



## FROM THE LEFT SEAT

Dave Riedel, President

Good day! Hope this newsletter finds you well. I have a lot of good news to talk about in this newsletter. We now have insurance available from First Flight for our ultralights! If you haven't seen the information, Paul has it all on the Club's website with the appropriate links. We really need to support this breakthrough by USUA. I know for those of us in Virginia, in order to register your aircraft, you have to have proof of insurance. Now we do. Also, as in the past, if we don't support this program, it will surely go away.

I wanted to pass on a few tidbits that came out of a Board of Director's meeting that we held this past week. One of the issues was where are we going to hold our Fly-ins this year. I'm happy to tell you that Boots Lenn has agreed to let us hold our Memorial Fly-in in May at the Lenn Brother's Field. We have to modify how we have it all set up, but it seems like a workable solution. We will have everything down at the hangar and ramp. The house and its driveway and the area around the house will be off limits. Ground transportation will access the field by way of the road that goes directly to the hangar. Details will be promulgated later. This is great news and we must follow the restrictions placed on us to continue to use it for fly-ins. All normal daily ops at the field remain unchanged.

Since the passing of Mr. Chuck Beatley, the status of the Air Park is still up in the air. As details come out about the sale of the Air Park, I will ensure that the Club is kept up to date via e-mail. If you aren't getting my e-mails to the

Club, drop me an e-mail and I'll add you to my list. [dave.riedel@verizon.net]

I'm begging for volunteers again. I need someone to step forward and be the coordinator for the Color Run in the fall, the Club 1 flight to Kitty Hawk this summer, and the Club 1 Fall Fly-in. Don't be shy, step up, it won't hurt!!

Hopefully the weather will cooperate this summer and allow the Club to support sister club's fly-ins. We need to show them our support so that they will be inclined to support our fly-ins, plus it is just flat out a bunch of fun! Let's show the Club 1 colors! Lew was able to attend a coordination meeting for the Father's Day Fly-in to Footlight Ranch and he'll give us an update at the next meeting.

As stated in Lew's report of the last Club meeting, Jim W. gave us a great brief on Weight and Balance. At future meetings Jim will be discussing topics that are relevant to all of us that fly, whether it is a Quicksilver or a Cessna. He will be covering a lot of topics that will be required knowledge for your new Sport Pilot license if that is the direction that you are heading. We are very lucky to have someone with his experience, expertise, and knowledge in the Club and who is willing to pass it on to us. If you would like to pass on some of your specific knowledge of a subject and would like to present a lecture to the Club, please contact Jim.

Tonight I checked some videos out of the Club library that is currently located in Larry

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Walker's hangar. If you haven't see what is on hand, you should do yourself a favor and check it out when you're at the Air Park. Lots of videos, reference books, magazines, and aviation novels. Again, we are very lucky to have this available to Club members for free.

Lastly, I would like to encourage you to visit our website periodically to catch up on the latest news, weather, pictures, classifieds [my RANS S-12 is for sale!], and articles. Paul has been doing an outstanding job for the club, the website is one of the best around. See you at the February meeting!

God Bless and Fly Safe.  
Semper Fi,  
Dave



Jim Heidish with his Volunteer Service Award for 2003 cap at the Holiday Party. This was Jim's second such recognition so his cap bears two gold stars.



Jody Clement receiving her Volunteer Service cap from President Dave Riedel.  
(Photo by Arty Williams)

### 2004 Volunteer Service Awards

**Directors' Award - Mike Moulds**  
**Volunteer of the Year - Rich Pendergist**  
**Volunteers Service Awards - Jody Clement, Jim Frye, Jim Heidish, Bob VanVeghel, Jim Willess.**



Jim Willess receives his Volunteer Service cap. It is the second such recognition of service to the Club for Jim., as well  
(Photo by Arty Williams).

## ADVISORIES

**January Meeting** – Our first meeting in 2004 was back at our usual meeting place, the Centreville Elementary School. Nineteen hardy Club members braved the arctic cold spell on the evening of January 8 to attend the meeting.

