

FROM THE LEFT SEAT
Rich Pendergist, President
Flying Club 1

Flying Season Begins!

Go Tell It on A Mountain

I flew yesterday and, as usual, it was great fun. I hadn't flown in a long time, so I asked our club Safety and Training Officer, Jim Willess, to go with me for a short check ride. He sat quietly while I made my first approach, which was way high and too fast. I said, "Oh well, we got lots of runway." He mumbled some kind of acknowledgment as I touched down somewhere near mid-field, added power and rolled out for another go-round and the beginning of another flying season.

It was the first time in months that I got airborne and it was terrific. It is amazing to me that in order to get mentally grounded, I have to get airborne.

Another recurring thought I have about the flying I do is that it is a good thing everyone is not aware of just how much fun we have flying our little machines around the Virginia countryside ... if they knew, they might all buy airplanes and come up here where we are ... then I guess we would be complaining about how crowded our

airspace is ... so we need it keep it to ourselves then ... Right? Not!

If the truth were known, we probably have more fun than we are allowed anyway. I mean stop and think about it. When is the last time you witnessed a man, with as much intelligence and sophistication as our treasurer, Mike Moulds, open a coffee can by blasting the top off with a .45 cal. pistol? Or a tall guy like Phil Williams trying to extend his height by wearing funny headgear, while singing funny lyrics about Rotax

engines to the tune of Frosty, The Snowman? Or endure the West Virginia jokes of colorful, Jim Frye, over a serving of freedom fries at Sweetwater Restaurant after our monthly meeting. I'm thinking, maybe we better come



Rich and His First S-12

clean with folks, tell them how much fun we have and acquire some new members, just to get control of the wild and crazy people we already have.

But, that is just the silly side of the fun things we do. The other fun stuff is the stuff of flying.

There is a lot to be said for driving out to the hangar, breaking the ice off the doors, rolling our little machines out into a cold winter morning and launching into a quick round-robin to the local practice field and back to get our motors running as well as the airplane's! And think about it? Who else gets to spend an afternoon tracking down an electrical problem, or tearing into the trim tab controls only to discover a broken cable that leads to another half-day of gripping adventure with wire twisting tools, power screwdrivers and AN hardware? I wonder if the casual reader can understand how we can see all this as fun?

Every flying season I become increasingly aware of the fun stuff happening in my life as the result of being a member of USUA, and more specifically, of being a member of this club. What's more, all this fun only costs me \$45 per year. That is \$25 for membership in USUA, plus another \$20 for Club 1 dues.

As President of the club, I get to work closely with other club officers and volunteers as we go about the business of making the club a fun place to be. Like most other organizations, there are only a handful of dedicated members that work consistently, mainly behind the scenes, to do the myriad details associated with putting together everything from a club web page, a newsletter to an annual fly-in. As this flying season begins, I would like to thank all our "dedicateers" in advance, and to invite anyone with a will to pitch-in to come on out and join the team.

No way to tell when it will get warm and stay that way, but as warm weather approaches our area, I look forward to the fly-ins, fly-outs, cook-outs, meetings, competition training, contests, long lazy hops, as well as the short jaunts around our local fields. Chances are, our spring-like weather has enough momentum to make it comfortable enough to head on out to the hangar, get out your spark plug wrenches, arm yourself with lexan polish and a soft cloth and begin the

process of making your little machines ready for yet another flying season.

And oh yeah! Go tell it on a mountain! Don't keep all this fun to yourselves. Bring a friend out to the field with you. I know the tendency is to keep all this fun a secret but think about how dull your lives would be if someone hadn't exposed you to ultralighting when they did.

A final thought: A special thanks to all the people in the Armed Forces who are making sacrifices in Iraq and around the world in order to preserve and protect the freedoms we so take for granted. I wish them Godspeed, a quick war and a safe trip home.

FLY SAFE!
Rich

Advisories

March Meeting – Rich opened the meeting by welcoming a visitor who joined us for the meeting.

Larry Walker thanked Bob Niesslein for the snow clearing he has done at the Air Park during the recent heavy snows.

Jim Willess reported on his latest engine out, which happened with a student on board. Chuck Tippet loaned Jim an engine so that he was able to replace the engine there and not have to remove the wings and trailer the aircraft home. So Jim was able to fly the aircraft back to W66. After pulling Chuck's engine, Jim did a 100-hr on it before returning it to him.

