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FROM THE FRONT SEAT

Steve Beste, President

Tom Richards' friend Shannon Beebe died last Sunday in a crash at the Airpark while flying Tom's Maule floatplane. A friend of Shannon's also died in the crash. As Tom wrote, "the Maule crashed on approach to runway 04—appeared to go into a too-steep bank turning from base to final and went vertical—crashing and burning on impact." The pilot was experienced in Maule floatplanes and had been flying this one for several days previously. This is grievous news to all of us. I know that all of us in the club extend our sympathies to Tom and to the families of those who died. Please make this the occasion to renew your commitment to flying safely.

Light aircraft for law enforcement. Powered parachutes and trikes for law enforcement? I expressed some skepticism in the June newsletter about this idea and about the value of the Dept. of Justice program that promotes it. So I went out to Bay Bridge Airport for the annual DoJ aviation show last June, to see what law enforcement officers had to say. I came away convinced that yes, something good is going on here.

The man who convinced me was Philip Erwin, police officer and a pilot and instructor for the Palm Bay, Florida, police department (left in this picture of the Palm Bay aviation unit). His department has the PPC that you see here, plus a PPG and some leased Cessnas. He's interested in the gyroplanes that DoJ is promoting.

He says that the big advantage of light aircraft is their low cost, both to buy and to operate. Even an \$80,000 gyroplane is not much more than a police cruiser and far less than a helicopter. He also pointed out that some missions that can only be done from the sky. Palm Bay is a thin Florida East Coast city with a hundred square miles of bush to the west. He tells of finding a man with Alzheimer's who had driven



into a ditch out in that country. The man had been stuck there helpless for 2 days when the PPC came upon him. Aircraft are also good for spotting encampments of squatters. These are impossible to spot from the road. Light aircraft are great for car chases, too, since they go slow and don't excite the fleeing driver the way a pursuing patrol car does. Low, slow, and aerial is what you need for these missions.

The DoJ program started with PPCs, moved on to airplanes, then trikes, and seems now to have settled on gyroplanes. The airplanes are too fast, and the PPCs and trikes are wind-limited. (Erwin says that his PPC usually has to come in by 9:30am.) Trikes had promise, but what killed them was not the wind limit, but the reversed controls. Every control on a trike is the reverse of what it is in an airplane. This presents a training obstacle for new police pilots, most of whom already have a GA pilot's license. Last year, a police pilot on Florida's west coast crashed a brand new Revo due to cross controlling. That story spread, so I think trikes are finished in this role. Gyroplanes use conventional controls, so that a GA pilot can transition in 5 hours, says Mike Snyder, the new gyro instructor at Bay Bridge. Gyros also have much better resistance to thermals and gusts, allowing them to fly throughout the day.

The downside to gyros, of course, is that you can't legally buy one in this country. You can buy only a kit. That restriction does not apply to local governments, however. As a result, law enforcement organizations will typically lease factory-built gyros directly from the manufacturer. Since cities and counties mostly self-insure, the lack of gyroplane insurance isn't a problem either.

The June conference was also the occasion for the FAA to meet with several gyro manufacturers to see if the time has come to certificate them as LSAs. I talked to one of the manufacturers afterwards, and he said that the FAA was definitely not leaning that way. They want more safety statistics (which the DoJ program will accumulate), and they pled a lack of funds and manpower to take gyros through the process—so not this year. But Erwin thinks the future is bright, as more and more cities and counties figure out that light aviation is the low-cost way to multiply their police assets.



Don't fly low over horses or houses. Airpark owner Tom Richards received a complaint from the owner of a horse farm at <http://goo.gl/LtcDv>, three miles NW of the Airpark. Brian Goff flew lower than he planned while dealing with a loose radio connection. The owner thought he was buzzing her horses, and was irate. She took video and reported this to the FAA and the police. Writes Brian,

An FAA inspector was out at [the Airpark] looking for the aircraft that "buzzed" the house on July 4th. This is a very serious matter, and we need to pay extra attention in the future to be at a minimum of 500 feet or higher while passing over that area or over any horse farms for that matter. Tom, as well as all of us, does not want to get on any one's bad side when it comes to flying.

