

U S U A FLYING CLUB 1 NEWSLETTER

June 1989

FROM THE LEFT SEAT

by Rob Brooke

Freshly returned, as I am, from the Invitational Fly-in at USUA #6's field by the gorgeous scenery of the Rappahannock and Piankatank Rivers and the Chesapeake Bay, I am impelled to contrast our two clubs. USUA #6 is an almost brand-new ultralight flying club. Already they are up to forty members and the only activity seems to be flying. They do a lot of that. The club seems also to be an outlet for family activity. I met a lot of wives and children. The fly-in was incredible! I won't go into detail, since an article later in this issue of the NEWSLETTER will concern itself with that. But I will tell you, they really took us in, provided great hospitality, warmth and welcome.

They have a great advantage over us. They have, in addition to a vital and enthusiastic membership, a central focus in the person of Al Carpenter, ex-navy pilot, now full-time Maxair Drifter dealer and instructor. The man draws would-be fliers like honey draws bears. Further, he teaches them to fly. During the portion of the weekend that I was there, he was doing demo-rides and checkouts and lessons all day. And at the end of what must have been an exhausting day, he still had time to take me up in his Drifter two-place and let me show him that I can sort of wallow around the sky and get it back on the ground in one piece.

The central focus of USUA #6 is flying. I'm still trying to figure out what the focus of USUA #1 is. With this fly-in on our schedule since March, we turn out a measly two planes for the flight. I said to Jim Laurenson, as we sat schmoozing away the evening in the beautiful vacation cottage which had been put at our disposal, "We will remember this weekend for the rest of our lives. I bet most of the folks who didn't make it won't know what the Hell they did this weekend next month!"

So, Kudos to Jim Laurenson, the only other pilot from USUA #1 to make it. He did it in his Quicksilver MX, giving the lie to any of you out there who don't think you can make it in a slower machine. And Kudos to my wife, Susan, noble ground support, who had, I think, more fun than I did. As for the rest of you, with apologies to those of you who are helplessly grounded, you don't know what you missed. I feel sorry for you!

Fly Safely! (But FLY!)

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SPECIAL MEETING NOTICE

for

USUA #1 REGULAR JUNE MEETING

Thursday, June 1st

7:30 PM

We are pleased to be able to present as our program for the June meeting a seminar on Rotax maintenance. We are fortunate that Mike Pastelak, the "main man for engines" at Windstar Aviation, has agreed to come and give us his skill and his time.

The club is providing a Rotax 377, vintage 1983, as raw material for Mike's presentation. Paul McClung will be on hand videotaping the seminar; so the club will get a permanent source of Rotax knowledge for our small but growing video library.

The club's agreement with Windstar, to fund the seminar, is that we will pay Windstar \$200 minimum, which will pre-pay an audience of twenty. For an audience larger than twenty, we will pay Windstar an additional \$10 a head.

At the club's last Board Meeting, it was decided that the fairest way to manage the tariff was simply to charge \$10 a head for anyone wishing to stay for the seminar. If fewer than twenty members are there, the club will take up the slack out of the treasury.

In order to give Mike as much time as possible, the meeting will start promptly at 7:30 PM. The business portion of the meeting will be gotten out of the way as quickly as possible. We'd like to be able to start the seminar before 8:00 PM.

This is a marvelous opportunity to take the mystery out of engine maintenance. So make a special effort to get to the meeting on June 1st. Bring paper and pencil for taking notes.

And bring ten bucks!

ADVISORIES

Please welcome new members Dominic Cardy and Don Lauderdale. Dominic is from Washington, DC, is a member of USUA and the British Microlight Association and has a recently acquired trike. Don is from Chantilly, VA, is a member of USUA and has a Quicksilver Sport.

If you're looking for a reason to go flying, don't forget the May 28th "Mystery Cross-country". The destination is officially unannounced, but since the date coincides with EAA 186's Luncheon Flight to Sky Bryce, certain irrepressible elements of the club's flying contingent are talking that destination up for the flight. It is a medium-long flight but not a difficult one. A fifty mile leg gets you to Luray and fuel, followed by another eighteen miles from Luray to Sky Bryce. Much of the flight would carry us over gorgeous mountain terrain.

