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www.FlyingClub1.org

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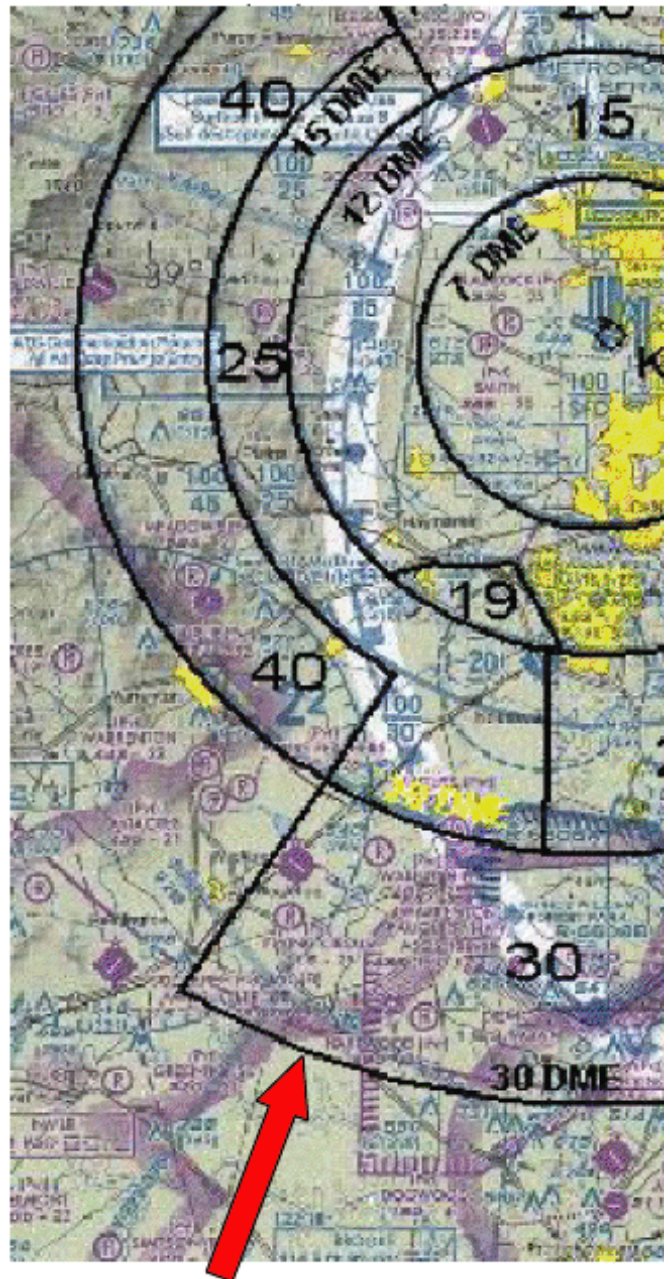


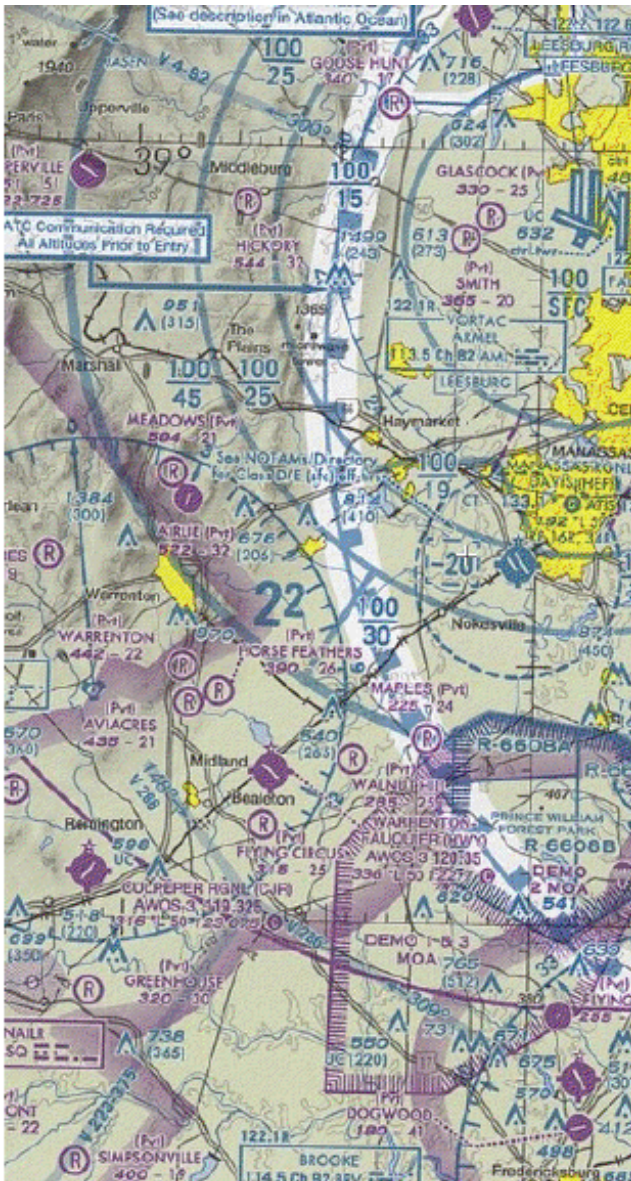
FROM THE FRONT SEAT

Steve Beste, President

Changes to the Dulles Class B airspace. The FAA has begun looking at the possibility of enlarging the Class B airspace in the Washington area. Fortunately, the proposed changes are probably not a problem for us. The map on the right shows the proposal.