After President Dave Riedel opened the meeting, Larry Walker reported on a recent adventure in his Cessna. He had taken off from the Air Park and was at about 600 feet when his engine went from 2600 RPM to 2000. There was enough power to allow him to maneuver around to return to the field, very carefully. After landing, he found one cylinder on the Continental engine was cold. An exhaust valve had stuck open. That cylinder is now undergoing repair.

Larry then reported on the ceremony held for Mr. Beatley in Alexandria last week. (Mr. Beatley passed away on December 29<sup>th</sup>). Chuck Tippet, Brooke Pennypacker and Dick Walker attended the ceremony. Mr. B. had lived a different life away from the air field. As a long time mayor of Alexandria, he had many associates and acquaintances in attendance, including three Congressmen. Among the photos on display during the rites was a “glorious” plaque presented to him by Flying Club 1 (prepared by Jim Heidish). There is more about Mr. Beatley on the Club 1 web site (<usuaclub1>).

New member Tom Richards was introduced.

Secretary Lew Clement reported that we had 51 regular members, of which 13 were '04 members (at the beginning of the meeting. Several re-upped during the meeting.). He reminded all '03 members that their membership would not be good past the end of March. Additionally, we have 7 Honorary members, 4 subscriptions. We distribute 62 newsletters each month, 14 of those go by mail to members who do not have e-mail or do not want it sent to them by e-mail.

He asked everyone who needed a name tag, new or replacement, to let him know.

Treasurer Larry Walker reported that we have \$4,138.88 in the bank. He stated that we have four funds which are part of that total: the Trailer Fund, the Jim Frye Educational Fund, a fund in memory of Rich and Mike, and the Flying Leprechaun Library Fund. Larry has a detailed financial statement available for any Club member who wishes to see it.

Paul Dwyer, our Web Master, has provided Club business cards for any of our officers needing them. Thank you, Paul.

The annual Virginia UL Safety Seminar will be held at the Aviation Museum at RIC on Saturday, March 20.

There are usually several members attending. Anyone interested in getting a ride to the event, let Lew Clement know.

Jim Willess, our Flight Safety and Education Director, is planning a series of presentations at our meetings on subjects that pilots who intend becoming Sport Pilots will need to know to pass written, practical and oral tests. Tonight's subject was Weight and Balance. The subject for the presentation for the next meeting will be in the newsletter and on the Club web site.

Jim Heidish has prepared a 2004 Club Calendar, honoring Rich, Mike and Jim. They are available at Club meetings for as long as they last.

Larry reports that he still has some small items from Mike's estate that are available for sale. They are at his hangar at the Air Park.

There were some questions (and no answers) regarding the future of the Air Park. It is of genuine concern to all Club 1 members.

The possibility of holding fly-ins at Whitman Strip was raised. We used to have some great fly-ins there. However, until the TFR restrictions are lifted, the Club cannot use the air space over the field for its competition and games. Also, we are not sure if the restrictions that Mr. Whitman had placed against certain Club 1 members still exist.

Dave asked for volunteers for the positions of Property Manager and Events Coordinator. No one present volunteered for either position and it was decided to seek individual coordinators for each event. Larry volunteered to handle the Poker Run and Greg Palmer, the Memorial fly-in. We will be looking for other members to volunteer to coordinate other events as they come up. Watch the newsletter and web site. Remember, if we don't have someone to coordinate the arrangements for each event, we can't hold them!

Over the last several years, third-party liability insurance has been required by an increasing number of airports and states. So, the announcement of the availability of such insurance comes as great news from USUA. Check the Club and USUA websites for detailed information.

The last time such insurance was available



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ultralighters, in general, really screwed up by not signing up for very inexpensive insurance. Let's don't make that mistake again. We would be seriously shooting ourselves in the foot.

Hara Bouganim has, once again, contributed \$100 to our Flying Leprechaun Library, this time in memory of Rich and Mike. We are considering using the money for training materials for use in the conversion to Sport Pilot.

Those who have read our 2004 Event Schedule have noted that we don't seem to know where our events are going to be held. Dave is going to check with the Lenn Brothers to see if there is any chance we could hold events at their field, using the hangar as our focal point, instead of the house. We don't know yet about our participation in a Flying Circus event.