Lunch would be shared at Sky Bryce Lodge with those EAA 186er's who made it, followed by another great flight back, again stopping at Luray for gas.

But even if it turns out that the destination is not a Shangri-La like Sky Bryce, think of an excuse to go flying on May 28th and go along, wherever it goes!

At the suggestion of one of our newest members, Randy Tavishati, accompanying this newsletter is a membership list. The thing will be obsolete by the next meeting, but it will give you names and phone numbers for almost the whole membership.

exception for Whitman Strip Airport. President Rob Brooke, Secretary Paul McClung and member Ted Wachtmeister were in attendance to support the petition. Both Paul and Ted made eloquent statements before the Board in support of the petition.

The good news is that no one showed up to speak against it, and that the Zoning and Planning Commission of the county have recommended that the exception be granted. There are some as yet unspecified conditions on the recommendation, but in general, things look very optimistic for the continued operation of the field.

As is their custom after a public hearing, the Board of Supervisors has tabled the issue until the June meeting, to allow any written comment to be received and deliberated upon. Failing any truly unusual circumstance, the issue will be on the agenda for the June meeting and will be voted upon by the County Board of Supervisors.

Given the absence of negative comment from the public, the generally amicable relationship that has been established with the field's neighbors and the positive recommendation of the Zoning and Planning Commission, the club should look forward to a satisfactory outcome. Any other turn of events would truly reveal a spiteful and vindictive turn of mind on the part of the county government. It could happen, however, so keep your fingers crossed.

Next month's newsletter should provide the final report on this whole affair.

WHITMAN STRIP

The Fauquier County Board of Supervisors held its monthly meeting on May 16. On the agenda was a public hearing on the petition for zoning

SAFETY
or
How Dumb Can You Get

by Rob Brooke

The following is a reprint from The Pittsburgh Press:

**Ultralight Fliers Crash;
1 Killed**

HOLT, Fla. (AP) - Two ultralight aircraft collided during a night flight 500 feet above the Florida Panhandle, killing one pilot while the other escaped with facial cuts, authorities said.

Brian Lewis, 29, of Holt was dead at the scene of the crash Wednesday night about a mile southwest of this Panhandle community. Dennis A. Young, 35, also of Holt, was treated for facial cuts and discharged from a hospital.

"They met every weekend to fly, but when they arrived at the site late Wednesday they decided to go ahead and fly at night since there was a full moon," said Bill Welch, an Okaloosa County sheriff's spokesman.

That bare-bones report says it all. Two jerks out flying around in the dark without lights run into each other and one of them is killed. There isn't a big safety lesson to be learned from the episode. I earnestly hope that no pilot I know suffers from so glaring a streak of stupidity.

What really struck me was that a recreational accident suffered by two nameless folks in Florida was found newsworthy by a newspaper in Pittsburgh, primarily because ultralight aircraft were involved. The subject of today's sermon really is: Fly Safely, even if you don't value your own neck. The accident you avoid will not then become another black mark against ultralight aviation in the public's mind.

Now, before you get on your "freedom" hobby-horse and start tilting at windmills, remember: the "public" can strip us of our flying fields, keep us from buying insurance, even take away the privilege (not "right") of flying at all.

It takes the entire ultralight community about a year of absolutely safe and diplomatic flying to live down one stupid stunt. Be careful!

USUA#1 MEETS USUA#6!
by Jim Laurenson

On Saturday, May 13, the scheduled two-day combination cross-country and ambassadorial flight to USUA #6 in eastern Virginia began. A contingent from USUA Chapter #1, me in my slow but dependable MX, and Rob Brooke in his speedy but, uh, low-winged (hey, it matters to tall people!) Firestar, decided to brave the threatening weather and "rendezvous" with USUA #6.

After watching the bleak weather forecasts all week, and becoming more and more optimistic as the forecasts got worse and worse (I never believe forecasts), I felt great Friday night as Rob and I talked on the phone making final plans; the rain beat down outside and more rain was promised for the morning. Of course, when Rob came by at 8:30 a.m. the sun was out and the wind was down ... now that got me nervous!

