



FROM THE FRONT SEAT

Steve Beste, President

Provenance. When Hugh and I bought our trike back in 2006, one of the pleasures was sorting through the box of documents that came with it. A carburetor manual, yes! The build instructions for the trike carriage, yes! I'm one of those guys who actually reads the manuals that come with his new toys. (Color me weird.) So this box was like Christmas morning. At the very bottom of the box was a printout of the feature article you see in this newsletter. The article first appeared in Ultralight Flying magazine in 1996. The man who built the trike found it on a website in 2000. He liked it enough to save it in the box. Fourteen years from its first publication, here it is again. See what you think.

Foresight. I particularly like the Q&A with the veteran airshow pilot. Q: "What would you do if you were confronted with an unforeseen situation during one of your airshow routines?" A: "Why, I don't know. I've never encountered an unforeseen situation." Can you or I say the same thing? If your engine quits *here* on takeoff at your home airport, where will you go? OK, what about *here*? And *here*? At Front Royal where I fly, the airfield has a parallel taxiway. One day, I overflew the runway at 1,000', set up a full-power climb and then cut back to idle. I whipped the trike into a tight 180° turn so as to end up over the taxiway. I lost 280 feet of altitude by the time I straightened out. So now I know: If I have 300', I will turn back to the taxiway. If not, I won't. I'll take my best shot out front. I assure you: every takeoff I do, I'm watching for that 300-foot point.

Rehearsal. So take a moment right now. Close your eyes and imagine you're flying your aircraft. Feel the seatbelt. See the ground below you. Hear the engine. Now something goes wrong! See yourself handling it. Excellent. Like that airshow pilot, you now have one less unforeseen situation. See if you can do six of these by spring. There *will* be a test.



How to Control Panic

By Dennis Demeter

This article is from the October '96 Ultralight Flying Magazine. The story is reprinted with the permission of the author and the magazine, now Light Sport Aircraft and Ultralight Flying (www.ultralightflying.com).

Logically speaking, panic is all that remains when a pilot has no options left open to him. It is the result of being backed into a corner with nowhere to go. Or worse, it is the result of not having a plan or emergency options before the emergency occurs. Good pilots rarely come unglued in the cockpit. They are trained to consider every possibility during all phases of their flight, and to have a plan of action for each scenario. Having these options, pilots are too busy applying logical responses to an emergency to have time to panic. With the recent wave of well-publicized air disasters, I was reminded of the many cockpit voice recorder transcripts I've reviewed in the past. In every case, the transcripts indicate the pilots struggled with trying to save the situation right up until the last 2 or 3 seconds before impact. At that point, panic generally took the form of a single expletive, or a reference to one's fondness for his mother...

When the great airshowman, Bob Hoover was put through the FAA's version of the Inquisition, he was asked, "What would you do if you were confronted with an unforeseen situation during one of your airshow routines?" Bob's reply was classic. "Why, I don't know. I've never encountered an unforeseen situation." Typically, that response went right over the Fed.'s heads. Zzzzzinnng! They took it as a smart aleck remark from an old Chuck Yeager era pilot, the kind of bugs-in-the-teeth, wrinkled and sunburnt skin pilot who the federales loathe. The point Bob was making, which was totally lost on these guys, was that after 40 years of airshow flying, he had considered every possible emergency; and had a planned response for it.

Panic almost never manifests itself in the classic Hollywood style – ranting and raving and crying and screaming while soiling your shorts. And it

isn't controlled by getting slapped in the face. ("Thanks, I needed that!") True panic is characterized by the inability to act. In a panic situation, the pilot is unable to affect a response to the emergency because his brain is suddenly flooded with a zillion subconscious suggestions for the peanut gallery in the back of his head.

Oh, nooooo. I'm gonna wreck my bird, where do I go? What do I do? Put the nose down! That's what ya get for using cheap oil, stupid! Watch the airspeed! Is this gonna hurt? Find an opening to land! Find a soft place to crash! Check the fuel valve! My wife is gonna kill me. Pull the choke! No hull insurance. Flaps down for a short field landing! I wonder if my underwear is clean?... Shut up you guys! I'm trying to think!"

Somewhere in that volley of one-liners, there are some viable options to act upon. Unfortunately when you're in a state of panic, you are unable to filter the good suggestions away from the useless ones.

