

U S U A FLYING CLUB 1 NEWSLETTER

November 1989

FROM THE LEFT SEAT

by Tom Simmons

"Whitman Unicom, this is ultralight One Zero Tango approaching from the south. What's your active?"

Although they're unofficial, broadcasts like the one above have in fact been polluting the airwaves. Because after years of talking about getting radios, several of the more active flying members of USUA #1 have actually gone and done it.

Flying with a radio offers a dual benefit. In the first place, you can identify yourself and take a proper place in a pattern, a procedure that is much appreciated at busy airports. In the second place, you can talk to other pilots, meaning that a long flight isn't necessarily a lonely one.

Plus, you can make or alter plans while in the air. (Recently, while flying toward Ted Wachtmeister's manse, I was able to reach and converse with Jim Laurenson, who was ten miles south of Fredericksburg at the time! We hooked up in the air southeast of Hartwood.)

Looking toward next season, I imagine that USUA #1 pilots with radios will be the rule rather than the exception. Of the pilots who actually flew this season, nearly all are now on the air.

For information on the radios available from Sporty's, call Rob Brooke or Jim Laurenson. For information on a west coast source, call Tom Alder. (Don't bother with CB's or marine radios unless you want to talk with boaters or truckers.) Radio protocol is easy to pick up - just listen.

By the way, there is no Whitman Unicom. But the channel of choice, should you happen to be listening, is 123.40. Maybe someday we'll get a ground station.

Fly Safely!

* * * * *

ADVISORIES

The strict parliamentarians among you will already have noticed that no mention has been made of the election of 1990 officers. The NEWSLETTER has been in touch with the "powers that be" and is happy to announce that the election will be held at the December meeting (shortens up the Lame Duck period).

The Union Pacific nominating com-

mittee will convene in time to have a slate of officers for your consideration in time for publication in the NEWSLETTER. The Editor promises to have it in the mail well before the December meeting.

The club has received good news. USUA has been able to find an underwriter willing to offer liability insurance to ultralight pilots. Included with this issue is

(Advisories, cont.)

an application form to the insurer which will tell all you need to know about who, how much, etc.

The coverage is somewhat more expensive than it was under AVEMCO, when AVEMCO was writing new policies, but is less than what AVEMCO is charging to keep old policies in effect. It is curious that a relatively moderate amount of coverage (\$100,000) is so expensive when there is so little risk on the part of the insurer. Well, when you have a monopoly and the market is small ...

This means, of course, that the Virginia airports which have been getting snitty about ultralight operations in the name of liability can now have their guns spiked. Armed with proof of liability insurance and a copy of the FAA's letter to the mayor of West Point, Virginia, an ultralight pilot should feel within his rights landing at any airport without a control tower or CZ.

EDWIN A. HECK

Ed Heck, a member of USUA #1 since February of 1984, passed away last month after a brief illness. Once a Navy Corsair pilot, Ed was building a Kitfox.

Condolences may be sent to the family at 7003 Catlett Street, Springfield, VA, 22151.

WEST POINT FLY-IN (OR HOW WE ALMOST FLEW TO MEXICO FARMS) AND HANOVER REVISITED by Jim Laurenson

Where have all the ultralights gone?! That's the question Tim Hansen and I were asking on Saturday, October 7 when we flew down to West Point, Virginia for that town's annual, combined Crabfest/Fly-in. Granted, Saturday

was a bit breezy, and the forecast for Sunday was for colder temperatures, but for one of the last few flying weekends before the Old Man visits, the southeast bound skyway was sorely short of that heavenly buzz. Except, of course, for the Tim and Jim DYNAMX Duo!

On Friday night, we were debating whether to fly 100 or so northwest miles to the Mexico Farms Fly-in in Cumberland, Maryland, rendezvousing with Rob Brooke in Front Royal, Virginia, or 100 or so southwest miles to the West Point Fly-in. As the weather reports became increasingly certain of a northwest wind of 10-15 mph, Tim and I opted for enjoying a nice tail wind rather than fighting (and probably losing to) a not-so-nice head wind (especially considering the mountain rotors). A true heads-or-tails test!