Dave Riedel announced that he is buying Ted Bryant's S-12 trainer. It will have new skins and a nearly new 582 engine.

VP Dave Riedel announced that he will be looking for volunteers to help with our first fly-in at the Flying Circus on May 31.

Secretary Lew Clement reported that of our 57 members, 35 have renewed their membership as 2003 members. And, of that 35, 26 are USUA members, according to our records. He stated that he will be adding a column to the Club roster to show USUA membership numbers. If anyone's membership status is not correct or is incomplete, it is because it was not correctly reflected on the membership form you sent in.

Lew displayed the latest addition to the Flying Leprechaun Library, a gift from Hara, a book entitled

“Project UltraSwan”, a report on the efforts of naturalists, ultralight pilots, and others to teach young trumpeter swans the migration routes that their mothers would naturally have taught them. Club 1’s Brooke Pennypacker is one of the pilots who has been involved in this project.

Mike Moulds made a Treasurer’s Report. We have assets of \$4,171.48, including a library fund of \$200 and a trailer fund of \$500. Since the first of January, we’ve had expenses of \$87.02 and an income of \$513. Mike warned us that he intends to run a tight ship at our fly-ins this year. The “piggy” bank will be out for contributions and all participating members will be expected to bring covered dishes to our activities.

Lew reported on the USUA regional representative shortage and the work over the last year to get new representatives in each of the regions. USUA was successful in getting temporary representatives in all the vacant regions but one. So we now have temporary representatives in 11 of 12 regions. They will run for election as the official Regional Representative positions in June for two-year terms.

With Lew’s change of position, he resigned from his position as Regional Representative for Region 2 – the Mid Atlantic States. Dennis Gregory, the Vice President of Club 6, has accepted the position of temporary Regional Representative for Region 2 and will run for election in June.

Lew and Rich reported on the financial status of USUA. For the last several years, the USUA membership level has steadily declined until its operating expenses began exceeding income. This situation has existed long enough that the organization is now \$47,000 in debt. The only way USUA can survive is with help and by finding better ways of doing business. We must increase membership levels to have any hope of surviving.

Larry Walker reported on the status of our library which, in accordance with our present circumstances, will be maintained in his hangar. Bob Chapman suggested that we use heated rods in each of the cabinets storing books as a way of helping protect them from moisture. Larry reported on progress to make locking bars for the cabinets.

Larry reported that he had located the Club parts bin that Jerry Eastman had maintained for the Club for years. It will be picked up and be in his possession by the coming weekend. Mike Moulds volunteered to maintain the parts bin.

Lew reported that one of the Regional Representatives, Vic Worthington from Region 9, had

volunteered to chair a committee of USUA members who were knowledgeable about insurance and who would search out sources of insurance for USUA. He and his committee members will search for any insurance carriers who would be interested in supporting ultralight liability insurance requirements. They have been asked, if they find any carriers that are interested in helping, to draft a program that will be coordinated with the USUA Board of Directors for approval. It might be expected that, this time, there wouldn’t be any option. All USUA registered aircraft would have to be insured to make sure we have sufficient numbers.

Members were reminded that the 12th annual Virginia Ultralight Safety Forum, sponsored by USUA Club 6 and the Virginia Department of Aviation, will be held in the Aviation Museum at RIC on March 15th.

A recommendation was made and approved that we regularly publish information about our Trailer Fund. The fund was established several months ago as a means of funding the purchase of a flatbed trailer for Club member use. A box containing information about the Fund will immediately follow this column.

Bob Chapman called our attention to the announcement of Life photographer Luis Marden’s death. He built the Red Baron MX that has been in Flying Club 1 since it was built in the mid-1980’s. See the article elsewhere in this issue.

Rich related some of what was going on in his new office at USUA, the things that will be the future for USUA members. Right now, Rich said, his main concern is keeping the doors open and putting out the new fires that keep popping up.

Jim Willess proposed that our club contribute \$500 to USUA. After discussion, pro and con, it was agreed that this contribution will be used to service the debt. The membership voted in favor of the motion. Members clearly indicated their desire that a USUA financial statement should be made public so that all members may be privy to that financial information.

Rich reminded the Club members that the most important thing each of us can do is to renew your own membership and to bring in new members.

Flying Club 1 Trailer Fund - \$500
As of 3/23/03



Bubba Leigh and Richard Moore (Club 6) with Lew

2003 Virginia Ultralight Safety Forum

On Saturday, March 15, USUA Club 6 and the Virginia Department of Aviation held their 12th annual Virginia Ultralight Safety Forum in the Aviation Museum at RIC.

