out first thing in the morning.

I pop into Hobart (3HO), east of Gary, IN. Another rag-tag place but the FBO is friendly and they have auto fuel, sans ethanol (they think). The grass coming through the blacktop needed a good mowing. I inquire about a Chicago sectional and he doesn't have one. I ask if he had a desk copy I could look at and he pulls out a 2000 copy that still showed Meigs Field. This helps a little.

My plan was to fly over Lake Michigan around Gary Class D, stay east of Chicago and under their Class B, and follow the lake shore up to, and around over the lake, Milwaukee Class C, and then cut back into Wisconsin, feet dry. I'd stay about 1000 feet off shore and maintain about 700 AGL.

This turned out to be some memorable experience. Weather was clear but I was still fighting a right quartering head wind all the way. There is absolutely no where to set down for the whole 125 mile trip over the lake. There's an old aviation saying that goes, 'Any flight over water in a single engine

plane will absolutely guarantee abnormal engine noises and vibrations’, but my Rotax 912S just purred the whole way. One thing about aircraft engine power—lots is good, more is better, and too much is just enough. I’ve got too much, TG!



VIEW OF CHICAGO THE HARD WAY



WINDY CITY ON A NICE DAY

pegged at Warp 8 but once I had a visual on the traffic I complete my landing and taxi to the Homebuilt Campground. I almost said I’m a K-O-L-B, but bit my tongue. At least he didn’t call me an ultralight. The ATIS was advising that the field was closed for camping to all but homebuilts, antiques, and one other



**CHICAGO FROM JUST WEST OF GARY
CLASS D**

Since KOSH was closed for the air show and I needed max fuel on board for the trip in, I pulled into West Bend (ETB), about an hour flight southeast of Oshkosh. I had to cool my jets for about five hours. There were about 45 Chinese YAK’s marshaled there from all over the USA for the air show fly over. Seems they were celebrating 50 years of the YAK.

I called the 800 number for the KOSH ATIS, and they are opening the field at 1730. I depart West Bend around 1700 and start listening to the radio ATIS about 15 miles out from Ripon. Runway 27 and 36 left are in use. I was quite surprised to see the large number of windmills south of Oshkosh. These were also observed flying over West Virginia.

Per the NOTAM instructions, I follow the railroad tracks to Fisk. The ground controller says I’m going to 36L. Per SOP I don’t acknowledge any instruction other than rocking my wings, when told. At the microwave tower I follow Road N, and then told to make my left turn to final. As I turn the controller says, with some urgency, “high wing white pusher, make a sharp turn to the right because a P-51 is right base for 36L”. My pucker factor

category that escapes me. As they said, camping was saturated.



HOMEBUILT CAMPGROUND LOOKING NORTHEAST

If you look closely right, and down from center, you can see the Kolb. Everyone was concerned about the attendance this year but fuel prices didn't deter anyone. Attendance is down a little from 2007 but over 540,000 people and 10,000 aircraft make it to AIRVENTURE. AVGAS at KOSH was \$5.44 per gallon. The most I paid was \$5.99 at Harrison Co. in Ohio, and the least was auto fuel in Joliet, IL, \$4.05. Only other place beside Hobart that had auto fuel.



OSHKOSH 2008 UNDERWING CAMPING



VIEW SOUTH WITH NEW CONTROL TOWER RIGHT CENTER

Tuesday was a little overcast but Wednesday and Thursday were crystal clear, albeit a little windy on Wednesday. What a luxury to be able to spend three days doing nothing but looking at aircraft and all things associated with aviation. It gets better each trip. Porta-Potties (I could have been a Glassair!), showers, and food are all a guy needs. My plan is to depart early Friday and be back at KHWY Saturday afternoon. As usual plans need flexibility.

The on-site FSS is really helpful. I check early Friday and Chicago has heavy rain with "lightning in all quadrants". I'm able to depart KOSH around 1000 heading west of Chicago for Joliet, IL, for fuel. As I approached Chicago I had heavy haze with low clouds. My plan was to re-fuel in Dekalb, IN, and head into Ashland Co. (3G4) in north central Ohio and RON. This is an extremely friendly place that I had the good fortune to get acquainted with during my 2007 Oshkosh trip. About fifteen miles west of Dekalb a huge anvil topped T-storm with frequent lightning suddenly developed and I was forced to divert to Huntington Co. (HHG) southwest of Ft. Wayne. Now I understand the saying "It's better to be down there wishing you were up there than up there wishing you were down there". The Kolb can

climb well but she is real slow when being chased by an Indiana T-storm. Seems so anyways.

The Huntington FBO is also great. Just like 2007, they let me use their couch, shower, and coffee pot in the AM. After I get the Kolb tied down on the flight line the boomer I had been barely out running moved in and deluged the place. After a good nights sleep I'm on my way around 0900 Saturday for Knox Co. (4I3) in central Ohio for fuel and then back into Harrison Co.(8G6) to top off for the final run into NOVA. The Knox Co. FBO manager runs me into town to grab a quick bite since there was nothing available near-by in Huntington.

Just like 2007, NOVA is completely socked in with T-storms so I sleep on the floor in the Harrison Co. FBO with a dog named——Dog. The Manager runs me into the nearest town, Cadiz, for something to eat and I learn this place is the birthplace of Clark Gable. By morning all the storms had moved on and the sky was partly cloudy with a floor of about 3,500 FT and on top about 6,500 FT.

I depart around 1000 Sunday and start a gradual climb to get on top for a smooth ride home. I have a great tail wind, finally, and the Garmin indicates 88 NM/HR. The clouds are bunching up west of the Blue Ridge and when I get to the Linden VOR they're up to about 9,000 FT. To stay legal I can't go above 10,000 FT, but that's enough to get me over the top. The EIS OAT said 52 degrees F but with the sunshine it's quite comfortable. Once I'm on-top the Linden VOR it becomes partly cloudy to

the east and KHWY is clearly visible from about twenty miles.



VIEW FROM 10,000 FEET ABOUT SIXTY MILES WEST OF KHWY

I arrive back at Warrenton after noon on Sunday a little over a week total time out of pocket. Some of the numbers for the trip:

Total Garmin S. Miles—1,640

Max speed—113 MPH, probably in descent

Fuel Burn—87.1 Gallons

Mileage—18.82 MPG

Total fuel cost—\$444.69

Oil burn—1/2 Pint

Total Hobbs—22.8 HRS

ACTIVITIES



THURSDAY SKYWRITING AFTER THE WIND DIED DOWN

This has to be my best cross country to date especially with the trip around Chicago. This year my Kolb has taken me to Shreveport, PA; Kolb Fly-in north of Philadelphia; and New Boston, VA fly-in. Others were planned but weathered out.

Until next time, safe and happy flying to all.
Hope to see you around the Airpark.

*Loyd Peterson,
EAA 132,721;
Kolb Mark III Extra,
N46520.*

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

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.reserveplane.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)

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 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.

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**

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 wek-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.