Early Saturday morning (for me; around 10 am) we departed Whitman Strip for Tappahannock Airport. It was a beautiful day! With the strong tail wind, we made Tappahannock with little effort. Landing, however, was another matter. With the threat of a direct crosswind landing staring at us, we did what any MX pilot would do. We proceeded to land across the runway. Announcing our intentions via unicom to the only other traffic in the area (a student doing touch-and-go's), we scooted around the large water tower at the southern end of the runway ("enjoying" its turbulence) and landed, using a bit of the grass across the runway. As always with Tappahannock, we were welcomed with open arms. Not only were we cheerfully sold avgas, but we were told that if we had called ahead, auto gas would have been waiting. The FBO -- an ex-outboard motor mechanic -- even described how my radio could be wired for power directly to my engine.

Early afternoon saw us at the huge West Point Airport. (I'll let Tim

(West Point Fly-in, cont.)
tell of that landing experience.)
Plenty of GA craft, aerobatics
craft, warbirds, parachutists, and,
of course, ultralights (mainly from
USUA #6). A bus took folks to and
from the Crabfest in downtown West
Point at hourly intervals. Plenty
of handicrafts, sunshine, small-
town flair, and, of course, crabs.
(Between Kentmorr and West Point, I
believe I'm actually beginning to
develop a taste for those ugly, and
probably polluted, bottom-feeders!)
After a mid-afternoon fly-by of the
town by the hodgepodge of eight or
so ultralights (part of the USUA #6
scheme to become established at
West Point by demonstrating the fun
and safety of ultralights), we
established ourselves at the local
inn for food, drink, and a good
night's sleep. As usual, USUA #6
had graciously offered places to
flop near Cobbs Creek or Newport
News, but Tim and I opted for the
closer proximity of West Point.

The FBO picked us up at the inn at
8:20 am (beyond early!), and, after
the ice melted from our wings (and
from my brain), we bundled up and
headed back to Whitman Strip with,
guess what, another tail wind! For
a little variety, we travelled via
Hanover County Airport, north of
Richmond, Virginia. True to a
previous Newsletter story, Hanover
set out the red carpet -- in the
form of their rolling red tanker
truck that gleefully doled out our
measly six gallons as if we buying
60. We were even invited to a fly-
in on the following weekend at a
nearby private strip (see below).
Departing Hanover, we flew straight
up I-95 towards Shannon Airport in
Fredericksburg, Virginia for
refueling. Ten miles before
Shannon, who do I hear at 123.45
MHz but Tom Simmons flying over
Whitman Strip in his Sport, over 30
miles away! Possibly a USUA #1
distance record?

I told Tom our plans, and, after
Shannon, we all rendezvoused in
mid-air about five miles northwest

of Fredericksburg. Tom and I
decided to stop at Hartwood for the
heck of it, while Tim flew on to
Whitman (fearing, we found out
later, repercussions from the
Hartwood FBO because of our
approach from the east; it turned
out he wasn't there at the time).
After eating chili (home-made;
excellent!) and hot dogs, and
watching a few crazies jumping out
of planes, we headed back to
Whitman. Tom and I topped off the
day with some "dogfights" and
synchronized flying that would have
made the Red Baron and the MX
designers proud. A great end to a
great weekend! By the way, Tom and
I both had radios -- a necessity
for the close-proximity flying that
we were doing.