Rules for Controlling Panic

Rule No. 1: AFTA

I'm not talking after-shave here. **AFTA** stands for Always Fly The Aircraft. This is really important, class. Repeat out loud after me:

**ALWAYS FLY THE
AIRCRAFT**

Before you try to fiddle with a failed engine...
Before you try to troubleshoot the problem...
Before you do anything else, make sure you have your ultralight under control. Once the ultralight is established in a stable glide, determine whether or not you have the time to turn your attention to the fuel shutoff valve, the ignition switches, the fuel mixture (choke), the EGT gauge, etc. If you don't have the luxury of time to troubleshoot your problem, you must turn your attention toward effecting a safe and controlled landing, disregarding all thoughts of trying to save the situation by troubleshooting the problem. Too many pilots have crashed by falling out of the sky in a stall or spin because they were too busy

yanking on a starter rope or fiddling with their throttle, switches or instruments.

If you take the acronym AFTA and add three more A's, you have the whole story in a nutshell: Always Fly The Aircraft – Attitude – Airspeed – Altitude.

In the case of an engine failure, your response should be automatic.

1. Attitude – Lower the nose to establish best glide speed. If you are in a turn or some other maneuver, level your wings.
2. Airspeed – Keep your airspeed where it belongs, even if you have time to troubleshoot.
3. Altitude – Determine how much space you have to work with, and immediately execute the appropriate plan for the situation. Note I emphasize the word *plan*, which brings us to Rule No 2 in controlling panic.

Rule No. 2: Have a Plan

To some extent or another, we are all closet schizos. We have the logical, decisive-pilot side of our personality, and we have the nervous, indecisive, scaredy-cat side. In an emergency, your two alter egos will start screaming for attention. When armed with a plan of action and trained or rehearsed responses, the logical, decisive personality becomes the dominant voice in your head. If on the other hand, your decisive side is unprepared to offer any advice, he will clam up and ol' Nervous Ned will start screaming. That is why it is important to develop a plan of action for every possible emergency scenario you can conceive. Once the plan is developed, it should be rehearsed in your mind and in the air when practical. Each phase of takeoff and landing as well as en route should be considered for each type of emergency.

For instance:

Engine Failure

A. Takeoff

- During takeoff roll
- During climb to 100 feet
- During climb above 100 feet

B. En route

- Below 500 feet

- Above 500 feet
- Over hostile terrain

C. Landing

- Able to make runway
- Unable to make runway
- While in pattern

At my field, I have a predetermined plan of action for an engine failure at selected points along the takeoff profile. My plan includes pre-selected off-field landing sites for each direction of departure. I have determined the points after which an on-runway landing is no longer feasible, and I have even considered the effects of various wind conditions on my available options at each of these points. I always use the same departure profile on every takeoff. That is, I will not do any hot dog maneuvers, such as low-altitude turns or other nonsense, that would put me in the position of not being able to execute one of my plans should my engine quit during departure. I have even developed a plan for executing a controlled crash at the most critical junctures – a crash that would probably trash my ultralight but give me the best odds for survival.

When I land at a strange field, I always try to overfly it before getting in the pattern. I note the available off-runway landing sites around the strip, the length of the runway, the wind direction and the location of obstructions. Before I take off from this field, I have already formulated a departure plan which includes my options at each point along my takeoff profile. Engine failures aside, I also consider departure options when taking off from a runway that is marginal in length and/or marginal conditions. I consider impediments to my climbout from winds, temperature, field conditions, rising terrain, and turbulence. I ask myself, "Suppose I get to the last 200 feet of runway and realize I won't clear those trees?" Is there room to turn toward a more open area or where there is a break in the trees? At what altitude should I be at the halfway point on the runway?

A few weeks ago I attended a fly-in at a neat place called the Ponderosa Pines. It was a public campground that included a 1,700-foot runway put in just for ultralights. About a half hour before departure, one my comrades spied me checking out the departure end of the runway and the

surrounding area near there. He asked me what I was doing. I explained I was just a little concerned about the departure. Ordinarily, 1,700 feet is more than ample for a Phantom to climb out of harm's way; but as we landed, I had noticed the air was "fluky." The air felt "dead," there were more downdrafts than updrafts, and now the temperature was near 90° and humid. There was a good-sized wooded hill at the end of the runway, so the terrain could rise nearly as fast as we would. I pointed to an area about 500 feet away where there was a break in the trees and the hill sloped off way from the campground. "If I don't like the way things are shaping up, I'm gonna head that way." Turns out, that is exactly what I had to do. There was a downdraft rotor coming off the trees at the departure end of the runway. Coupled with the density altitude, it became apparent I would not clear the treetops. I drifted to the left heading for the break in the trees, which gave me the extra space and clean air I needed to get out over the rising terrain. Luckily Plan B worked. Plan C called for me to break off the departure, execute a fairly tight turn under full power to fly back directly over the campground toward the runway in an attempt to gain altitude. If Plan C didn't work, Plan D called for me to ditch the Phantom along the edge of the campground in an area of scrub brush. I probably would wreck the ultralight and stand a good chance of getting hurt, but no one else on the ground would be injured. Frankly, Plan D was lousy – but at least it was a plan. It was a lot better option than doing nothing and riding my ultralight and my panic into the trees. Which brings us to Rule No. 3.

