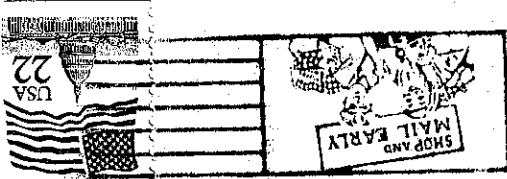


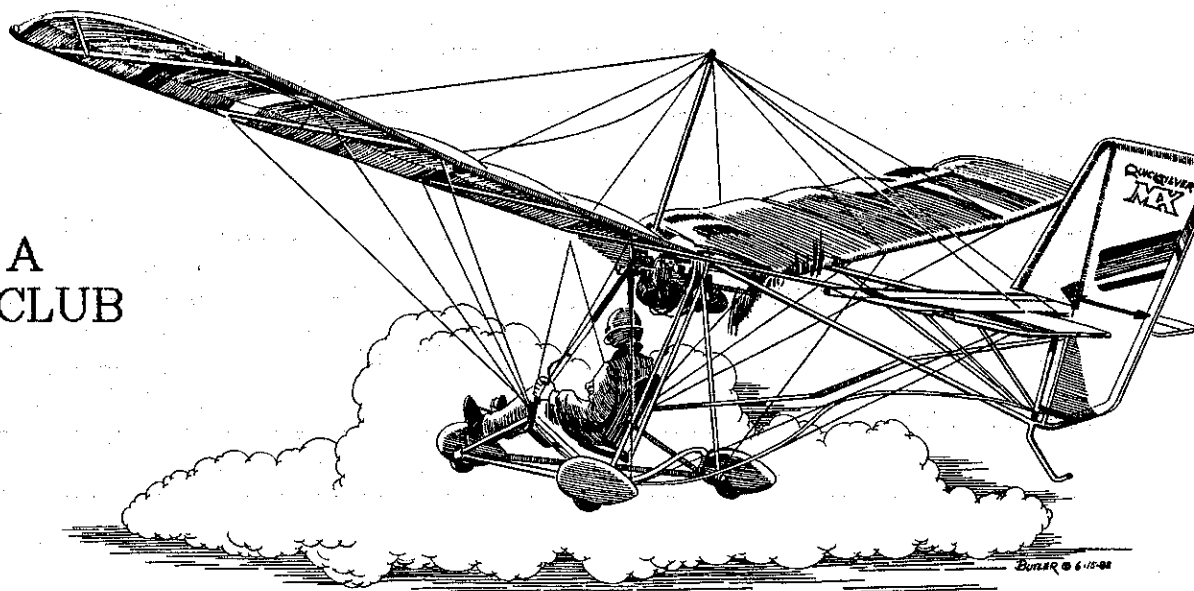
Robert B. Chapman
4013 Novar Drive
Chantilly, Va. 22021



Robert Brooke, Editor
1809 McAniff Drive
Rockville, Md. 20851

THE NEWSLETTER

USU A
FLYING CLUB
1



Butler 6-15-88

* * * GENERAL INFORMATION * * *

The United States Ultralight Association's Flying Club #1 is a non-profit, educational club dedicated to the sport of recreational ultralight flying.

Meetings are held at 7:30 P.M. on the first Thursday of each month in the auditorium of the Springfield Operations Center of the Washington Gas Light Company, unless stated otherwise in the newsletter. To reach the WGL Center, take the Edsall Road West exit from I-395; turn left at the second light (Industrial Road); continue until the "Y" in the road; bear right and continue until you reach the WGL Center at 6801 Industrial Road on the left.

1986 CHAPTER OFFICERS

PRESIDENT	Paul McClung	703/860-2919
VICE PRESIDENT	Jim Kelly	301/855-4046
SECRETARY	Rob Brooke	301/279-2816
TREASURER	Dave Maitland	703/792-2924
PROGRAM CHAIRMAN	Rick Matson	703/430-0216
SAFETY OFFICER	Pat Derry	703/978-1666
NEWSLETTER EDITOR	Rob Brooke	301/279-2816

* * * * *

*** Members are encouraged to submit items for inclusion in this newsletter. Articles and non-commercial classified ads will be run, space available, free of charge for current members. Commercial ad rates are: full page - \$10.00; 1/2 page - \$5.50; 1/4 page - \$3.00; business card - \$1.75.