Another thing that got me nervous was the length of the trip -- my longest yet (previously, I flew 120 miles round trip from Amherst, MA, to Mount Snow, VT). For some reason, I thought we would be meeting USUA #6 about half way, oh, say maybe 50 miles away. Then I found out we would be flying most of the way -- about 88 miles (okay, so just that much more fun, right?). Then I found out (I think Rob told

(USUA#1/USUA#6, cont.)

me this on the way to Whitman Strip) that the plans had changed and we would be flying all the way to USUA #6's field -- 102 miles away!!! Okay, so I could have just yelled, "Have a nice flight," and jumped from Rob's bus, or I could have listened to Judy (my lady-friend) when she exclaimed the previous evening, "Toy planes aren't supposed to fly so far!" Rob won out, though, when he simply said, "Its only another 14 miles."

The plan was this: take off from Whitman Strip at 9:30 a.m., fly 64 miles to Tappahannock Airport on the southwest shore of the Rappahannock River (via the famous power line route south to Hartwood Airport followed by a 144 degree angle toward the Rappahannock River, meeting it at about mile 30), divert to Shannon Airport in Fredericksburg if gas consumption is high (e.g., because of strong headwind), meet H.O. Malone (in his Drifter) from USUA #6 at Tappahannock, gas up, and fly the remaining 38 miles to USUA #6's field at the intersection of Routes 3 and 198 near Cobbs Creek, VA, where Route 3 crosses the Piankatank River ("its a big field, you can't miss it").

The plan worked perfectly! Well, almost. Our 9:30 ETD was delayed because I had a flat front tire. It must be contagious! Not just because the same thing happened on David Hiers's Zipper before April's Orange County flight, but also because the tire that Randy Tavishati (the new owner of Scott Chapman's MXL) was so nice as to lend me was flat when we landed at Tappahannock! We didn't have to divert to Shannon (although the fact that I couldn't descend too steeply into Tappahannock because the 3 oz. of gas left in my tank would move away from the intake tube should tell you something).

The scattered clouds at 4,000' kept us nicely suspended at about 3,000' most of the way. The open farmland

below kept us feeling secure that a landing site was always available if needed. The view, the thrill of seeing new country, the excitement of meeting a budding group of ultralight enthusiasts, all made the miles melt away. The hospitality (soon to be a key word in this story) at Tappahannock was stupendous. We were invited back for their annual bull roast on Saturday, June 10th -- a guaranteed fun-filled all-you-can-eat, all-you-can-drink, and anywhere-you-want-to-camp evening -- and on our return trip one of the "airport monitors" (one of those guys who is always hanging around small airports) offered to drive me to a gas station (I thought the avgas we picked up on the way down made my engine run a little hot). Someone was even nice -- and sharp -- enough to point out a tiny part on Rob's plane that looked broken (it turned out to be an insignificant construction flaw -- oops, sorry Rob...hey, has anyone at Whitman Strip noticed it? Shame!!).

We finally made it to Cobbs Creek at 2:30 p.m. after about 2 hours and 50 minutes flight time. (This translates into about 36 mph ground speed which, when added to a slight head wind of about 4 mph, comes to about 40 mph air speed. My air speed indicator, which read about 35 mph the whole way, definitely needs replacing!) The field had about a 700' east-west runway and an 800' north-south runway. Power lines bordered the south and west, trees bordered the north and south, and keep-away-from-those-houses bordered the east. The field was smooth and easy to find given its proximity to the Route 3 bridge and the intersections of Routes 3 and 198.

I -- and I suspect Rob -- was completely unprepared for the incredibly hospitable reception we received (this is what I really want to be writing about). There were about twenty-five friendly people (and more promised on the way),

(USUA#1/USUA#6, cont.)

four active ultralights, picnic tables garnished with munchies and potted flowering plants (donated by John Machen, a USUA #6 member who operates a greenhouse and who asked people to take the plants home later), and a designated social organizer, Jeri Madsen, who made sure everybody had a name tag on and knew where the beer was (for anyone who wasn't flying), and our dedicated ground support, Susan Ott, who drove (bleah!) all the way from Rockville, Md.

After an afternoon of flying around (Al Carpenter had his two-seat Drifter going constantly) or chatting about ultralights (lots of inquisitive, but welcome, people), the real food rolled out. This group knew how to put on a covered-dish cookout! Plenty of delicious appetizers, salad, cole slaw, potato salad, green beans cooked with bacon and spices, baked beans, hamburgers, hot dogs, chili ("anybody who knows beans about chili knows there are no beans in chili"), pies, cakes, cookies, brownies, you name it!