Nine members of Flying Club 1 made the early morning drive down I-95 to be at the program's nine AM start. . They were: Bob Chapman, Jody and Lew Clement, Dave Riedel, Dave Rothbart, Dick Walker, Woody Weaver, Jim Willess and new member, Dwane Coleman.

Those who arranged the program did very well. Club 6 President Steve Phimister introduced the first speaker, Dennis Demeter. Dennis' name is familiar to all of us who read Ultralight Flying! He is a regular contributing editor to the magazine. He spoke Saturday on "Stupid Pilot Tricks."

He was followed by Tim Brendle, a CFI and Chief Flight Check Pilot for Virginia Wings (CAP. His subject was: "Ultralight Mishaps."

Mike Kuhnert, Club 6's Safety Officer and a BFI, rounded out the morning with "Smart Flying. Improving Your Flight Procedures."

Planned or not, the mornings' talks were remarkably consistent and complementary.

As has been the practice at these forums, a number of door prizes were awarded between speakers. Several generous UL-related firms had donated nice and useful items to be awarded. In addition, tickets were being sold to a very nice Comptronics helmet that would be raffled off toward the end of the program.

After lunch, Bonner Grigsby, a NASA System Integration Engineer, told us about "National Airspace System New Technology." Bonner's sense of humor added another element to an already interesting report on some developments going on in NASA that we usually don't hear about but that could be affecting us in the near future.

Lew Clement, the recently elected Chairman of USUA, followed with a report on activities going on and planned in USUA.

The final speaker, from FAA, was not present at the time for him to speak, so the final door prizes were awarded, the winner of the helmet was selected, and we headed on home.

Those of you who have not made this trip to the Richmond Aviation Museum for this forum have missed a worthwhile event. I strongly recommend that you include it in your plans for next year.

(Photos by Dennis Gregory)



Lew, during his report.



Bonner Grigsby, NASA Engineer



Doug Hempstead, Club 157, NC, with his new helmet

THE RED BARON

Lew Clement

Sometime during the 1980s, I picked up the latest National Geographic magazine and noted with interest that it had a photograph of the pieces of a little airplane arrayed on its cover. I read that it was an ultralight and that it was being built by one of the magazine's prominent photographers, Luis Marden. I read and re-read the article with great interest and curiosity.

A couple of years later, I had become involved in ultralighting and was making my first visit to Whitman Strip. I looked curiously into the open hangars at the various planes parked there. Then I came to the hangar housing the Red Baron. Back, behind another plane, there it was. The same plane I had read about in the National Geo – here! Every so often something occurs in one's life that convinces that person of the certainty that this is indeed a small world and we are all so much closer to each other than we usually realize. This was such a moment for me.

Being a photographer and having been involved in it at a professional level most of my life in the military, people like Luis Marden have been among my most admired people.

Now, here before me was the very plane that sparked some of my earliest interest in ultralights. I never did meet Mr. Marden. I believe he had already stopped flying the plane when I first saw it.

Since then, it has passed through the hands of many members of Flying Club 1. To the best of my knowledge, it is still flying.

On March 3 of this year, Mr. Marden died at age 90 in Arlington, VA. He had lived a storybook life.

He was one of the few National Geographic photographers who wrote his own stories. He was known worldwide by the many people with whom he came in contact while researching the numerous stories and shooting the hundreds of pictures that have helped tell the sparkling stories that have appeared in the National Geo. beginning in the mid-1930's. until he filed his last story in 1998. But for me, at least, because of that little red, white and black airplane on the cover of the magazine and in the back of that hangar, Luis Marden will be remembered for having built and flown the Red Baron.



Chip Tippett with the Red Baron. Warrenton Air Park, 1999

USUA Web Site

Notices of the death of the USUA web site were premature. It is now very alive and well thanks to the vigorously ministrations of Bob Comperini, Carol Plotnick and the rest of the USUA staff.

Bob is a data processing specialist from California as well as an old and well-known hand in an ultralight who has volunteered his time to resuscitate and maintain the USUA web site. Its response to his treatment was immediate and stunning.

Now, for the first time, inputs to the web site can be made directly from the USUA offices, so we will see a current web site for a change.

Don't know where it is? Try <http://www.usua.org>. Try it - you'll like it!



Anyone got skis?

