

Southeast Virginia Light Aircraft Flyers



CLUB NEWS AND INFORMATION

UNITED STATES ULTRALIGHT ASSOCIATION CLUB #6

November 2009, No. 242



President's Column

What Do You See?

I love taking off at New Quarter Farm (NQF) and immediately being able to see Jamestown, Williamsburg, Norfolk, Virginia Beach, the Eastern Shore, Hopewell and Richmond (all on a clear day of course). Spotting the bay, Rappahannock, York, and James River is great. But what about the little things to see?

Mike Kuhnert, Bubba Leigh, Richard Moore, Leo Callahan and myself were talking yesterday and the topic of MOAs and Restricted Areas came up. Mike spoke to the notion of keeping a lookout for military craft when transiting such an area. This of course led to stories of previous encounters. This led to my least answered question whenever I ask it "do you think these fast moving jets can even see us?" Bubba believes in the big sky theory (BST) where you just hope the sky is big enough. No one else seems to have a good answer.

But it does make you wonder as to how much

do we really see when flying at 65 or 250 mph?

Pilots are taught certain techniques for scanning the sky. At 65 mph things are happening pretty slowly and you have a long time to spot movement around you (unless it is coming right at you). Obviously at 250 mph others don't have as long to spot us. Radar won't work as we're generally flying in aluminum wrapped in rags.

So what do we miss in our flying adventures? I love flying and looking down at the ground. I gaze at trees, driveways without power lines, fields, waterways, cars, junk in yards, boats etc. I am in awe of floating over the ground so easily, since I never took physics and really don't understand the theory of flight. However, what I have more issue with is looking

straight out into the blue sky. I scan, but always wonder what I'm not seeing. Depending on the color of planes in our flight, there are times when spotting another plane in our group is even a challenge.

When a plane has an engine out (all too often in our club), they can practically disappear during the descent to a landing. Spotting them on the ground can be difficult as they are so small, even if you know exactly where they are. Landing at NQF requires us to scan the road to be sure no horses are parallel to the landing strip and nothing is on the grass, but it is amazing how small these sought out objects can appear. Forget spotting the windsock which can be most difficult to focus on. The advantage of flying

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*The next regular meeting of the Southeast Virginia Light Aircraft Flyers will be held
Thursday, November 12, 2009, 7:30 PM at
Abingdon Rescue Squad
For more information, check with our web site:
www.svuf.org*

This Southeast Virginia Light Aircraft Flyers Club newsletter is published monthly and sent to each club member and, on an exchange basis, to other USUA Clubs. Articles & classifieds submitted for inclusion in the newsletter should reach the editor no later than the 15th of the month. The editor reserves the right to edit submitted articles for clarity and formatting. All efforts will be exercised to not change the original content.

Evening meetings of the Southeast Virginia Light Aircraft Flyers are normally held on the second Thursday of each month at 7:30 PM, Abingdon Rescue Squad Building, Rt. 1216 (Hayes Road) Hayes, Virginia.

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Annual Dues (Nov 1-Oct 31) \$18.00
www.svuf.org



Scheduled Activities

After Christmas BASH will be held at Goodfella's restaurant on Highway 17 on Saturday, January 9th. (the same place we had it last year). Pay as you go bar at 6:00 pm and dinner at 7:00 pm,

Menu items are listed on page 3

President's column continued

low to see everything is of course offset by wanting altitude as a safety measure.

Leo and I flew to West Point recently. Two miles out, the radio announced there were jumpers in the air. Now, landing at West Point is permitted with jumpers in the air, but more caution is certainly in order. You keep an eye out and stay on the side of the field where they are not landing (assuming they know where they are landing). We decided to do a 360 turn to give them the opportunity to settle in. As we completed the turn, I looked out to spot where they were. How hard can they be to spot? At 2 miles off, against a blue sky, a jumper with open chute is very small. The bright colors help, but you'd be amazed by how small something like that can be. Again, things against blue skies seem to disappear.

When we fly as a group, we fly in formation. This is good as everyone gets to watch someone and stay visually connected. We share the burden of scanning the sky around us. We don't fly in a loose formation very often where we bank and turn and climb and descend. We don't descend to see something up close and then have to climb again. We spend so much energy keeping our position we don't always enjoy what is below us. This is very important flying, but it makes you wonder what part of the world is floating by that you are not seeing.