Rule No. 3: Execute the Plan

When it's time to make a decision after the options have been identified, do it. You can't afford to waste time arguing the finer points of the variables in each option. Even the wrong decision, if executed properly and in complete control, is better than doing nothing at all, or waiting until your opportunity has passed you by. The decision you make should be fairly simple because it will be prefaced by the conditions of your situation at that particular moment. If your engine quits during takeoff, and you are already beyond your "point of no return," your decision is simple. Don't waste time trying to convince yourself that you still might be able to put down on the last 10 feet of

runway. Set up for an off-field landing, and do it now.

Rule No. 4: Practice, Practice

Having a plan means nothing if you are totally inept at executing it. I am not a big advocate of suggesting to low-time pilots that they should actually try landing in off-field locales, or in performing actual deadstick landings. You can learn a lot by simulating these situations at idle power right at your airfield. When you get to the point where you can pull back your throttle at any spot in or near your pattern around the field and consistently make it to a predetermined spot on your runway, you can then think about trying some actual deadstick landings.

Suppose you break a rudder cable? What would you do if your elevator jammed, or aileron(s) failed? Many ultralights can be adequately controlled with the loss of one of these systems, provided they returned to neutral after the failure. Can you fly your ultralight using only trim and power? Can you turn using only rudder? What would be your immediate response if a single flap failed in flight? If your aircraft is equipped with an emergency parachute system, are you sure you could find the handle and pull it if your ultralight were spinning or tumbling out of control?

I am a big advocate of aerobatic training. In the good ol' days of pilot training, pilots had to be able to demonstrate recoveries from full stalls, tailspins, and unusual attitudes to get their tickets. Today, spin training for private pilots is unheard of, and they are being taught "stall recognition" instead of stall recovery. In my opinion, there are way too many pilots out there who have never been in a situation where the aircraft is subjected to a roll beyond 60° and pitch over 30°. Your very first encounter with a tailspin is extremely disorienting and even terrifying. **It is a guaranteed "panic-meister," and if that first encounter occurs at low altitude in an accidental entry, you are virtually guaranteed to crash.**

Stalls while in unusual attitudes, such as climbing turns, will often lead to an unintentional spin. Rogue thermals and even the wake of a Cessna 172 are enough to roll some ultralights right over on their backs. Are you prepared to effect a

recovery if you suddenly find yourself upside down in your ultralight? I'm not saying you should take enough aerobatic training to become proficient in Lomcevaks, but could you locate and actuate your ballistic parachute handle in an inverted tailspin? Better yet, could you effect a recovery from an inverted tailspin without breaking your bird in the process?

Find a qualified aerobatic school or instructor. Tell him you want to experience these scenarios and learn these recovery techniques. You will never regret the money you spend on this type of training, because you'll come away from it feeling much better about yourself and your ability to cope with emergency situations. The last rule for controlling panic actually should be the first rule:

Rule No. 5: Never Back Yourself Into a Corner

If panic is all that's left when a pilot has no other options, then it follows that a pilot's first concern is to make sure he always has options available. Buzzing someone over hostile terrain is a prime example. If your options increase with altitude, why would you place yourself in a situation where you already have two strikes against you? If you are over hostile terrain, it's already a difficult situation to find an emergency landing spot, even with plenty of altitude, so why erode your options

even more by doing something stupid at treetop level?

Some low-time ultralighters get into this sport because they've figured out they can get an ultralight in and out of their back yards. Unfortunately, the fact that their back yards are surrounded by woods, wires, subdivisions, towers, or other obstructions never occurs to them. Most ultralights run on 2-stroke engines. You might consider that fact as one strike against you. Taking off with no viable emergency options to execute comprises the other two strikes and youuuu're out! even before you push the throttle forward.

Maintenance of your ultralight is extremely important. If you're one of those guys flying on 100-hour plugs, faded sails, rusted hardware, no emergency chute, and a tired airframe, you're flying on borrowed time. One curve ball over the plate may be all it's gonna take to send you to the dugout – the 6-foot deep one.

Remember, **ALWAYS FLY THE AIRCRAFT**. Have a plan. Execute the plan. *Practice, practice, practice*. And never back yourself into a corner. If you do these things, you'll never have to wonder if you are prepared to handle an emergency.