The USUA Annual Membership Meeting will be held this year in Springfield, IL on Saturday, February 28. As usual, Club 1 has voted to provide our Regional Rep, now Dennis Gregory (Club 6), some travelling money: \$100.

We were reminded that the Sport Pilot NPRM was moved recently from DOT to OMB. If nothing delays it there, we may expect implementation to begin sometime in the spring.

Phil Williams told us that Monica Frye has a number of items she would like to give the Club: bookshelves, file cabinets, plastic map covers, etc. Several members volunteered their vehicles to bring the items back from WV.

Jim Willess' presentation this evening was on Weight and Balance. As he pointed out, in an ultralight, with only one seat and, if properly built, there is not much chance of the CG varying. However, under Sport Pilot, a pilot must be able to perform a Weight and Balance. He must have the documents in the plane to prove that one has been done on it and, under Parts 61 and 91, he must have the knowledge about it, how to do a W&B as well as determining TO and landing distances.

Jim ran through the basic theory and procedures for computing weight and balance on a plane with full and empty tanks.

Our next meeting is scheduled to be held at the Centreville Elementary School at 7:30 PM on February 5<sup>th</sup>.

### "DEKE"

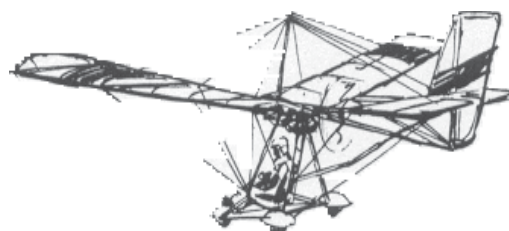


His name was William F. Dieck but we knew him as "Deke". He was a member of Flying Club 1 in the mid to late 90's. His job took him to the West Coast where he continued to enjoy flying. He became a Private Pilot and also an ultralight instructor.

He died on January 8th, doing what he loved best - flying. He and a student were flying near Hollister Municipal Airport in California when the plane suddenly nosed over and dove straight into the ground. Witnesses noticed no unusual engine sounds.

In addition to instructing, Deke was managing the Air Museum in Hollister. He had logged close to 1000 hours in UL and GA aircraft.

He is survived by his wife, Laura, in San Jose, CA.



## HOW DO I LEARN TO FLY UNDER SPORT PILOT

By Jim Willess, FAA CFI

### BACKGROUND

The traditional way to learn to fly is to go to the local airport and enroll in a formal course of instruction under FAA rules as defined in CFR 61. This federal regulation states who can instruct, the experience to qualify for the various Pilot Certificates: (Recreational, Private, Commercial, Airline Transport Pilot) , including procedures for check rides and certification. It also requires a third class physical examination.

The new Sport Pilot Certificate will be an additional rating under this rule. Many of the rules of CFR 61 will apply and some will be new. The flight time requirements will be less than Recreational Pilot; the requirement for a Physical will revert to a valid State drivers license. The procedures and flight instruction requirements will be much the same.

An authorized Instructor will give and certify (log book) instruction to satisfy the CFR 61 requirements. The student will be required to make a minimum grade of 70% on the knowledge exam (written), administered by an authorized testing center, after being certified by an authorized instructor as qualified to take the exam. After determining that the student is qualified and ready to take the check ride with an FAA Inspector or an FAA authorized Examiner (DPE), the student presents his recommendation, log book, an airplane that is qualified for the check ride, along with his written test results and an application to the examiner for a check ride.

The check ride consists of an oral examination by the examiner that covers all phases of the rating sought. The knowledge exam report will indicate the areas that the student missed, so it will be the beginning of the exam to determine if the student needs to receive additional instruction on the missed questions. The PTS (Practical Test Standards) is used to assure all area are covered. It also states the minimum requirement for the various maneuvers

to be demonstrated. This publication is available and should be one of the first documents the new student should obtain for his flight library. If the Oral is satisfactory, the flight check is next. The examiner will test the student's ability to safely operate the aircraft within the limitations of the airplane and the rating sought. If navigation is one of the requirements, a short cross-country flight will be pre-planned and flown. Various emergencies will be simulated during the check flight.