* * * * *

MEMBERSHIP APPLICATION Mail to: Rob Brooke USUA Flying Club 1
Dues: \$15.00 1809 McAuliffe Drive, Rockville, Md 20851

NAME: _____ DUES INCLUDED: _____

ADDRESS: _____

PHONE H: (____) ____-____ W: (____) ____-____

UL'S OWNED: _____ USUF#: _____

USUA#: _____ EXAMINER? ____ 2-PL? ____ EAA#: _____ AOPA#: _____

FAA RATING: _____ DEALER: _____

INTERESTS: _____

U S U A FLYING CLUB 1 NEWSLETTER

October 1986

FROM THE LEFT SEAT

by Paul McClung

Well, it's going to be election time again pretty soon and time for people who think they might be interested in serving the Club to step forward. We don't yet have a complete slate of officers to place in nomination, so anyone willing to give of his or her time and energy to help keep us moving forward, please give me a call and let me know. We will have a slate published in the next issue of the NEWSLETTER and the election will be held in November. Nominations will, of course, be in order at the time of the election.

I'd like to call everyone's attention to the Annual Party scheduled for October 18th. The party will be held at Whitman Strip, starting at 4:00 in the afternoon. Cooking fires will be provided, as well as beer and soft drinks. Bring your own food and yarns and expect to have an enjoyable afternoon. Guests are always welcome. The party will go, rain or shine. If the rain god frowns, we'll just move into the hangars.

Fly Safely!

* * * * *

ADVISORIES

Safety Note: The new Dulles Airport ARSA has been in effect since 8/28/86. Anyone who expects to be flying in the vicinity of the Dulles ARSA-Washington TCA should buy a New Washington sectional or Washington Terminal Area chart. The limits of the new ARSA are now on both those charts.

GOOD NEWS: Rick Matson contacted AVEMCO expecting to hear the same old bad news about getting insurance as a Weedhopper pilot, only to be told that now AVEMCO will provide insurance to the pilot of ANY FAR 103-legal ultralight! (The bad news is that

now all you Weedhopper/Rotec/Mitchell Wing pilots have no excuse for saving the \$200.00/yr. liability insurance premium.)

EDITORIAL

by Rob Brooke

O.K., we're a USUA club now, what's the big deal? What's it to me? What is the USUA, anyway? Do I care?

You bet your bottom dollar, you care! What the SSA is to a sailplane pilot, what the USHGA is to a hang-glider pilot, what the EAA is to a home-builder, what their respective organizations are to balloonists and

parachutists, that's what the USUA is to you.

All of those associations provide for their members the entire environment in which their respective sports are nurtured and kept healthy. The training programs, the competency incentives, the legislative influence the safety programs, all are administered by such associations. It is difficult to envision how the sport of flying sailplanes in this country would have emerged without the SSA. Doubtless it would now be as spotty and chaotic as ultralight flying is today, good here-awful or non-existent there and generally unwelcome everywhere. The SSA has made the sport of soaring one of dignity and respect, whose practitioners are assumed (until they demonstrate otherwise) to be judicious and competent. The same is true for the other associations.

I think the ultralight community is beginning to realize that it needs an organization to fill that role. The USUA has stepped forward and volunteered. Chance of success? Nil, unless this light bulb comes on in every ultralight pilot's head: the USUA is not John Ballantyne; the USUA is you! Think about it. I doubt there is a single sailplane pilot in the U.S.A. who is not a member of SSA. I expect that better than 90% of all hang-glider pilots are members of USHGA. Same for balloonists, same for sport parachutists, same for experimental aircraft home-builders. Wanna hear how we stack up? Nine thousand ultralight pilots out there, nine hundred members of USUA. In a word, lousy! Ten percent.