A final, relaxing early evening flight (after my second tire change using a spare from a grounded Eagle at the field) and off to sleep we went. The only problem was where! Not because of a lack, but because of a glut of offers. We had expected to pitch tents at the field, but the offers quickly changed our minds (the 2 billion, hungry, 3' mosquitoes helped too). We decided on Doug Hall's nearby, shorefront "cabin" (it makes my little townhouse look like a storage shed), mainly because of its proximity to the field. Lots of thanks go to Doug, and everyone else who offered a place, and to all of USUA #6 who contributed to a spectacular day.

In the morning, we were the breakfast guests of Al and Carolyn Carpenter and their two wonderful daughters at their it'll-break-your-heart-to-hear-how-little-they-

paid-for-it-back-in-the-70's property. After a third tire change (I bought an MX tire from Al), we regretfully waved goodbye and began our flight back to Whitman Strip. The return flight was smooth as silk and as spectacular as the day before. An easy flight to Tappahannock, an exciting flight up the Rappahannock, past Hartwood Airport (where I slowed to watch a couple of parachutists floating to the ground; I burned less gas than the previous day on that leg of the flight and therefore was obviously much calmer), along the power lines, and, finally, along came Whitman Strip's long line of hangars into view. The weekend of May 13 and 14, 1989 -- the all too brief, but definitely not last, joining of two great ultralight clubs -- was coming to a close. It will never be forgotten. USUA #6 saw to that.

ELECTRONIC ULTRALIGHT by Lew Clement

Two months ago, we were talking about landings. With the abbreviated keyboard on my lap-top computer, I can't control the rudder and ailerons separately. This means I cannot cross-control as I should for cross-wind landings. So I touch down as best I can, trying to have my rudder neutral at touchdown. The rudder provides directional control on the ground. To have it anywhere but neutral invites a very busy few moments immediately after touchdown.

Spring has sprung, the weather has moderated and you are no doubt flying your real machine again. That doesn't mean your electronic wings must be put away until next fall. There are probably still a few maneuvers which need polishing. There are also the cross-country flights you'll be wanting to take this year. Other club members will be going. Will you? Are you ready? Can

(Electronic Ultralight, cont.)
you lay out a course on a chart, compute wind-corrected headings, time and distance to your check points and destination, and fuel consumption? You can practise these on the Simulator until you are sure you're ready for the real thing.

You can navigate using both pilotage and dead reckoning over a great number of fairly realistic courses. On the Simulator you can fly through areas prohibited to you in real flying. I've made short navigational flights in my electronic airplane out of Logan International Airport in Boston, down around Cape Cod, out of R.F.K. in New York and up the Hudson River, from San Francisco Airport around the Bay, and from San Diego's Lindbergh Field to Oceanside, California by way of Tijuana, to name a few. Don't try these in your real ultralight! Not only would you be flying through some congested areas, you'd likely be blown out of the sky by the heavies.

That doesn't happen in your Simulator program, so you can have fun while practising your navigational skills. Some landmarks shown in the basic Flight Simulator graphics only generally resemble those on your aeronautical charts. But if you pick major landmarks as check points between airports, you'll have easily distinguishable features to help keep you on course and keep track of your time en-route. Use a flight plan, securely clipped to a kneeboard. Since the open cockpit of an ultralight is no place to do complex navigational problems, such a flight plan makes the mathematics of navigation easier to cope with while in the air. Practice it as you fly your electronic ultralight.

For more variety in your cross-country flights, extra scenery disks can be used with the Flight Simulator to fly anywhere in the contiguous forty-eight states and, I understand, around a few foreign

locations. I'm using a disk that covers the east coast from Philadelphia to Key West.

WINDSTAR FLY-IN

Following rapidly upon the heels of our first two-day, long-distance cross-country to USUA #6 is another to Windstar Aviation on June 3/4. This is an even longer flight than the USUA #6 flight, but known to more club pilots, therefore less daunting. And while May was unseasonably wet and chilly, June promises to be at least warmer.