GOODFELLAS PASTA, SEA, and GRILL

P.O. Box 808
5036 George Washington Memorial Highway White Marsh, VA
23183
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We would like to thank you for your interest in our banquet room facilities. The following entrees are available for your selection:

- Lasagna, salad, beverage.....\$14.50

- Lemon Pepper Chicken, baked potato, salad, beverage.....\$14.50

- Grilled Salmon, baked potato, salad, beverage.....\$16.95

- 12 oz. Choice Ribeye Steak, baked potato, salad, beverage\$18.95

- 12 oz. Montreal NY Strip, baked potato, salad, beverage\$18.95

- 12 oz. Prime Rib dinner, baked potato, salad, beverage\$18.95

- 8 oz. Prime Rib with (2) stuffed shrimp, baked potato, salad, beverage.....\$22.95

Please add 18% gratuity. 5% service charge. and 9% tax to the above prices.

Please follow the guidelines on the backside of this flyer to assure that your banquet is pleasant and enjoyable for you and your guests.

Backside of Flyer

Please add 18% gratuity, 5% service charge, and 9% tax to the menu prices.

All steaks are cooked medium and *cannot* be returned to the kitchen to be re-cooked or exchanged.

Dessert and alcoholic beverages are not included in the prices quoted. If you would like dessert or alcoholic beverages, please let us know so it can be arranged.

Banquets are limited to **(2) menu choices** regardless of size

\$100.00 deposit is required (ASAP) to hold the banquet room for the date requested. Dates will not be held until the deposit is received. Deposit money *will not be refunded* if the banquet is cancelled.

No individual guest checks will be given; the group must pay in one lump sum.

No outside food or beverages are permitted including alcohol and dessert.

Banquet facilities can accommodate up to 80 people; groups must guarantee the attendance of 25 people

Please call (1) week before the scheduled banquet date with the number attending your party and menu choices-EXAMPLE 35 guests are attending; 15 guests will be having NY Strips and 20 guests will be having Lemon Pepper Chicken.

ANN HAMILTON TUNNER

Margaret Ann Hamilton Tunner, 92, of "Hockley Farm," Ware Neck, died Tuesday, Oct. 13, 2009. She had served as a member of the Women Airforce Service Pilots during World War II, and was the widow of Air Force Lt. Gen. William H. Tunner, commander of the Berlin Airlift, with whom she moved to Gloucester County in 1960.

She was born Sept. 3, 1917 in Enid, Oklahoma, and purchased and flew her own J-3 Piper Cub before joining the WASP program. She entered the second training class in Houston, Texas, in 1942, graduating May 1943. She became a ferry pilot, delivering the P-47, P-51, P-40, P-63 and P-39 single engine pursuit aircraft, twin engine DC-2½ and DC-3, and co-piloted the B-17 and B-24 bombers. She took instrument rating and pursuit training, completing those courses in 1944, and served as squadron officer until WASP was disbanded in December 1944.

She wrote that WASPs "daily flew P-47s to Oakland for embarkation to the Pacific theaters of war. At Oakland the women pilots were picked up by a C-47 which flew most of the night back to Evansville. The aluminum bucket seats and the cold in the upper air make for a miserable journey."

After the war, she worked at Oklahoma University Alumni Association, ferried WWII planes from graveyards to new owners, worked as a private secretary, at Columbia University, and as a John Powers professional model. She served in Japan from 1948-51 in the Army Occupational Forces. She and her husband were married in 1951. In later years, Mrs. Tunner learned to fly ultralight aircraft.

She was a member of Ware Episcopal Church, the Garden Club of Gloucester, and the Gloucester Woman's Club, and a former member of the **Southeastern Virginia Ultralight Flyers**.

Editor's note: Mrs Tunner often frequented our fly-ins at Hudgins Airpark and New Quarter Farm. She also enjoyed partying with us at our annual BASH. She was a great lady; we were honored to have her as a member of our club and she will be missed.



Mike Kuhnert arrives at New Quarter Fam to give Biannual Flight Review training.



Students Bubba Leigh, Richard Moore, Instructor Mike Kuhnert and other student Leo Callahan. **A miracle** - they all passed with flying colors.

Southeast Virginia Light Aircraft Flyers, Inc.
Completed Minutes of the October 10, 2009 Meeting

Danny Arkin called the August meeting to order at 2:02 pm. There were 8 club members in attendance. The meeting minutes and Treasurer's report were approved and recorded.

Treasurer's Report: There was no Treasurer's report.