HOW TO FIND A DOWNED ULTRALIGHT

Jim Willless

1. A list of volunteers and their contact telephone numbers will be maintained by the Flying club 1 Safety Officer.
2. Upon notification of overdue aircraft from someone following a pilot's flight (such as a spouse or friend), the Safety Officer will activate the volunteers telephone tree.
3. Pilots and observers will assemble at an airport near the lost aircraft home base suitable to handle the search program. W66 will be the primary for Flying Club 1.
4. A sign in/out log will be established to track movement of the participating teams.
5. Servicing requirements will be satisfied. Auto fuel will be available. Bring your own brand of oil.
6. Teams will be briefed on the following:
 - A. Description of the lost aircraft
 1. Type, color, number of occupants, probable areas of operation or route.
 - B. Order of dispatch and call sign.
 - C. Communication - radio frequencies: SAR base; airborne common; emergency; airborne relay aircraft. Telephone numbers - SAR Base.
 - D. Search system - route, airport, area.
 - E. Actions upon discovery of target aircraft.
 1. Communicate with SAR HQ by any means available - airborne relay preferred. You may have to land at a nearby airport and use a telephone.
 2. Bearing and distance from prominent landmark, road directions. The EMT vehicle needs to know how to approach the site. Keep chatter about the incident to a minimum so not to alert unwanted attention. This is vital during practice searches!
 3. Survey the scene for activity. Determine if the occupants are injured.
 4. Land only if you determine immediate aid is required and then only if it is safe to do so.
 5. Administer first aid only - do not extract the occupants unless fire is imminent. Stay with them until EMT assistance arrives.
 6. Do not let anyone disturb the aircraft until the PROPER AUTHORITY permits it: FAA, NTSB, State Police, Local Law Enforcement.
 7. Upon release of the aircraft, a team will recover it.

8. If no landing is attempted by search aircraft, remain overhead as long as you can to assist ground units locating site. Request relief from other aircraft.

9. Upon location or low fuel state, aircraft will recover to SAR Base. If returning to home field or refueling at some other location, notify the SAR Base by telephone by landing.

10. Teams must sign in upon recovery to avoid another aircraft going missing unnoticed.

11. A team will be made up to recover the down aircraft.

CLASSIFIED

Ads will be run twice and then dropped unless resubmitted, or renewed by telephone or e-mail. Please advise the editor when the ad is no longer needed.

AIR CREATION MILD trike wing. Exc. cond. 600 hrs TT. 10 hrs since annual. Always hangared, never damaged. Price new: \$5,520; a bargain at \$3,200. John Ballantyne 301-606-1684 Or jballantyne1@earthlink.net (1/03)

FISHER CLASSIC - two place biplane, complete kit including cowling, seats, landing gear, fuel tank, hardware, more ... Spars, ribs, and one wing panel are completed. Sells for new for \$7,950. Will sell for \$5,900. Alan Hall, 757-719-9804 (1/03)

FISHER FP 101 - Rotax 277. TT - 10 hrs. Single seat UL copy of J-3 Cub. Alt, compass, AS, EGT, CT, Tach. Doors & windows for cold wx flying. 20' enclosed trailer w/wing racks. Will sell trailer & plane separately. \$5,900. Dan Brandmahl 804-769-2756 or 804-443-4619. <cranks4u@inna.net> (1/03)

FLIGHTSTAR - Rotax 447. Good sails. Takes off in 100'. Climbs and flies well. \$6250. 804-769-2756 or 804-443-4619. <cranks4u@inna.net>. (1/03)

FLIGHTSTAR Spyder, 1996, 503 SuperCowl,DI/SC, electric and pull start, 247 hrs.TT, Ivoprop, EGT,CHT,ALT,ASI,Hobbs, ten gal.tank, disk brakes, 4-point Hooker Harness, redundant elevator cables, clear-coated red and yellow sails, hangared \$10,000 Contact Dennis Gregory 804-758-4178

dgregory@oasisonline.com (04/03)
I'm a new BFI. Have to sell mine to get a trainer.