The essence of the FAA's suggested Class B expansion is to lower the floor of many Class B sectors by 500 feet and to extend the lateral dimensions of the present Class B area in multiple directions. In our area, the only expansion would be the part that extends south over the county airport and Flying Circus. The Airpark would remain outside of Class B airspace.





This is far from a done deal. To their credit, the FAA is asking for lots of comments. Between now and January an “Ad Hoc Group” of industry people will review the proposal and comment. The FAA will then revise their proposal and put it out for public comment. Actual changes would, therefore, not happen until 2013 if they happen at all. We are fortunate that a local EAA member, Dave Watrous, has gotten himself onto the Ad Hoc Group as the EAA representative and as the Vice Chairman of the group. He kindly solicited recommendations before the meeting, so we have a friend in court, so to speak. I wrote him the following as Flying Club 1’s views:

1. Who is Flying Club 1? We’re about 55 members who fly light powered aircraft, principally in Northern Virginia, west of the SFRA. We were the first club founded under the old U.S. Ultralight Association. About half of our members fly PPGs, powered paragliders, the parachutes with a motor on your back. The rest are a collection of trikes, Part 103 ultralights, former ultralights, and Light Sport aircraft. We mostly fly locally in Northern Virginia west of the SFRA, from Purcellville in the north to Fredericksburg in the south. Our center of operations is the Warrenton Airpark (7VG0).

2. Why are we here? We supply the call for light sport flying in the western part of the

Washington metropolitan area. The area has lots of people with the interest and means to pursue recreational light flying. But of course, that’s not feasible in town. Flying over built-up areas is neither safe nor welcomed, and both the SFRA and the Class B are no place for us. This means that light flyers have congregated just west of controlled airspace. Club 4, the Capital Area Light Flyers supplies the same need for the Maryland suburbs.

3. What are our interests?

- a) First, understand that we don’t fly in Class B airspace at all. That’s because: We fly for fun rather than for transportation, and dealing with Class B isn’t fun. Lots of our members fly Part 103, which isn’t allowed in Class B. Most of our members do not have transponders, under the exemption of FAR 91.215(b)(3) concerning the lack of an engine-driven electrical system. Such aircraft are allowed in the Mode C veil, but not in Class B.

b) Our main concern, therefore, is to avoid the expansion of Class B airspace into airspace that we currently use, as that would deprive us of the space. That is, no amount of “making Class B friendly to VFR aircraft” would matter to us, since most of us can’t fly in Class B airspace under any circumstances.

c) In particular, we would oppose any change that put our home airport, 7VG0, inside of Class B airspace.

d) On the other hand, we fly low, so an expansion of Class B at 4,000’ and above would not be a problem. Fifty-five members. As you can imagine, numbers count when it comes to lobbying the FAA. This is where paying your \$20 and joining the club can pay off for you. When this proposal—or whatever it has become by then—goes out for public comment, we’ll all be better off if we can count all of us as members. Please ask your flying friends to join up today.

Fly safe,

Steve

New Pavement at the Airpark

As shown here, Tom Richards added 170 feet of paving to the far end of the existing concrete. This extends the total paved strip to about 700 feet. The original pavement dates from the time when the Skyline Soaring Club (now at Front Royal) towed gliders out of the airpark. The additional pavement solves a problem where the skydivers’ Cessna would start beyond the pavement and then hit the edge of the pavement at speed, stressing the gear. The new pavement eliminates the bump.





Brian Goff Introduces Newbies to PPGs

Brian goes out of his way to promote the sport. Here, Brian (right rear) is introducing Julie Sardo and Bud Branch (right front) to the gear. Hangers-on Syrus Mesdaghi, Bob Eaheart, and Phil Hyland are at left.

PPCs

We don't see as many powered parachutes as we should, but Phil Ullrich and Ben Maybach were flying theirs at the Airpark in early September.





New Road Sign

The Airpark can be hard for new visitors to find. No one knows that better than Bob Nessline, our neighbor to the north. He got tired of lost skydivers knocking on his door, so he put up this nice sign on the main road.

September Meeting

Here is Tom Richards talking at the September meeting. The empty table gives the wrong impression, as Chef Ami Abramson was busy behind the camera, and we all ate well.



The Volunteer Sign-up Sheet Is on the Website

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

Meeting Minutes

September, 2011 Minutes

USUA Flying Club One

Saturday, September 10, 2011

Warrenton Airpark

Warrenton, VA

Selling 50/50 tickets before meeting

Call to Order

President, Steve Beste called the meeting to order at 11:00 A.M.

19 members present.