Where have all the ultralights
gone??!! Tim and I asked this same
question on Sunday, October 15 when
we flew 60 miles through gorgeous
weather to the fly-in that we were
invited to when we landed at
Hanover the previous weekend.
After refueling at Shannon, having
landed on their grass strip (runway
13, which, by the way, can never be
used for departure, although 31 is
okay), and saying goodbye to David
Hiers who had escorted us from
Whitman in his Zenair Zipper (the
only other USUA #1 flyer besides
Tim whom I had seen in two
weekends), Tim and I headed down I-
95. The fly-in was at the private
strip of a Mr. Smith, one mile east
southeast of Hanover. Lots of GA
craft, aerobatics craft, bomb
drops, spot landings, Southern
hospitality, and food. But, alas,
only two ultralights -- Tim's and
mine. We were a hit though. Got
lots of people thinking about
ultralights, some of whom planned
to show up at the Whitman Strip
season-ender on Saturday, October
21. I may have even won the bomb
drop and spot landing contest, not
too difficult against GA craft,
though we didn't stick around to
find out (we had to race the sun
back to Whitman).

(West Point Fly-in, cont.)

Well, to sum it all up, we had two great flying weekends in a row; I only wish there had been more folks to enjoy it with.

FLIGHT PLAN

Nov 2 - Club meeting, Washington Gas Light Springfield Center, 7:30 PM.

CLASSIFIED

FOR SALE - Rotax 277, completely rebuilt and good as new, geared reduction drive, throttle cable, brand new 60/29 propeller. A must for the serious collector. \$650 or best offer. Call Tom Simmons 548-3347, Eves. 548-7420.

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.



Larry Johnson
Wyatt International Insurance
2715 Helm Ave
Clovis, CA 93612

October 20, 1989

Dear Larry,

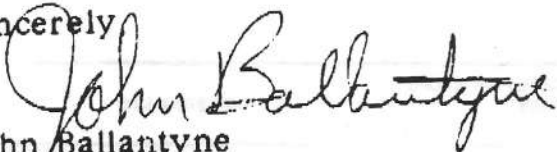
Per your request USUA recommends that Wyatt consider offering liability insurance to the pilots of the ultralights as follows in this letter.

USUA is communicating with these and other manufacturers regarding inclusion/exclusion from the list, so new make/models will be added/deleted on a monthly basis. We will advise you accordingly.

Advanced Aviation
Advanced Aviation
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Advanced Aviation
Advanced Aviation
Kolb Company
Kolb Company
Kolb Company
Maxair Aircraft
Maxair Aircraft
Maxair Aircraft
Quad City Ultralights
Quad City Ultralights
Quad City Ultralights
Quad City Ultralights
Quicksilver Ent.
Quicksilver Ent.
Quicksilver Ent.
Quicksilver Ent.
Quicksilver Ent.

Buccaneer SX 503
Buccaneer-XA 280
Carrera
Cobra B Model
King Cobra B Model
Firestar
Twinstar
Twinstar Mark II
Drifter DR 277
Drifter MU 532
Drifter XP 503
Challenger II
Challenger II Special
Challenger Clipped Wing Special
Challenger U/L
GT-400
MX Sport
MX Sprint
MX Sprint II
MXL-II

Sincerely


John Ballantyne

Announcing

An Ultralight Insurance Program for members of the USUA.

- ★ \$100,000 Combined Single Limit
- ★ Single & Two Place
- ★ USUA Liberalized Ultralight Definition



By:
Wyatt International Insurance Agency
2715 Helm Avenue
Clovis, CA 93612
(209) 292-1977
Insurance Administrator for the Association

- ★ Students, Pilots
- ★ Instructors & Examiners
- ★ Pleasure & Rental Use
- ★ Plain Language Policy

Sorry — no passenger and/or occupant coverage is provided or available at this time. See list on page 7 for ultralights for which insurance is available for at this time. New models are being added, and list will be updated.