A week later, the PPG guys were circulating an account from elsewhere of suburbanites complaining about a local PPG pilot. The homeowners felt that their privacy was being invaded by the pilot coming so low over their back yards.

You can argue the point about how low the PPGs really were in both cases; whether they were legal, how many decibels they really create, yada yada. None of that matters. We fly on the sufferance of our fellow citizens. Don't piss off the public. Period. And while you're at it, avoid that particular horse farm.

Tragic loss of fingers. With great regret, I report an accident at the Airpark last weekend (July 30th), in which a trainee lost a thumb and two fingers in a PPG accident. Be sure to read Dave Riedel's article below.

HOWLING RADIO

Do you have an ICOM A6 aircraft radio? Is it wired into your electrical system? Here's a hard-won maintenance tip. My A6 started transmitting a terrible howling noise. I could hear it faintly on my end when I pushed the transmit switch, but every other radio on the channel would start howling. It turns out that ICOMs (or at least the A6) are very sensitive to the voltage of their power supply. When that's low, they howl like this. I got a new power supply, but it howled, too. The problem in the end was corrosion in the radio at the plug where the power supply plugs in. With the burr on a paper clip, I gouged at the flexible tab of metal inside the receptacle that bears against the exterior of the plug. That helped. Later, I cleaned the tab with a tiny file and liquid contact cleaner from the electronics store. Problem solved.

Fly safe,

Steve



The Volunteer Sign-up Sheet Is on the Website

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

Prop Respect

By Dave Riedel

PROP STRIKE!! Now that I have your attention, I wanted to write about something that all of us in the Club have in common. Whatever kind of machine you fly, your aircraft has a propeller. Last week, there was a very serious injury at the Airpark to a PPG beginner pilot. He slipped and his hand and arm impacted the spinning propeller on his PPG. Thanks to the quick reaction of a couple of Club pilots, he was LifeFlighted out of the Airpark to Fairfax Hospital and on to Baltimore. Prognosis is good, and he should be able to regain the ability to use his hand. Talk to Brian or myself if you need more details.

I don't want to focus on this specific incident, but I believe it was a wakeup call for all of us about the dangers of operating around a turning aircraft. Before you PPC and fixed wing pilots stop reading this and think it is just for PPG guys, hang around, I will get into some specifics for the PPG pilots later. What I wanted to reiterate for all of us as pilots is to remain diligent and focused when operating around a turning aircraft. It used to be that the only people at the Airpark were aviators or family/friends of aviators, and they knew what to do around aircraft. Now that the Airpark is host to the sky diving operation, there are a lot of people, young and old, (as well as dogs) at the Airpark for the sky diving experience that have no clue what it means to be around an aircraft with a turning prop.

As pilots, we have to be extra diligent when we start our aircraft and are taxiing to the runway for takeoff, especially between the parking lot and the sky diver's base at the end of the southwestern hangar. There have already been instances when adults and young children have walked toward our aircraft when the prop is turning. They don't understand the danger, aren't aware that the prop becomes invisible when it is turning, and they don't know how to approach an aircraft. **Be extra diligent and focus on clearing not only in front, but 360 degrees around your aircraft when you "Clear Prop."** I know that it is especially tough for tail-draggers to clear your path due to reduced forward visibility. So I ask that everyone keep your "head on a swivel" when you are starting up and taxiing and also when you are just walking around the Airpark. I need all of you to be safety officers and help keep the Airpark safe. Remember body parts and props don't mix...the prop always wins. Now some tips and guidelines for prop safety with a PPG.

I took a lot of this information from the USPPA website at <http://www.usppa.org/> Jeff Goin articles, and from the FootFlyer website at <http://www.footflyer.com>.

Paramotoring is possibly the safest form of personal flight ever devised, but it is still aviation. Humans in flight involve significant and not always obvious risk. We are fortunate, though, in how much safety is at our disposal. For example, flying a PPG is safer than riding a motorcycle, and the pilot has more control over his fate than the rider. So it's up to you, it's up to us, individually to make decisions that will further our injury-free enjoyment. Besides staying healthy and flying into old age, improving safety brightens our sport's reputation. That reputation will more likely get us accepted at desirable public sites, a welcome benefit.