JET FOX - Italian experimental (Sport Pilot Legal) for sale. Fresh annual. 100hp Rotax. 40 hrs TT. Green /White. 15 Gal. Check out included. \$35,000
Jim Willess 540-788-4341 (4/03)

KITFOX II KIT - 95% complete, ready to cover. 582 Rotax, elec. start, prop, gauges & misc. items. Everything new. \$15,000. Dan Brandmahl. 804-443-4619 or 804-769-2756 <cranks4u@inna.net> (1/03)

KITFOX III - 1991, Rotax 582, TT airframe and engine - 406 hrs. Norco 720 com, Flybuddy Loran, Intercom. 26 gal fuel tank. Current annual. Good tight aircraft. Flies regularly. \$11,900. e-mail: <sshowa@juno.com> or call 540-480-1525 or 540-833-5120. (1/03)

KOLB FIRESTAR II – Rotax 447. Warp Drive prop. GPL elec. Start, BRS-5 chute, Magellan 320GPS, Sporty's 200 transceiver, headset. 220 hr A&E. Always kept in enclosed trailer. \$12,900. Call 410-551-2874. (1/03)

PHANTOM - IMMEDIATE SALE! Rotax 532. 30 hr. on Rotax Svce Center rebuilt engine. Black w/ 4color stripe on wings & pod. 10 gal tank. 2ndChance chute. Good instr. & brakes. Chromolly ldg gear. Always hangared. \$8000 firm. Gerry Baker 804-739-7154 (1/03)

QUICKSILVER GT400 - exc. condition. Contact Norman Pyles for details. 410-775-2238 or <normanpyles@hotmail.com>. (1/03)

QUICKSILVER MX - Rotax 377, zero time since rebuild. New sails, brakes, strobe, nosecone and short windshield. \$5,500 OBO. Also a Rotax 503 CDI ignition with about 10 hrs TT. \$2700. Also have many Quicksilver parts. Bobby Hill, 301-567-5786. (1/03)

RANS 10 kit, ready for covering, many extras, adjustable bucket seats, large instrument panel, radio-stack cage. Includes new 912. Excellent deal for interested party. Alan Hall, amh@ahcservices.com. 757-719-9804. (1/03)

RANS S-14, Rotax 503, elec start. Full instruments, wing tanks, strobe, fairings & wheel pants. Yellow/black, clear coated. ICOM Navcom radio. Like new, always hangared. \$12,000. Charles Isenhour. 804-932-8373. (1/03)

SAVANNAH - all metal, two seat. Super STOL performance aircraft TO in 60 feet, climb at 1200 fpm, and has a 480 mile range. The Savannah can be powered by a variety of engines incl. The Rotax 582, 912 and 912S. Kit w/912 engine and FWF comes standard with everything needed to build, incl. Full instrumentation, elec. Sys, lights, in-flight elec. Trim, hyd. Brakes, seats, doors, & cabin heat. Basic kit (airframe only) is \$12,495. Call for special pricing for Club 1 members. Call Bill Magrini – SKY RIDER, INC. 703-266-9245. <sky-rider.net> (3/03)

T-BIRD II 2001 - Rotax 582, TT 50 hrs. Full enclosure (blue & gray), speed struts, brakes, Warp Drive prop, trim, ELT, AS, Alt, VSI, RPM, CHT, EGT, Slip Ind, hour meter, water temp, 12 gal fuel. Lots of other extras. \$16,900. Call 757-570-6939 or 757-722-4908. (1/03)

T-BIRD I - 532 Rotax, point ignition, new paint, new sails, new BRS, new full enclosure, hydr. brakes. Like new, \$10,900 OBO. Bennie Barnes 757-890-0689 or e-mail BennieRoller@juno.com. (1/03)

TITAN TORNADO - Rotax 912. Single place + jump seat. Call Ron Raum 301-843-9362. (1/03)

XAIR - Two-seat UL trainer. Assembled and flying with full instruments and Rotax 582 engine w/ Warp drive prop. Warrenton, VA. Make offer. Call Bill, 703-266-9245 (3/03)

ICOM A22 RADIO - handheld aviation radio. In exc. cond. Comes w/belt clip, headset adapter, wall charger, manual and warranty card. Cost \$399 new. Yours for \$310. Ron Madsen 804-693-5186 or <phantom11@toast.net> (1/03)

NOVA LOCAL FLYING AREA - Airport info for our flying area. Printed on 4x8" card stock, one page per airport. Complete info on 16 airports. More can be added as needed. Created by Dave Riedel for Club 1 members. \$5.00 to cover printing. Contact Lew Clement lclem@erols.com Soft loose leaf binders for

these packets may be purchased through
<222.flyboys.com/fligchec.html>. (1/03)