Membership: Leo said that dues are now due.

Club Meeting Schedule: The new schedule was discussed and the next meeting is at Abingdon Rescue Squad on November 12th at 7:30 pm. Next newsletter is in November.

Information Topics:

Trips Committee- It was suggested that we think about possible destinations for next year.

Day Trips- Oct.17 – Club 250 fly-out
Oct.18 – South Boston Fly-out
May 22-23 – Festival of Flight (Suffolk)

Social Committee- Goodfella's – Jan. 9th, 2010.

Walt Hill Award – Committee to decide on a nomination will be Danny, Bubba, and Leo.

Educational Program: None

New Business: New by-law changes were reviewed. Leo motioned to approve and Ed Harkness seconded. Motion was approved after discussion.

There was a discussion of graphics changes for the club logo. It was suggested that we appropriate \$200 on new graphics suggestions. Doug Delgado made the motion and Ed Harkness seconded. After discussion, the motion was approved.

New Officers – After nominations and elections, the new officers are;

President-	Danny Arkin
Vice-President-	Richard Moore
Secretary-	Dennis Gregory
Treasurer-	Clark Rich
Director-	Richard Leigh
Director-	Leo Callahan
Director-	Harold Wright

Door Prize and 40/40/20- Door prize – Dennis Gregory
50/50 – Leo Callahan

The meeting was adjourned at 2:53 pm.

Respectfully Submitted,
Dennis Gregory
Club 6 Secretary

FOR SALE

All items bought through this *Newsletter* are solely at the risk of the buyer. Neither this *Newsletter* nor USUA Club #6 guarantees or is in any way responsible for the airworthiness or any other aspects of the items listed.

Beaverdam Airsports Inc. is your local Rotax repair station. We are located in Surry County at VA33. Also doing all types of aircraft repair and painting on your Ultralight or GA...A&P on duty. Give C.A. a call at 757-636-0609 so you can keep on flying or email him at nuckles6@aol.com

KIT FOX KIT II, 95% complete, ready to cover. 582 Rotax, electric start, prop, gauges & misc. items. Everything new. \$15,000. Dan Brandmahl #804-443-4619 or 804-769-2756
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Icarus Aviation Your full time flight school. Very thorough flight instruction by USUA registered BFI. German built C-22, C-22 Acro trainers. Reasonable rates.
804-758-9500 Mike Kuhnert

RANS S-14, Full enclosure, Clip Wing, 503DC/DI, 254tt, elec start, Oil-inj, In-flight adj Ivo prop, ASI, ALT, dual CHT&EGT, VSI, RPM, BLK&YEL clear coated, dual wing tanks, cabin heat, BRS (ood), Always hangered, flies hands off, 13,500, dgregory@oonl.com VA, Dennis Gregory 804-758-4178

1995 Titan Tornado II, 150 Hrs TT, Engine just resealed, Chute Max Pack Dash, 23' Wing, Rotax 503, N138M, Asking \$13,500.00. Wayne Myers. Mechanicsville, VA. Home 804-779-7983 or 804-387-7748, email: MMyers7007@aol.com

2 Titan 2s, both rotax 503 engines, both have chutes, one has hyd brakes, one is ELSA, one is expermental home built; that one is all metal and chute is in date. Also have **2 Hawks**, one classic and one arrow, both rotax 503s, one has 60 hours on new 503 engine, other has 251 TT airframe and engine. asking \$13,500 for each Titan or best offer, asking 7,500 for each Hawk or best offer, call and we will talk.

804-387-7748 cell M. W. Myers

Phantom X1, 80s model, ELSA Reg. N61462, 447 engine new 9/04, 259 hours, top end done by Sta-lite Aviation 2/08 at 227 hours, all seals, gaskets, O-rings, replaced, gearbox serviced and shimmed, all internal and electrical parts w/in limits, complete written report and CD documenting engine work. Clear coated sails in good condition, lever activated band brakes, padded bucket seat, ten gallon cylindrical spun aluminum tank (mounted vertically behind seat); BRS 750 canister type, rocket out of date. Full instrumentation, sensitive altimeter, ASI, VSI, Tiny Tach, adjustable Westach, dual CHT, dual EGT, Hobbs hourmeter, new he-man bars, elevator trim, added inboard wing compression struts, 2 blade Powerfin prop, tall windscreen (new), flies hands off. \$6000. Call Greg Franklin (804) 837-8923.

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