According to USPPA, one of the Top Ten Ways to Avoid Trouble with a Paramotor is to "Respect the Prop." When starting, assume the motor will go to full power and brace accordingly. Have

someone help start whenever possible. Never reach back towards the prop while in flight. Seek out equipment that has a cage sufficient to protect against prop strikes. Over half of all serious accidents in our sport revolve around this issue, and it is easily one of the most preventable.

The riskiest part of PPG flying? It says something about the safety of our flying...unfortunately, before the flying is the starting. A look at incident reports and other accounts paints a clear picture: the greatest risk for serious injury is an encounter with the propeller!

The hardest part of avoiding this risk is complacency—we start this thing constantly and every time it pops and idles. No problem. Or maybe it doesn't start, and we begin trouble shooting—trying the throttle in different positions, using different holds on the frame, etc., but getting more complacent with each failed attempt.

1. Force yourself to check the throttle linkage before pulling it—verify that the carburetor goes to idle after releasing the throttle.
2. Force yourself to make sure the throttle is in a position where a thrusting motor won't push it more.
3. Force yourself to hold the frame in ready position to accept full power if it happens. Better yet, start it on your back with someone's help. If the option exists, use it. This is where a fully charged electric starter is a benefit - start it on your back!

The following are highlights from an article by Jeff Goin entitled “Where Prop Injuries Happen.” The entire article can be found at

http://www.footflyer.com/Articles/ABetterParamotor/paramotor_prop_safety.htm

It's the most frequent cause of our most serious injuries—body contact with a spinning prop. And it can happen in unexpected ways. The most dangerous act a pilot does is starting a motor that is sitting on the ground. An unexpected surge of power may push the pilot so that even more throttle is squeezed, which increased thrust which increases throttle squeeze, etc. The pilot reacts instinctively to hold it back with a hand/shoulder/arm and the cage or netting is inadequate. Body meets blade.

Although it's more common on pull start machines, it has happened to electric starts, too. The unexpected power is frequently caused by a stuck throttle at the carburetor. Just because the throttle *handle* is at idle, doesn't mean the *carburetor* is; partial throttle may be enough to set off this deadly chain. Always check the throttle *at the carb!* Do it before every start: stand with a firm motor grip and be positioned to handle a fully thrusting motor in case it goes to power. Rehearse in your mind that, if you are surprised, you will grab the frame and avoid, at all costs, trying to stop it by holding the cage. You must hold the frame above the thrustline. Otherwise, a thrusting motor will want to come over the top of your hold point. Always be in a position to hold back the motor at power.

Cures are as follows:

1. Start your machine with it on your back. To my knowledge, no pilot has **EVER** been hurt when this is done. If necessary, get a helper to pull the cord after explaining how to pull the cord and avoid the prop.

2. Insure the throttle is at idle *at the carburetor*.
3. Don't hold the throttle in a way that would let it be squeezed if the motor suddenly thrusted.
4. Make your machine strong enough to pass the hand test. That is where the cage can hold back an open human hand at full rated thrust from anywhere on its cage.

One last thing that I found interesting for the PPG pilots that have a clutch equipped motor is the Paramotor Prop Stopper. The prop related accident rate of clutched machines appears to be no better than that of non-clutched. Although the prop may not spin at idle, at high throttle settings it will spin up just as fast as other machines as evidenced by the accident record. Further, the fact that a unit is clutch equipped may lure pilots into a more casual approach to their machine while it's running. That trust is misplaced.

Francesco DeSantis came up with this safety improvement for clutched machines, the Prop-Stopper rope—an easy-to-build device that prevents the prop from spinning while you start the machine. Even at full power it would stop the prop. Yes, that would obviously be hard on the clutch, but a clutch is cheaper to replace than a hand and much less messy.

This piece of rope with a short tube attaches to the prop in such a way that it can't spin, even if the throttle were at full. Then the pilot gets buckled in and removes the rope while seated, nearly eliminating the possibility of an accidental prop strike during startup.