### HOW TO GET STARTED

Contact either a local flight school or an independent flight instructor. Enroll in the flight curriculum. Fly as much as you can without lengthy periods between instructional flights. Study both the material your instructor requires and any additional related material you can lay your hands on. You cannot know too much about aviation. Proceed toward your goal as fast as your resources permit.

On days when the weather prohibits flying, use the time for ground instruction with your instructor or study using audio/visual instructional material provide by the flight school.

Obtain and study one of the many written question manuals available. Practice exams are provided and will aid you in the written process. They also point out deficient areas you can discuss with your instructor.

Take the Knowledge exam as soon as you can. A formal ground school is the best path, but self-study can also accomplish this task. Ground schools are available periodically from flight schools in the area; some community colleges also offer these courses. A recommendation to take the exam is usually a product of the formal ground school. Several DVD and AV training courses are commercially available. These are expensive but are very effective leaning systems.

When your instructor thinks you are prepared, he will recommend you for the knowledge exam and the flight check (practical Exam) He will arrange for you to contact either

an FAA Inspector or a Designated Pilot Examiner for the examination. This examination will take up the better part of a day, especially if you must travel to the examiners airport. The examiner will inform you of the suitability of your aircraft and cross-country information (destination, route, etc.) He will also tell you the cost of the exam. He receives this if you pass or fail. Most examiners will administer a recheck for the original fee.

Upon the successful completion of the check the examiner will issue a temporary certificate, which you can use immediately.

As you may have noticed this looks like Recreational Pilot without a medical. You are absolutely correct. There are a few restrictions regarding night and cross-country flight. In fact the Private Pilot only requires additional training on instrument flight and the additional flight hours. The system allows you to train for an additional rating by taking additional training, another knowledge test and another flight test. Aside from the additional flight instruction, going for the private rating from the outset can conserve money. You save the cost of two additional knowledge exams (\$120) and two additional Flight checks (\$600). One additional expense will be the Third Class Physical (\$70) for the ratings above Sport Pilot. A physical may be required anyway to solo the flight schools airplane and is good for two or three years, depending on your age. Upon issuance of the Private Pilot Rating, you can then be qualified in any Sport Aircraft by, training with and receiving from an authorized instructor, an endorsement in your log book for that particular airplane. You can legally fly any certified aircraft that qualifies as a Sport Plane without a logbook endorsement. If you rent the aircraft, an insurance checkout will probably be required.

### **IF YOU ARE UNABLE OR UNWILLING TO GET AN FAA PSYSICAL**

Under the new Sport Pilot Regulations. A new class of aircraft will emerge. It is called the SPECIAL LIGHT SPORT AIRCRAFT. It is an airplane that meets the requirement of Sport Plane but is built by and certified by the manufacturer. It is to be used in commercial training similar to the Two Place Exemption for Ultralights. This airplane is maintained as an experiments aircraft and, if used in commercial training, will require periodic 100-hour inspection by a FAA A&P. This and qualified

Standard Category Certificated aircraft (Cubs, Taylorcraft, some Champs) will be the only aircraft you can train in and pay for the training (commercial operation). Experimental aircraft, even though they qualify as sport planes, cannot be used for primary commercial instruction.

You can, of course, train in any experimental sport plane if no commercial operation is involved. You cannot rent the airplane, pay for fuel or oil, or pay the instructor and legally train for any pilot rating.

### **HOW DO I TRAIN AND LEARN TO FLY AN ULTRALIGHT?**

Find a BFI with a Special Light Sport Aircraft. Learn to fly the traditional way: training, solo and practice. Buy or build a single place ultralight. Keep in mind after the Sport Pilot Regulation is published and becomes effective, an ultralight MUST conform to the Part 103 requirements. FAA will ding you for big money if caught one pound over weight or with big tanks! You will never be able to take an illegal ultralight to a fly in for fear of meeting an FAA Inspector.

### **FLYING CLUB 1 MEETING PROGRAM SCHEDULE - 2004**

January	FAR Part 91-1
February	FAR Part 91-2
March	FAR Part 91-3
April	Spring Rotax Maintenance
May	Cross Country Navigation
June	Search & Recovery
July	FAR Part 61-1, Sport Pilot
August	FAR Part 61-2, Sport Pilot
September	Sport Pilot Ground School - 1
October	Sport Pilot Ground School - 2
November	Sport Pilot Ground School - 3
December	Holiday Party



**CLASSIFIEDS**

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.