Weather permitting, the fly-in will attract a wide-spread population of migratory ultralights. It is within range and interest to Mason-Dixon Sport Flyers of Pennsylvania, USUA #4 of Maryland and, of course, USUA #1. In addition to the migratory fowl, there is a steady local population of pilots who make Windstar their regular airport, and they should be out in some numbers. If any fly-in promises a goodly number of ultralights and pilots, this one does.

Harford County Airport is 122 miles from Whitman Strip by way of Frederick Airport (MD) for refueling. The Whitman-Frederick leg is 58 miles, the Frederick-Windstar leg is 64 miles. It's a long flight, but we can be at Windstar for a fashionably late lunch with a 9:00 AM departure.

The club will arrange ground support for the overnight (camping gear, coolers, extra oil etc.) and we may be able to arrange cooperative support with USUA #4 if any of them are going. Advance planning is a necessity for events like this. If you are interested, contact Rob Brooke, 279-2816 (Rockville, MD) or Tom Simmons, 548-7420 (Alexandria, VA) and discuss your needs. As always, the more of us who can make it, the more exciting and rewarding it is for everyone.

FLIGHT PLAN

May 28 - Mystery Cross-country flight. Whitman Strip to someplace. Take-off, 10:00 AM.

May 28 - EAA 186 Luncheon Flight, Sky Bryce Airport. Lunch at the Lodge at 12:30 PM.

June 1 - Club Meeting, Washington Gas Light Springfield Center, 7:30 PM.

June 3/4 - Windstar Regional Fly-in and Competition. Pilots' meeting at Whitman Strip, 8:45 AM, take-off at 9:00 AM.

June 24/25 - USUA #1 Whitman Strip Fly-in. EAA 186 Luncheon Flight to Whitman Strip on second day of Fly-in.

CLASSIFIED

FOR SALE - Weedhopper C, easy to fly; inexpensive to buy. Rotax 277 engine (rebuilt and running like a top), low mileage airframe, brand new state-of-the-art Aqualam sails (day-glo green and black, always hangared and loved to excess. Offered to a good home at \$1800. Tom Simmons, Alexandria (703)548-7420.

FOR SALE - 1984 Quicksilver MX, excellent condition, always hangared, 125 hrs. TT, all flights/ engine time logged, Rotax 377, freshly repacked ballistic chute, steerable nosewheel, disk brakes, \$3000. Steve Roth, Reston (703)620-6097.

FOR SALE - Phantom ultralight, engine rebuilt by Windstar Aviation, new sails, excellent condition, strobe, ballistic chute, hangared at Whitman Strip. \$4500. Call Steve, (703)349-9089.

FOR SALE - '84 StarFlight 2-place, Rotax 503. '85 StarFlight XC-280, Rotax 447. '88 Quicksilver MXL II, new kit, save shipping. Loss of hangar forces fleet reduction! Jim Kelly, (301)475-5519, 6-9 PM weekdays.