	PREMIUM	RISK GROUP	TOTAL	NOTES
NON OWNER PRIVATE USE	275.00	10.00	285.00	1
NON OWNER INSTRUCTOR/EXAMINER	325.00	10.00	335.00	1, 4, 5
OWNER SINGLE PLACE	275.00	10.00	285.00	1, 2, 5
OWNER TWO PLACE	350.00	10.00	360.00	1, 2, 5
OWNER RENTAL USE	675.00	10.00	685.00	1, 2
CERTIFICATE OF INSURANCE	10.00	-----	10.00	3

NOTES:

- Availability limited to members of USUA. If you are not now a member, you may join by adding \$39.95 USUA membership dues to the total for each new member.
- All charges apply to each individual in a partnership (i.e. Two partner/single-place ultralight/pleasure use = \$285 X 2 = \$570 total premium.)
- A certificate of insurance may be required by an airport or other organization as proof of coverage and this charge is in addition to any other charges.
- Instructor or Examiner coverage is nonownership liability coverage, not malpractice or errors & omissions coverage.
- If an instructor and/or Examiner owns an ultralight and gives any instruction in that ultralight, then the RENTAL USE charge applies.

COVERAGES ARE LIMITED BY THE TERMS, CONDITIONS, EXCLUSIONS, AND LIMITATIONS OF THE MASTER POLICY ISSUED TO THE ASSOCIATION BY THE COMPANY. BINDERS WILL BE ISSUED TO MEMBERS UPON INDIVIDUAL APPLICATION ONLY.

PLEASE PRINT

APPLICATION

PLEASE PRINT

You may apply for coverage under the program by completing this application and forwarding it along with your check or money order made payable to: WYATT INTERNATIONAL INS. AGENCY at 2715 Helm Avenue, Clovis, CA 93612. If you are not a USUA member, you must join the association in order to obtain this coverage. Enclose the application to join and add the USUA membership fee of \$39.95. Wyatt International will forward your application and fee to the association for processing.

COVERAGE REQUESTED

☐ NONOWNER

☐ OWNER

☐ INSTRUCTOR/EXAMINER

☐ RENTAL

NAME		SOCIAL SECURITY #		DATE OF BIRTH	
ADDRESS					
CITY		STATE		ZIP	
USUA REGISTERED		<input type="checkbox"/> STUDENT		<input type="checkbox"/> PILOT	
		<input type="checkbox"/> INSTRUCTOR		<input type="checkbox"/> EXAMINER	
ULTRALIGHT OWNED (OWNERS ONLY)		MAKE/MODEL		SEATS	
				USUA OR FAA REGISTRATION # (OWNERS ONLY)	
USE IS (OWNERS ONLY)		<input type="checkbox"/> PLEASURE		OR <input type="checkbox"/> RENTAL	
ANY CO-OWNER (OWNER'S ONLY - EACH MUST APPLY)		NAME		SOCIAL SECURITY #	
				DATE OF BIRTH	
<input type="checkbox"/> NO		<input type="checkbox"/> YES			
CERTIFICATE OF INSURANCE		<input type="checkbox"/> NO		<input type="checkbox"/> YES (\$10.00 ADD'L FOR EACH)	
NAME		ADDRESS		CITY, STATE & ZIP	

STATEMENT — PLEASE READ CAREFULLY

I certify that (1) the above is true and correct and that I have not withheld any material fact (2) If I am an owner I have checked the list of insurable ultralights and that the ultralight described above is listed therein (3) I agree that the liability coverage applied for is limited by the terms, conditions, exclusions and limitations of the policy to be issued by the company (4) I agree that I will only operate ultralights for which I have successfully completed the USUA prescribed procedure (5) If I am an owner that I shall require that any person who is allowed by me to use my ultralight shall have successfully completed the USUA prescribed checkout procedure for my ultralight make/model and that person shall also provide me with proof of nonowners liability insurance (6) That I am a member in good standing of the United States Ultralight Association or that I have enclosed my membership application for the USUA herewith and that I have enclosed payment of the membership fee.

Signed _____

USUA Member # _____

Date _____

Coverage will be effective based on the EFFECTIVE DATE of the certificate to be issued by the company, based on the representations herein and made a part thereof.

* * * 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.

* * * * *

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 51A (Lenah Road)
Aldie, VA. 22001

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



THE NEWSLETTER

USUA
FLYING CLUB
#1