**CARLSON SPARROW** – ½ VW, 92 mm. 90 hrs TT. \$7,500. Norm Crone, 717-755-6942. <jonkmnhr@aol.com> (11/03)

**DRIFTER 503** – SC, SDI. Gnd adj prop. Trim tab. AS, Asi, Alt, Tach, EFT, CHTs, Hobbs, BRS chute. PLUS 22' trailer built for airplane. \$6,395 firm. Ned Kramp 804-642-9617 (11/03)

**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 (11/03)

**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, hangered \$10,000 Contact Dennis Gregory 804-758-4178 dgregory@oasisonline.com (11/03)  
I'm a new BFI. Have to sell mine to get a trainer.

**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> (11/03)

**KITFOX MODEL III (1991)** – Rotax 582. 406 hr TT AF and eng. Norco 720 Com, Flybuddy Loran, Intercom, 26 gal fuel, current annual. Good tight aircraft. Flies regularly. \$11,900. E-mail: <sshowa@juno.com> or call 540-480-1525 or 540-833-5120. (11/03)

**KOLB FIRESTAR II** – Rotax 447, Warp Drive prop, GPL elect start, BRS-5 chute, Magellan 320 GPS, Sporty's 2 Transceiver/headset, 220 hr A&E. Always kept in enclosed trailer. \$9300. J Baker 410-551-2874. (11/03)

**PENN CARMATE 22'** 4 Wheel enclosed trailer. Spring-assist rear ramp. Elec brakes, 110v fluorescent lighting and outlets and 12 v lights. 600# pull winch. 15 gal fuel tank w/pump, torsion bar hitch. \$4500 or for both the Kolb (above) and trailer: \$13,400. Jim Baker 410-551-2874 (11/03)

**KOLB TWINSTAR MARK II** – Rotax 503 SC (low hrs on rebuild). 2 bl Ivo prop. EIS. BRS chute (still current for several years). Winter flying full

enclosure. Blue on white. Pictures on request. Flies great, responsive, light on stick. \$9,950 firm. Gerry Baker e-mail: gpbaker@erols.com, phone 804-739-7154. (11/03)

**KOLB KXP** – 503cc SCDI/Elec prop IVO 2B. Custom built/lots of extras & single axle trailer or will trade for Kitfox Model 4 and up with 4 stroke Subaru/2180cc VW or Rotax 912/912s. Paul Furst, 717-854-4743, KXP001@ngn.com (11/03)

**QUICKSILVER GT400** – Excellent condition. \$7000 OBO. Call Norman Pyles for details. 410-775-2238 or normanpyles@hotmail.com (11/03)

**QUICKSILVER MX** – Good condition. \$3000. Ted Bryant, B&B Aviation 301-274-4600 or 4433. (11/03)

**RANS S-5 COYOTE, 1991** – 190 TT. Flaps, Hyd. Brakes, full panel, lots of extras. \$9,000. Norm Crone, 717-755-6942. jonkmnhr@aol.com (11/03)

**RANS S-12 XL** - Rebuilt Rotax 582 [50 hrsTT), C-box, HotProp, Elec Start, Dual Stick/throttles, In-flight flaps, Trim tab, Nav & Strobe lights, Partial Enclosure with full size doors, Tundra tires, Dual wing tanks, Alt, VSI, Tiny Tach, Dual CHT & EGT, h2O. Less than 1 yr old. Red and White colors, Dupont clearcoat, mounted Sporty's SP200 Held-held Radio w/ intercom, Garmin GPS. Always hangered. \$18,000. Located at Warrenton Air Park, Warrenton, VA. Contact Dave Riedel, Cell 571-332-7314. Email: driedel@syntek.org. Looks good and flies great. Ready for Light Sport Aircraft category. (01/04).