Watch the YouTube video at: http://www.footflyer.com/Safety/propSafety/paramotor_prop_stopper.htm

Final words...don't get complacent, respect your prop, forget all the other stuff in your life and focus on what you're doing and help keep you and the Airpark safe.



Homeland Security

By Jim Heidish

You would hear it long before you saw it. The deep growl of its 32 giant blades cutting the air would reverberate down the river valley like a monster from hell. Suddenly, with the ground shaking it would be on top of you, its long swept wings sprouting 4 huge smoke belching 14,000 H.P. counter rotating turboprops filling the sky. Then you saw them, the red stars. Russian stars! A BEAR, the new Russian Air Force Strategic Tu-95 Bomber! With your mouth wide open you would know, know that this flying meat grinder was on its way to bomb Pittsburg! Pittsburgh.....!



This was the wildest of dreams for us teenagers that joined the Ground Observer Corps in the mid 1950s, but it was the nightmare of the U.S. Air Defense Command: a Russian bomber evading radar detection by flying down river valleys, many of which were the locations of major cities and industries. The threat was real and realistic flight test proved that there were many gaps in the radar system that needed to be plugged. The U.S. Air Force figured that a good pair of eyes could do the job, so their Ground Observer Corps Skywatch program was formed.

In the early years of the Cold War and especially right after the Korean War, hundreds of thousands of everyday citizens—responding to the Skywatch announcements appearing in newspapers, on radio and television—showed up to man the over 15,000 observation post that were strung across America. Call it patriotism, civic duty or protecting the homeland; it was better than building a bomb shelter, as more than a few people did.



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We teenagers joined for one reason, the GOC was part of U.S. Air Force! To be a volunteer was like touching the future; the first small steps in becoming fighter pilots. So with school out and summer vacation at hand, the three of us signed up. The WAC, as we called her, was very impressed with our aircraft ID skills and knowledge of aviation. Dressed in her blue military outfit with GOC wings attached, this seasoned volunteer and mother described the mission, passed out ID cards and Identification/procedure manuals. We could almost hear “Up you go into the wild blue yonder.” Then she said it! Because we were under age we had to be supervised by an adult, split up and scheduled with an adult to man the tower. Bummer!

New Castle, Pennsylvania, where we grew up was a prime candidate for a Skywatch observation post. An old industrial town close to the Ohio border, its mills and factories situated where three river valleys came together and formed the Beaver River; it’s big valley running straight to Pittsburgh, some 50 miles away. New Castle was also on the so-called Industrial Grand Slam Route. A great circle course where a Russian bomber flies over the North Pole, across the low lands of central Canada, then skims over the Great Lakes, popping up to hit Detroit then on to bomb the big industrial belt. From Detroit to Toledo to Cleveland to Youngstown and on to Pittsburgh, all the time the bomber hugs the low lands and river valleys to avoid radar detection and fighter or SAM interception. And for a Bonus Prize! If it made it past Pittsburgh, past the ring of Nike SAM sites, a bee line dash over the mountains and down the Potomac River valley to hit Washington, D.C., then flat out across the Chesapeake Bay and the big Navy base at Norfolk. The Bear had the range, but this low level flight would be a one-way trip, maybe ditching in the Atlantic and the crew picked up by a waiting sub.



I stood looking at the tower. How could it be so short? A forest fire tower with most of its legs cut off and shorter than most of the trees along the riverbank. I saw a hand waving to come up, my adult, Mr. Johnson. Mr. Johnson, a retired machinist and Civil Defense Warden during the war, had many hundreds of hours watching the sky in the GOC, a winged pin on his shirt proudly stated so. Standing on the railing enclosed platform, the river valley and the glistening railroad tracks that ran up both sides of the Beaver reflected in the tiny glass windowed cabin. Banging his shoe on the deck, Mr. Johnson said, “This is where we do our fighting, make our stand! It’s 24 hours a day, every day, even Christmas! Here is how it goes: We’re looking for Russian

bombers! We report all multiengine jet or prop aircraft that fly over. Never singles of any kind. They had it stopped because towers were reporting Mig 15s all the time, can you imagine that! So if we spot a multie, we note the direction it's heading by looking at all the compass headings marked on the top railings.”