NEW SINGLE ULTRALIGHT STROBE - Full 25-joule flash, Powered by 2-stroke engine lighting coil. One-year warranty. Only \$110. Ron Madsen 804-693-5186 or <phantom11@toast.net> (1/03)

WANTED: Fifty-five gallon steel oil drum suitable for storage of gasoline – no rust, no holes. I am just about through building my Spark Plug Cleaning and Tester Project. To complete it, I need a shielded harness connector for a REM40E Spark Plug. It is a 5/8" 24 tpi connector. Anyone have a dead harness I could have one from? Also need Clecos. Sizes 1/8 Copper, 5/32 Black and 3/32 Silver. Buy or borrow. Pneumatic Cleco installation tool. Buy or borrow. . Larry (540) 347-7609, e-mail qltconf@earthlink.net (2/03)

FOR SALE: Two 55 gallon white plastic drums I new condition and one 55 gallon steel oil drum that has some rust. Make offer or trade for steel drum (see Wanted, above.) Microsoft Flight Simulator 2000, \$5. Larry (540) 347-7609, e-mail qltconf@earthlink.net (2/03)

A&P - will do Annual/100 Hr inspections for non-builder owners of Experimental aircraft in Virginia/Maryland area. You do the work. I do the paper work. Fixed fee plus small transportation fee over 25 miles. J. Willess 540-788-43431. (4/03)

SPRING DECARBON SPECIAL - Decarbon your Rotax engine for best performance and longer life! (recommended by Rotax maintenance schedule each 50 to 100 hours depending on condition of engine and usage)

1. Remove heads
2. Non-destructive carbon removal on cylinder dome.
3. Remove and clean rings and ring grooves.
4. Examine cylinder walls for wear.
5. Clean top of piston
6. Re-assemble with new base gasket.
7. Torque heads to Rotax specifications.
8. Drain and replace gear oil
9. Check carbs for wear.
10. Clean and re-oil air filter

Any out of tolerance parts replaced at extra cost.
\$100.00- Please give me one week notice to order parts.
Jim Willess 540-788-4341 Work done at your hanger.
(4/03)

ULTRALIGHT CROSS-COUNTRY COURSE - Cross-country training to non-local airport, includes ground and flight training for cross-country sign-off

8may be required for new FAA SPORT PILOT Rating). \$100. Jim Willess 540-788-4341 (4/03)

Items bought and sold through the Newsletter are solely at the risk of the buyer and seller. Neither the Newsletter nor USUA #1 guarantees, or is in any way responsible for, the airworthiness or other aspects of the items

EVENTS - 2003

2003 FLYING CLUB 1 ACTIVITIES SCHEDULE

Club meetings are held the first Thursday of each month in the Centreville Elementary School, Centreville, VA, at 7:30 PM. Changes in time or location will be posted in this newsletter or the Club website

Apr 2-8	Sun'n Fun, Lakeland, FL
May 17-18	EAA 186 Spring Fly-in
Sat-Sun	Winchester Airport (OKV)
May 18	Club 6 Fly-in/ Picnic/Competition,
Sun	Hudgins Airport
May 24	Club 250 Spring Fly-in
Sat	Holly Springs, VA
May 31	Club 1 Memorial Fly-in
Sat	Flying Circus Field
Jun 13-15	Father's Day at Footlight Ranch
Fri-Sun	Shreveport North, PA
Jun 28	Club 1 Poker Run (Starts W66
Sat	-ends Warrenton Airport)
Jul 12	Club Meeting, Club House,
Sat	Warrenton Airport
Jul 29-Aug 4	Airventure, Oshkosh, WI
Aug 22-24*	Club 4 Bull Roast
Fri-Sun	Harrison Field, MD
Aug 30-Sep 1	Labor Day at Footlight Ranch
Sat-Mon	Shreveport North, PA
Sep 20	Club 1 Fly-out to Front Royal
Sat	Airport, VA
Sep 20-21	VAEAA Fly-in,
Sat-Sun	Petersburg, VA
Sep 21	Club 6 Fly-in Picnic/ Comp.
Sun	Hudgins Airport
Sep 27	Club 250 Fall fly-in
Sat	Holly Springs, VA
Oct 18-19	EAA 186 Fall Fly-in
Sat-Sun	Winchester, VA (OKV)
Oct 11	Club 1 Fall Fly-in,
Sat	Lenn Bros Field
Oct 18	Club 1 Fly-out - Color Run
Sat	from WAP
Dec 6	Club 1 Mtg/Party, Club House
Sat	WAP - 6 PM

Dates followed by asterisks are projected and subject to confirmation by managing organization.