CONNECTIONS

Visitors & New Members

New member and Kolb Ultralight pilot **Tim O'Hara**, was asking question about the hard to find insurance and local regulations that apply to his Ultralight.

Old members

Long time member **Larry Walker** said he was getting dual instruction in his C-150. On one flight the weather chased them back to the hanger just in time. Larry had some health problems a little over a year ago that grounded him but now he's up and flying. He will be ready for a medical next year. Way to go Larry!

Brian Goff and some of the other PPG members said they were flying early today, but the wind got the best of them. A lot flying backwards!

A few members said there were flying events in the local area today. Aerobatics at Warrenton-Fauquier and a Fly-In at Royal, but the wind may cut them short.

SERVICE PROVIDERS

Recap our standing list of service providers:

- PPG instructor and dealer:
Michale O'Daniel

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

REGULAR REPORTS

Secretary: Jim Heidish reported that the August Minutes will be in the September Club Newsletter and will be presented at the October Meeting. The July minutes were approved as published in the August Newsletter.

Treasurer: Jim Birmbaum reported the August Income: \$51.00, Expenses: \$0.00, The Flying Club 1 Checkbook Balance: \$2135.85

President: Steve Beste reported that the Color Run is coming up, and we need a member to organize the event. **Dick Martin** volunteered to lead, and we can get more information at the next meeting, Also a close-in events will be at Holly Springs (Club 250) this month and the Wings & Wheels Festival at Stafford Airport on October 15th. Stafford is friendly to light aircraft and very easy to get in and out of. Steve said for a big fly-In or just flying around the area, we can best communicate about getting together to fly by email. A lot of the member's emails are on the monthly roster update that **Jim Birmbaum** emails.

Some late braking news; Footlight Ranch, the setting for a lot of the activities at the famous Fathers Day Fly-In at one of the best grass strips in Pennsylvania is up for auction. They did not say how this would affect the annual event. Steve said he would keep us up-to-date on the outcome of the auction.

Safety and Training Director: Dave Riedel – not at meeting.

Membership Director: Jim Birmbaum reported that one new member joined this month, and

we now have 44 paid members. He is still looking for the procrastinators!

Warrenton Air Park Owner: Tom Richards said that he added asphalt pavement to the north end of the paved part of runway 04-22. He said that now with the additional length, the takeoff run would start in a blind spot—so you need to run-up out in the open and look for traffic. The so-called Club golf cart is not running, and this time it looks like major engine problems. He said that sheet metal is being placed on the new hanger roof and sides. Tom also has enough to cover the two cloth hangers and some other small structures. He is thinking about getting a work party together, and anyone that would like to help with the construction should contact Tom.

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

Old Business

The on going topic of our standing with the USUA (United States Ultralight Association) was brought up again. USUA is only a website illusion that is run by Ultraflight Radio. Because of neglect and no up-to-date computer base the virtual USUA has lost contact and/or communications with its entire once large network of regional representative and flying clubs. In a strange twist, the only way to get insurance for Ultralights is join the non-existent USUA to get their members-only insurance through First Flight Insurance? **Steve Beste** suggested that because we get no benefit from the association, we drop the USUA from our name, just as a many clubs in our region have done, and pilots can deal with USUA on a personal base for insurance.

New Business

The Club golf problem started a big discussion about the origins of the cart; who uses it and what to do about getting it repaired? The Members-only golf cart was purchased by the Club to haul heavy loads to our hangers or any

other location on the field because member and Airpark owner, Tom Richards did not want any cars or trucks running on the grass field. The cart was first under lock and key, but over the years it was used very little by the Membership. Anyone could use it as if it was an Airpark golf cart, and no one was looking at the day-to-day maintenance. Some members say the Skydiving outfit used it and sometimes overloaded it. It has been repaired a few times with the help of **JD Ingram**. Running it with no oil in the crankcase appears to have led to its demise. **Bob Eaheart** and **Larry Walker** volunteered to look at the cart's engine to see what it would take to repair. We will continue the next meeting.

The FAA is looking into changing or modifying the Class B Airspace in the Metro-Washington area and asked the local EAA Chapter 186 to get input from the local pilots. The reason for the FAA to bring up this matter is the ongoing security issues. Because of the political pressure, they think the more airspace they can control around the Metro area, the more responsible they will look. We fly under the 4,500 ft. bottom of the Class B airspaces outer circle near the Airpark. If they expand it, we could come under the 2,500 ft. bottom of the next circle or lower. The Membership agreed that we should put together a Club response and present it to the EAA 186 representative.

MONTHLY PROGRAM – none.

50/50 Drawing – Winner, **Ami Abramson** presented his winnings to the Club.

Adjourn

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

Cookout: Everyone enjoyed the great food prepared by **Ami Abramson**.

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

Activities

2011 FLYING CLUB 1 ACTIVITIES SCHEDULE

Designated Club meetings will be held the first Thursday of each month in the Centreville High School, Union Mill Rd., Centreville, VA, at 7:30 PM. Others will be held at 11:00 AM at the Warrenton Airpark as shown in the 2011 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

2011 Club Activities Schedule

Date	Activity	Location	Description
Thur, January 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__ USMaiI__ 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>”