Then he pointed up to the sky, his outstretch arm holding a clear plastic card with outline circles printed on it. “Now you try to fit the plane into one of these circles on the altitude estimator and note the altitude. Now, now we're ready to call the Filter Center in Canton, Ohio.” He grabs the phone through the open window, pointing to the big number pasted on the receiver before he dialed. “Remember, keep this number secret!”

Then in an official slow monotone voice, he said, Test...test...aircraft...flash...from...able... fifteen...at...eighteen...hundred...hours...multiengine...prop... at...five...thousand... heading... two.. seven...zero...out. That's how it done! The test was to let them know it wasn't a real aircraft flash, but the rest is how it's reported. Canton will analyze all the flashes coming into their sector, and if they think it's a threat, scramble the interceptors. The system is like the British used in the WW2 Battle of Britain. Worked for them, will work for us!”

A huge glass tri-state sector map stood center stage in the operations room at the Filter Center. Air Force and civilian volunteers plotted the Aircraft Flashes, constantly moving and adjusting as updates came in. All the flashes were checked to see if they corresponded to any of the many scheduled and unscheduled commercial flights, military activity and crosschecking with connecting sectors and Filter Centers for anything out of line. The unidentified became the focuses when they didn't appear on radar and/or did not respond on any radio frequency. The



Officer of the Day, watching the events unfolding, analyzing any thing out of the norm, had the authority to make the call. One call to the Air Defense Command put the whole sector on alert! On Alert the vast network of the ADC was primed for action. Everything from CD air raid sirens to Nike missile sites alerts could be activated in minutes. All the GOC, Filter Center, radio and radar information was quickly analyzed, and if the unidentified aircraft was a perceived as threat the command to intercept was given...Scramble!

With the horn blaring, red lights flashing, the U.S. Air Force Base closest to the threat sprang to life. The well-rehearsed choreography of pilots and ground crews quickly launched a flight of two

F-86Ds, their full afterburner takeoff thrusting them into the overcast sky. The F-86D was the prime all weather interceptor at the time. The main weapon of this more powerful



and radar equipped version of the famous Saber was a retractable belly tray of 24 2.75 inch folding fin rockets. If needed, all 24 could be fired together shotgun style with any one of the warheads doing the job. Flying at over 500 MPH and constantly being vectored by radar control and hi-tech data link, the flight was on a collision course to the target. When the interceptor's radar picked up the target, the pilot could elect to use the automatic radar/fire control system that would guide the plane and fire the rockets. But for an unknown, the pilot had to fly and ID with his own eyes. Slowing as they closed in on the target flying at 3,000 feet and just below the overcast, the flight split into a eyes/shooter formation with the lead taking the high speed ID pass, and the shooter lagging behind to fire if the target was really a Russian bomber. The eyes had it! A TWA Super G Constellation. A friend. Extending their speed brakes, the F-86Ds slowly formed up on the Connies wing tips, each rocking their wings hello. The TWA plane was on an IFR flight from New York to Chicago when it had a complete electrical and vacuum failure. With no radios and the IFR instruments out, it was taking the Ohio Turnpike to Cleveland Hopkins Airport.

“Most the unknown multies turn out to be airliners, well almost.” Saying that, Mr. Johnson went to tower deck railing and pointed down the valley. “But last year, a multi, a DC-4 comes flying up the river, I call a flash to Canton, and what do you think it was? Turns out to be rogue fright outfit that lost their license and tried to fly auto parts under the radar to Erie, almost got shot down!”

Down in the valley, what little sky we could see, was always filled with Piper Cubs and Aeronca Champs Sunday afternoons from 2 to 4, my time in the tower with Mr. Johnson. You would see one zigzagging low over the river and at the same time hear the rumble of a fast train. Around the bend they came, the Piper keeping exact pace with the big engine. A lot of pilots that learned to fly big iron during the war years found carefree fun in these colorful little planes, but others missed the sound and smell of their beloved P-51 Mustangs and joined the local Air Force Reserve. They would dog fight each other at tree top heights then pop up into a slow roll, their Merlins singing in perfect pitch all afternoon. But all that stopped when they got the F-86Ds. You would still see them, high above the little planes, but now in perfect military formation. Now, they had a mission. A month of Sundays went by, and all I saw were singles, never a multiengine. My two buddies that had the 8 to 10 and 10 to 12 time slots had better luck. They called in Aircraft Flashes the same time, week after week. Scheduled airliners out of Pittsburgh on schedule! But my luck changed when Mr. Johnson ask me if I would like to take the twilight shift with him.