USUA FLYING CLUB 1 MEMBERSHIP LIST

Thomas Alder	McLean, VA.	H-703/356-9133	W-703/893-1245
George Andrews	Great Falls, VA.	H-	W-
Glenn W. Baumgartner	Springfield, VA.	H-703/239-0125	W-703/255-5200
James R. Birnbaum	Manassas, VA.	H-703/361-7478	W-703/347-6216
Robert Brooke	Rockville, MD.	H-301/279-2816	W-301/640-5231
Louis G. Bruhn, Jr.	Alexandria, VA.	H-703/971-4713	W-703/560-5000
Dominic Cardy	Washington, DC.	H-202/362-2078	W-
E. Chandler Cavin	Arlington, VA.	H-703/522-0875	W-
Robert B. Chapman	Aldie, VA.	H-703/327-4775	W-703/471-7070
Lewis S. Clement	Annandale, VA.	H-703/256-7835	W-
Ted Cobb	Lorton, VA.	H-703/339-5975	W-
Patrick A. Derry	Fairfax, VA.	H-703/978-1666	W-703/979-5080
Mike Dietrich	Haymarket, VA.	H-703/330-6955	W-202/447-2011
Paul F. Dwyer, Jr.	Alexandria, VA.	H-703/360-1573	W- /960-6000
Wendell Edmonds	Arlington, VA.	H-703/527-2781	W-703/938-6214
Lawrence Frierson	Fredericksburg, VA.	H-703/371-9598	W-202/695-9875
James R. Gildea	Bealeton, VA.	H-703/439-8583	W-703/369-2124
Tim Hansen	Centerville, VA.	H-703/968-7349	W-703/385-5490
Edwin A. Heck	Springfield, VA.	H-703/256-1332	W-703/664-5437
David D. Hiers	Leesburg, VA.	H-703/771-8077	W-301/258-2701
John E. Jelinski	Chantilly, VA.	H-703/378-6604	W-703/620-6200
Woody Jones	Arlington, VA.	H-703/533-1474	W-703/750-1000
James Kelly	Patuxent River, MD.	H-301/475-5519	W-301/863-4505
Gregory A Kilpatrick	Rockville, MD.	H-301/762-7939	W-301/762-7939
Michael C. Kilpatrick	Gaithersburg, MD.	H-	W-
Don Lauderdale	Chantilly, VA.	H-703/378-9769	W-202/694-1117
James Laurenson	Centerville, VA.	H-703/266-9532	W-202/862-7942
Vernon L. Lee	Falls Church, VA.	H-703/532-8622	W-202/767-4560
Sam F. Loper	Hagerstown, MD.	H-301/791-1681	W-301/791-0325
George W. Lutz	N. Springfield, VA.	H-703/256-7873	W-703/273-4860
Edward J. Lynch, Jr.	Alexandria, VA.	H-703/548-1747	W-202/732-1693
David L. Maitland	Culpeper, VA.	H-703/	W-703/821-0460
Thomas Mangan	Falls Church, VA.	H-703/573-4872	W-703/356-4413
Charles Maples	Annandale, VA.	H-703/941-8167	W-703/631-7730
Luis Marden	McLean, VA.	H-703/524-4118	W-202/857-7251
John E. Massar	Falls Church, VA.	H-703/241-7807	W-
Rick Matson	Sterling, VA.	H-703/430-0216	W-703/893-1541
George L. McClung	Reston, VA.	H-703/860-0655	W-703/620-3318
Paul McClung	Herndon, VA.	H-703/787-0631	W-703/620-3318
Steven J. McClung	Reston, VA.	H-703/689-4010	W-703/620-3318
Win J. Nevin	Falls Church, VA.	H-703/532-8095	W-
M O'Neill	Springfield, VA.	H 703/455-9834	W-202/835-5102
Steve Osten	Burke, VA.	H-703/644-5514	W-703/569-8181
Steven C. Roth	Reston, VA.	H-703/620-6097	W-703/893-2767
Andrew C. Schaffer	Herndon, VA.	H-703/435-8323	W-703/438-2224
John Schalestock	Casanova, VA.	H-703/788-9526	W-
Frank Sharp	Arlington, VA.	H-703/521-0259	W-703/355-3083
Raymond A. Shepanek	McLean, VA.	H-703/356-8119	W-703/821-3400
Thomas Simmons	Alexandria, VA.	H-703/548-7420	W-703/546-7420
Dave Snyder	Catlett, VA.	H-703/788-9082	W-202/957-0925
Randall Tavishati	Gainesville, VA.	H-703/754-7511	W-703/276-3564
Edward C.A. Wachtmeister	Warrenton, VA.	H-703/347-3076	W-703/347-3076
Richard Walker	Washington, D.C.	H-202/363-4546	W-
Edward and Eddy Whitman	Catlett, VA.	H-703/788-9413	W-
Steven B. Zeamer	Broad Run, VA.	H-703/349-9089	W-703/349-9089
Lance Zellers	Woodbridge, VA.	H-703/494-5875	W-301/762-1880

* * * 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.

1989 CHAPTER OFFICERS:

PRESIDENT	Rob Brooke	301/279-2816
VICE PRESIDENT	Tom Simmons	703/548-7420
SECRETARY	Paul McClung	703/787-0631
TREASURER	Charles Maples	703/941-8167
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 - \$20.00; 1/2 page - \$10.00; 1/4 page - \$5.50; business card - \$3.00.

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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: _____

Robert B. Chapman
Rt. 1, Box 51AA (Lenah Road)
Aldie, VA. 22001

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

THE NEWSLETTER

USUA
FLYING CLUB
#1