**ROTAX 447** – elec start. C Gear Box, 2 gauges. \$2,250. Jim Wardrop 717-292-2204 (11/03)

**SKYSTAR KITFOX LITE** – NEW – 35HP 2SI engine. TT engine 2 hrs, TT aircraft 1 hr. Bungee strut LG, BRS system. White, Bahama Blue trim. Beautiful aircraft. \$14,000. Custom 20 ft. trailer for aircraft made for storing and transporting. \$6000. Package deal can be negotiated. Bob Martz in PA. 215-947-8136 or 215-947-744. <goodwin236@aol.com> (11/03)

**SPORTLITE 103** – factory new Rotax 503 DCI DC, oil inj. Elec start. Single seat Ultralight. Low time, test flight only. \$9200. L. Ratcliff 540-349-2695 (11/03)

**BRS 750 - NEW.** Cannister, boom mount. \$2000. Jim Willess, 540-788-4341 (1/04)

**GARMIN GPS III PILOT** – Incl. Jeppeson Database. New \$499, will sell for \$300.



**GARMIN GPS III PLUS** – no data base - \$200.  
Both include manual and mount. Jim Willess 540-788-4341, 540-270-0621. (01/04)

**ULTRALIGHT STROBE** - Full 25-joule flash. Powered by 2-cycle engine lighting coil or 12v. battery. Power supply clips to 1" to 1 1/4" TUBE. Light head mounts where you like. One-year warranty. 12v battery model. Only \$75. Lighting coil model \$100. Cheapest 25-joule model on market. Ron Madsen 804-693-5186 or <phantom11@toast.net> (11/03)

**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. (01/04)

**WINTER 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. (01/04)

**ULTRALIGHT CROSS-COUNTRY COURSE** - Cross-country training to non-local airport, includes ground and flight training for cross-country sign-off (may be required for new FAA SPORT PILOT Rating). \$100. Jim Willess 540-788-4341 (01/04)

**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**

## Flying Club 1 2004 Event Schedule

Mar 20 Sat	Ultralight Safety Seminar, Aviation Museum, Richmond Airport
May 16 Sun	Club 6 Spring Fly-in, Hudgins Air Park
Jun 6 Sun	<b>Club 1 Memorial Fly-in Location TBD</b>
Jun 18-20 Fri-Sun	Fathers' Day Fly-in at Footlight Ranch, Shreveport North Airport, PA
Jun 27 Sun	<b>Club 1 Poker Run (Starts at W66 - ends at WAP)</b>
Jul 10 Sat	<b>Club Meeting, Club House, Warrenton Air Park</b>
Sep 12 Sun	Club 6 Fly-in Picnic/ Competition Hudgins Air Park
Sep 18 Sat	<b>Club 1 Fly-out to Front Royal Airport, VA</b>
Oct 9 Sat	<b>Club 1 Fall Fly-in Location TBD</b>
Oct 17 Sun	<b>Club 1 Fly-out – Color Run from WAP</b>
Dec 4 Sat	<b>Club 1 Mtg/Holiday Party</b>

NOTE: Additions and deletions will occur as other club schedules become known and as Club 1's other activities are established.



## 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.

### 2004-5 CLUB OFFICERS, DIRECTORS & STAFF

President	Dave Riedel*	703-815-4924
Vice President	Dick Baker A	703-698-8017
Secretary	Lew Clement*	703-444-1639
Treasurer	Larry Walker A	540-347-7609
Past President	Larry Walker	540-347-7609
Dir, Safety & Tng	Jim Willess	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.		
Librarian	Dick Walker	202-363-4546
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		
Web Master	Paul Dwyer	703-550-7371

**Terms of office: \* 2004-05 + 2003-04 A – Appointed to fill vacancy until next election for this office (2004).**

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 - 2004

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 the Club 1 Treasurer Larry Walker, 7333 Hunton St., Warrenton, VA 20187, accompanied by dues for regular (\$20) or family (\$25) membership for a full year or \$10 and \$12 for a half year (July 1 or after). NOTE: Information from this application will be included in the Club 1's membership roster intended for internal use only.

**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.)

**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://usuacub1.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.**

# USUA FLYING CLUB 1

## February 2004

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

\_\_\_\_ **\$59.95** 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.

\_\_\_\_ **\$25.00** 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**