Twilight is always a magical time, the changing of stage, and the performance of night already in the wings. We sat on folding chairs, our feet on the deck railing watching the light drain from the sky and the stars flickering on and off. “Night Owls, we're called! Take the dusk to dawn watches. Mostly retired people like me don't have that 9 to 5 workday so we can sleep anytime.” Mr. Johnson said, handing me the tower alarm clock with the words, *Russian pilots don't sleep!* printed across its face.

“Set this for every 15 minutes, does the trick at 2 A.M., especially on cold winter nights in the cabin all cozy with a warm blanket.” Then out of the corner of my eyes a slight glisten, then vapor trails glowing from last rays of sun still shining high above us. As the vapor trails grew, that gravely bass

voice reached us, and we knew it was a B-36, the King of multiengines. With the tower binoculars tight to my face, I counted 10, 6 props and 4 jets pushing it westward. “30,000 feet plus and your call!”

Mr. Johnson shouted handing me the phone. I called in my first Aircraft Flash, and as the weeks passed, a lot more. I was becoming a pro. I spent the next two months as a Night Owl.



As the last weeks of August came into view, football practice started and soon it would be back to school, back to algebra. Shaking my hand goodbye, Mr. Johnson said something that put a new light on the watching thing. “This isn’t official, but you are a trained observer now, and you have The Number, so if you happen to look up and see red stars on those wings, make the call!”

After that one summer, we never went back, other things became more exciting. Cars and girls! You got the thrill of flying low over the roads in that 52 Ford, but you always ran the risk of being shot down by the girls, in fact, many times over! Even with all the new distractions, the sound of a plane always turned my eyes skyward, always remembering what Mr. Johnson had said.

In a few years, big changes were taking place. The new radar network and specially the hi-tech Doppler radar that detected low-flying aircraft had almost completely eliminated the need for observers.

Then came the shock of Sputnik in 1957, the Space Race and ICBMs. The real threat now came from space at hypersonic speeds, not river valleys. With all these events, the Air Force saw no need for the GOC and the Skywatch program. Observation Post, Filter Centers and all were deactivated in 1959. The age of NORAD was at hand. The Air Defense Command had a slower death, rolling over in 1980; its sleek delta wing F-106 interceptors turned into target drones.

It has been over a half century since the Ground Observer Corps took its last look skyward, but I like to think that somewhere in Moscow, down in the basement of a government office building, in a filing cabinet marked Cold War, there is a document called Strategic Bomber Routes and Targets and on one of its pages is a line circle in red that reads: All intelligence concludes that low level penetration is not attainable because of the saturation of ground observer post and their persistent vigilance!



Meeting Minutes

July, 2011 Minutes

USUA Flying Club One

Saturday, July 9, 2011

Warrenton Airpark

Warrenton, VA

No 50/50 tickets

Call to Order

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

22 members present.

CONNECTIONS

Visitors & New Members

Visitor **Harshell Mahadivia** found us on the website and wants to learn to fly. He was interested in seeing some of the different aircraft at the Airpark.

James Donahue is starting PPG training and is in contact with our PPG members for guidance.

Gary Edgecomb from Club 250 in Holly Springs, VA flew up in his red, white and blue star spangled Kolb. Photos of his aircraft have shown up on many Fly-In websites over the years.

Old members

Tom Richards said he had a flight over the mountains to Oak Ridge, TN.

Dick Martin was going to fly in to the Airpark from W66 today, but turned back because he couldn't see all the skydiving traffic that he knew was out there somewhere. He said he was also influenced by an AOPA video he just saw of a skydiver (camcorder on helmet video) just missing a passing plane by few feet.