Now admittedly, there is some

level of confusion. There's the USUF, which is the body which provides our self administered regulation (keeping the FAA off our backs, some might put it). This organization provides vehicle registration and pilot competency programs and maintains the statistical data which fuels good arguments in Washington. Some of us may think that being registered with USUF takes care of everything. NOT SO. The USUA is separate, is our lobby, is our association, is us, our voice.

So what do we want out of our association? Nothing much, today. You're flying, there's not much hassle, why rock the boat? Ah, friend, what about tomorrow? The boat is already rocking. Our association seeks not simply to preserve, but to strengthen. It seeks to provide us with more, different and better planes, it seeks to provide us with a steady supply of new pilots (in short supply, lately - when's the last time you saw a student solo in an ultralight?), it seeks to provide us with security and respect in the eyes of the public and the aviation community.

So why join an association? Because if you don't, there won't be one and you need it. So why join, specifically, the USUA? Because it's there and there is no understudy. It is trying to be what we want it to be. It can only succeed by becoming US.

So if you are not already a member of USUA, give it some hard thought. Think about the reasons why you are not and make sure they are good reasons. Think about the alternatives. They may be worse than your reasons are good.

COLIBRI BADGE PROGRAM

The Colibri badge program is showing signs of life with Club pilots. There are already at least three holders of the Colibri Bronze badge and a couple of those are completing the requirements for the Silver badge.

While not as stringent, the Colibri program is similar in nature and intent to the proficiency badge program run by the Soaring Society of America. Each program uses the accomplishment of flying tasks to qualify a pilot for badges representing increasing pilot proficiency. The intent is, of course, to provide some incentive for increasing proficiency.

The Colibri program offers three badges. The Bronze badge requirements are sufficiently modest that the beginning pilot may start achieving them. The Silver badge presents more trying tasks and represents the skill level of an intermediate pilot. The Gold badge is the most difficult to acquire and by the time one had achieved all of its requirements, he could be accepted as an expert pilot.

Included at the end of your NEWSLETTER are two forms used to complete requirements for the badges, an application form for a badge and a cross-country declaration form. The application form also spells out the requirements for each badge.

Each of the tasks for each level requires the acceptance of its completion by an "official observer". One of the impediments to more active participation in the program has been a shortage of observers. That situation has been rectified. There are now

four observers in the Club and they are at your service. They are: Rob Brooke, Bob Chapman, Pat Derry and Jim Kelly. So if you are interested in this incentive program and want to get started along the way toward your Bronze badge, make arrangements to have your achievements "observed" with one of our observers.

OCTOBER FLIGHT PLAN

Oct 2 - Club Meeting.

Oct 18 - USUA Flying Club Annual Party.

Oct 25, 26 - EAA Chapter 186 Fall Fly-in, Winchester Airport.

CLASSIFIED

'86 Pober Pixie Experimental, 65hp Continental 490 hrs. TT, Flying Circus markings. Asking \$8000.

Tony Anger (703) 273-4707
or (703) 273-3408

'84 Teratorn Tierra, rebuilt. 80hrs TT prior to new sails. Good handling 3-axis for pilot under 200 lbs. Asking \$3000. BRS chute, \$450.

Bob Breeden (703) 476-5913

'82 Maxair Hummer Deluxe. Windshield, fairing, pants, brakes, Rotax 277. Garaged, kit 98% assembled, never flown. Cost \$5500 new, asking \$2500 or best offer.

Raymond Chambers (301) 757-4725

'84 Pioneer Flightstar, 75 hrs.,
instruments, floats, Pioneer bal-
listic chute, fairing, fully en-
closed trailer. \$6000 or best
offer.