USUA FLYING CLUB 1 GENERAL INFORMATION

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

ANNUAL DUES (Jan 1 - Dec 31) : \$20.00. (Includes newsletter) 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.)

2002-3 CLUB OFFICERS, DIRECTORS & STAFF

President	Rich Pendergist*	540-439-6422
Vice President	Dave Riedel+	703-815-4924
Secretary	Lew Clement*	703-444-1639
Treasurer	Mike Moulds*+	703-771-7038
Past President	Larry Walker	540-347-7609
Dir, Safety & Tng	Jim Willless	540-788-4341
Dir, Membership	Phil Williams	703-361-3320
Club Artist	Jin Heidish	703-524-5265
Club Sales	Bob Van Veghel	703-651-8979
Events Coord.	Tim Stormer	703-560-8904
Librarian	Lynn Nageotte	540-361-4395
		E-mail: randyn@aba2net.com
Membership Coord	Bob Van Veghel	703-651-8979
Newsletter Editor	Lew Clement	703-444-1639
		E-mail: lclem@erols.com
		Fax:703-444-2535
Property Manager	Rich Pendergist	540-439-6422
Web Master	Paul Dwyer	703-550-7371

NEWSLETTER SUBSCRIPTION (without membership) is available at \$10.00 per year to those for whom membership is impractical because of location or other inability to participate in Club activities.

CLUB 1 WEB SITE: <http://usuaclub1.org>. Note the change of the 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 as announced in the Club newsletter and on the Club web site. (Times and days may vary. Check the newsletter and/or web site.)

SUBMITTING ITEMS FOR THE NEWSLETTER: Members and non-members are encouraged to submit items for this newsletter. Send submissions to Lew Clement, 46917 Grissom St, Sterling, VA 20165. E-mail or fax as shown to the left. Deadline for receipt of submissions is 10 days before each meeting.

Ads will be run twice and then dropped unless resubmitted or renewed by phone. Advise editor when item is sold.

A club is only as good as the members who support it. The following listed activities within 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 fly-ins.

Club Management/Administration: Club Officers (elected, Directors and Staff Officers. (Talk to current officers for more details.) *Fly-ins:* Food supply, preparation; Facilities, Grounds; Ground Support. *X-country and 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, Tool Custodian, Clothing Sales, Ad Hoc Committees.

Starred Items on Membership Application Must Be Completed.

FLYING CLUB 1 MEMBERSHIP APPLICATION - 2003

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 ___ Renewed ___ Membership

*Street or PO Box _____

*City _____ State _____ ZIP _____

*Telephone (H) _____ Telephone (W) _____

*Spouse's Name _____ *Name To Go On Your Name Tag _____

To Receive Your Newsletter By E-mail, Enter Your E-mail Address _____

*USUA Member: Yes ___ No ___ If yes, enter member number _____ USUA Pilot: Yes ___ No ___

*UL Registration # _____ *Aircraft Liability Insurance _____

Type Aircraft _____ Stored/Flown From _____

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 items must be completed. Mail application to Mike Moulds, USUA Flying Club 1, 115 Catoctin Circle, NE, Leesburg, VA 20176, accompanied by \$20 for a full year or \$10 for membership on July 1 or later. NOTE: Information from this application will be included in the Club 1's membership roster intended for internal use only.

USUA FLYING CLUB 1

April 2003

To join USUA Flying Club #1, fill out the form on the reverse side. To join the national USUA, fill out the form below:

____ **\$46.95** U.S. Ultralight Association membership includes: NAA Division representation, pilot and vehicle registration programs, insurance eligibility, instructor and Club Network listings, USUA decal, manufacturer and car rental discounts, 1-year subscription to *Ultralight Flying!* magazine.

____ **\$28.00** U.S. Ultralight Association membership - same as above without 1-year subscription to *Ultralight Flying!*.

____ Enclosed is \$2.00 for work in ultralight safety by USUA.

(Canadian and non-US membership add \$5.00)

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone _____ Date of Birth _____

Enclosed is my Check _____ Money Order _____ Visa _____
Mastercard _____

Account # _____

Exp. Date _____

**United States Ultralight Association
P.O. Box 667, Frederick, MD 21705**

**Lew Clement
46917 Grissom St.
Sterling, VA 20165**