Steve Beste told of the exciting flight that he, Tom Simmons and Chuck Tippet made to the Smithsonian's Udvar-Hazy Museum at Dulles so they could display their aircraft at the special Become a Pilot Day. More about the big day is on Steve's website: sbeste@zen-folio.com

SERVICE PROVIDERS

Recap our standing list of service providers:

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

REGULAR REPORTS

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

Treasurer: Jim Birnbaum reported June Income: \$25.00, Expenses: \$115.43, The Flying Club 1 Checkbook Balance: \$222.41

President: Steve Beste – nothing to report

Safety and Training Director: Dave Riedel – not at meeting

Membership Director: Jim Birnbaum reported that we have one new member and also the fee for membership and renewals from July to the end of the year is \$10.

Warrenton Air Park Owner: Tom Richards said that work on the new hangars is hopelessly behind what he had planned because of problems with the county and also his consulting business has taken a lot of his time. His two Canadian Geese are starting to fly and the 25 Guinea Hens that he is getting for to tick control will be arriving soon. The DC Skydivers are having a lot of problems with their three aircraft and only one or two are in service on any given day. He talked about airport safety concerning the skydiving operation and reminded members that the skydiver's parachutes are very maneuverable and can move out of the way of any traffic conflict. You can monitor them on the radio using (Potomac Approach) on 124.65 or contact/ monitor on 122.9 when they are below 4000 ft.

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

Old Business – none

New Business

The PPG pilot Brian Goff told about an incident that was caused by equipment problems. Radio parts worked loose and created an emergency low level flight path nears a house before being corrected. The low level flight was videoed by a horse farmer who also called the police. So it is very important to stay away from the big horse farms west of Rt 29 or in general, stay away from any people, houses, barns and animals infields if you do any low flying.

We had a discussion on the best way to get information out to the membership by using the members' only email setup. Jim Birnbaum said he has the list and can put something together that will go out to all the

email address. So any member that would like to send out info, contact Jim.

MONTHLY PROGRAM – none.

50/50 Drawing –

Jim Birnbaum donated his winnings to the Club, thanks Jim.

Adjourn

President, Steve Beste adjourned the meeting at 12:00 noon.

Cookout: everyone enjoyed BBQ prepared by Red, Hot and Blue and picked-up by Jim Heidish.

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

A special thanks to Pete Bastien for taking the Minutes.



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 6 th , 7:30PM	Club Meeting	CVHS	Standard Agenda
Thur, February 3 rd , 7:30PM	Club Meeting	CVHS	Standard Agenda
Thur, March 3 rd , 7:30PM	Club Meeting	CVHS	Standard Agenda
Sat, April 2 nd 11AM	Club Meeting	WAP	Club meeting and cookout at Warrenton Airpark
Sat, May 7 th , 11AM	Club Meeting	WAP	Club meeting and cookout at Warrenton Airpark (WAP)
Sat, May 21 st • 10AM - Memorial ceremony • 11AM - Club meeting	Memorial and Club Meeting	WAP	Memorial ceremony and cookout at Warrenton Airpark (WAP)
Sat, June 11 th • 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 9 th , 11AM	Summer BBQ and Club Meeting	WAP	Monthly meeting and Summer BBQ at Warrenton Airpark (WAP)
Sat, August 6 th , 11AM	Club Meeting	WAP	Monthly meeting and cookout at Warrenton Airpark (WAP)
Sat, September 10 th , 11AM	Club Meeting	WAP	Monthly meeting and cookout at Warrenton Airpark (WAP)
Sat, September 17 th 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 1 st	Club 1 Fly-in and meeting	WAP	Monthly meeting, Club 1 Fall Fly-In and cookout at Warrenton Airpark (WAP)
Sat, October 29 th	Club 1 Color Run Fly-Out	WAP	Club 1 Color Run Fly-Out at Warrenton Airpark (WAP)
Thur, November 3 rd , 7:30PM	Club Meeting	CVHS	Standard Agenda
Sat, December 10 th , 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

Shared hangar space available @ KHWY.
Contact loyd.peterson@verizon.net.

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://usuclub1.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>”