Stephan Francois (301) 229-2406

Eipper MX, Spaulding floats w/SAS
retracts, ultrameter, Hall ASI,
strobe. \$4595

Eipper Quicksilver, modified E
float plane, Rotax 377 (12 hrs), new
sails, exc. cond. \$3500/offer
Windstar Aviation (301) 879-1995

(Advertisement)

L I Q U I D A T I O N S A L E

<u>TIERRA I</u>	New sails, ribs, engine, etc.	\$2800.00
<u>TIERRA II</u>	New sails, ribs, engine, gear drive	\$4500.00
<u>EAGLE XL</u>	215/430, canard cover, needs drv shaft	\$900.00
<u>ULTRAPROPS</u>	Four-blade, 2 each	@ \$175.00
<u>ULTRAPROP BLADES</u>		@ \$30.00
<u>AIRCRAFT TRAILER</u>	Falcon flat bed, factory-built	\$700.00
<u>HANGAR FRAME</u>	25'X40' quonset, fiber-covered	\$900.00
<u>AIRCRAFT PARTS</u>	Tires, wheels, tubing, axles, bearings, seats, pedals, cables, etc. You pick.	

Located in Florida. Delivery arrangements possible.

NO REASONABLE OFFER REFUSED!!

Local Contact: Christopher B. Kuhn
P.O. Box 3051
Annapolis, Md. 21403
(301) 263-0549

APPLICATION FOR MICROLIGHT COLIBRI BADGE

National Microlight Association: _____

Name of Pilot: _____ Date of Birth: _____

Address: _____

City: _____ State: _____ Zip: _____ Country: _____

Badge Claimed: _____ Registration Date, previous Badges: _____

Bronze Badge Requirements

Signature of Observer

Date

a) 20 Hrs. solo on microlight aircraft,
including at least 50 logged flights: _____

b) 3 precision landings within 10m of
a given spot: _____

c) 1 precision landing within 20m of a
given spot from a height of 300m
(1000 ft) AGL with the throttle fully
closed. Demonstration of correct go-
around (overshoot) procedure: _____

d) Two 75km cross-country flights over a
triangular course, one with an out-
landing at a designated point: _____

Silver Badge Requirements

a) 100 hrs on microlights including
at least 200 logged flights: _____

b) 2 flights to approx. 300m (1000ft)
AGL, stop engines, complete a 360
turn, land within 5m of a given spot: _____

c) Four 150km cross-country flights
with any landing or turn points
pre-declared. Courses may be straight,
dog-leg (1 turnpoint), out and return
or triangular: _____

Gold Badge Requirements

a) 300 hrs on microlights: _____

b) Have competed in 2 national or inter-
national microlight competitions run
in accordance with FAI Rules: _____

c) Complete a tour of at least 500km
flight plan within 7 consecutive
days. The route to contain at least 3
control points where the aircraft is
observed to overfly or land. Only the
final landing may be made at the ini-
tial departure point: _____

d) Hold one of the following-National
Microlight Instructor rating/National
microlight record (or have held one)/
National Microlight Seaplane rating
plus two 75km cross-country flights in
a seaplane/National Alpine rating: _____

I, the undersigned Official Observer, acting for the _____
(delegated National Microlight Association), certify that I am satisfied
that the above statements are true and that all conditions for the badge
claimed have been properly completed.

Name (printed): _____ Signature: _____ Date: _____

Address: _____

City: _____ State: _____ Zip: _____

COLIBRI CROSS-COUNTRY DECLARATION

Pilot _____
Address _____
City _____ State _____ Zip _____

Aircraft _____

Flight date _____

Estimated flight time _____ Total distance _____ miles _____ km

Flight origin _____ Depart _____

Landing/Turnpoint _____ Arrive _____
Est.flight time _____ Miles _____ Depart _____
Witness _____
Address _____
City _____ State _____ Zip _____

Landing/Turnpoint _____ Arrive _____
Est.flight time _____ Miles _____ Depart _____
Witness _____
Address _____
City _____ State _____ Zip _____

Landing/Turnpoint _____ Arrive _____
Est.flight time _____ Miles _____ Depart _____
Witness _____
Address _____
City _____ State _____ Zip _____

Landing/Turnpoint _____ Arrive _____
Est.flight time _____ Miles _____ Depart _____
Witness _____
Address _____
City _____ State _____ Zip _____

Flight terminus _____ Arrive _____
Est.flight time _____ Miles _____
Witness _____
Address _____
City _____ State _____ Zip _____

Pilot Signature _____ Date _____

Observer Signature _____ Date _____
Address _____
City _____ State _____ Zip _____