MEETING MINUTES

USUA Flying Club One Minutes

Thursday, January 7, 2010
Centerville High School library
Centerville, VA

Selling 50/50 tickets before meeting

Call to Order

President Steve Beste called the meeting to order at 7:35 PM.

Approximately 15 members present.

CONNECTIONS

Visitors & New Members

Visitors Lucy and Dan (first names only) introduced themselves. Dan works at the Smithsonian Air and Space and has 45 hrs flying. Lucy is a student of Chuck Tippett and not only received her tail wheel indorsement but also soloed on snow skies.

Old Members

With all the snow around **Chuck Tippett** put snow skies on his plane for some fun flying and also soloed 6 on skies. The very cold and windy weather has grounded a lot of members. **Jim Hill** is working on his Fisher Celebrity with the help of heaters at the Warrenton Air Park.

In Need Of

President **Steve Beste** introduced a new category called *In Need Of* and it will help connect people needing information, advice, services, or tools with people who can supply them.

- Some in need of Jubiru and HKS power plant mechanics. (ask A&P **JD Ingram**)

Service Providers

Recap our standing list of service providers:

- PPG instructor and dealer: **Michale O'Daniel**

- Fixed wing instructor: **Chuck Tippett**

- Welder: **Tom Kotsch** • A&P mechanic: **JD Ingram**

Regular Reports

Secretary: Jim Heidish reported December minutes were published in the January Club Newsletter and approved as submitted.

Treasure: Jim Birnbaum reported December Income: \$111.00., Expenses: \$140.13.

The Flying Club 1 Checkbook Balance: \$3614.13.

President: Steve Beste reported that he thought the holiday party was a great success and thanked everyone that helped, specially Tom Richards for opening up his home for the event and also for sharing his wonderful Air Park with the Club

Safety and Training Director: Bob Jacobs was not present.

Membership Director: Jim Birnbaum reported that we have 60 members and about 70% have paid their 2010 dues. He also reminded members to pay the 2010 dues by February 1st or be dropped from roster. If your name has a (10) by it on the roster you're up-to date.

Warrenton Air Park Owner: Tom Richards reported that work on the new hanger has slowed because of the cold winter weather. He has located a barn about 20 miles away that could be used as a hanger and will relocate to the Air Park sometime in the future.

Clothing Sales: Pet Bastien reported that we had a lot of old items to clear out so he had a indoor yard sale. Pet also parted with some of his own collectables to sweeten the sale. All the leftovers will be discarded.

Old Business No old business.

New Business

Chuck Tippett was talking to long time Club member **Brook Pennypacker**, one of the pilots for *Operation Migrations*. (A wonderful organization that helps young wild birds fly from nesting areas in summer to their winter havens in the south by flying with them and showing the way.) Chuck said that the organization was in bad financial shape and needed help and are asking for contributions. The Club agreed to donate \$500 to such a great cause.

Steve Beste proposed and the Club approved on moving the date of the Club *Poke Run* from June 19th to June 12th to meet members' schedules and also would not be on *Fathers Day* weekend.

Steve Beste had a proposal to set up a photo sharing web site (online) for sharing all the members' great photos. Everyone agreed and Steve will look into what would work best for the Club.

Jim Heidish asked if we had any up-dates on the bad shape of USUA and if they fail what happens to the USUA insurance that some of the members have? No news on the situation, so Jim will look in to the matter and report next meeting.

Jim Heidish passed out his yearly Club Calendar that features Larry Walker's C-150.

Monthly Program

Chuck Tippett showed a DVDs of his big flying adventure to Alaska in 2002 with a group of Kitfox flyers. He also showed a short DVD of test flying Joe Pfaff's Kitfox at the Air Park this past year. Thanks Chuck!

50/50 Drawing: Winner **Chuck Tippett** donated his winnings to the Club.

Adjourn

President Steve Beste adjourned the meeting at 8:45 PM.

Submitted by Jim Heidish, *Secretary*

MEMBERSHIP DUES POLICY

The period of membership follows the calendar year – January through December. The renewal period starts on 1 October with regular dues at \$20.00 and family at \$25.00. Members who have not paid their dues by the end of February will be dropped and will not receive the Newsletter or Membership Roster. New Members joining from 1 July through 30 September will be charged \$10.00. New members joining after 1 October will be charged \$20.00 or the family rate, if applicable, and will be credited with full membership for the following calendar year. Please mail payments to USUA Flying Club 1, 8570 King Carter Street, Manassas, VA 20110. Payment can also be made at the regular monthly meeting. Please include the 2010 Membership Application form with your payment. This will be used to ensure that our records are current. A copy of the membership application is attached and also printed at the end of the Newsletter.

Jim Birnbaum
USUA Flying Club 1,
Treasurer

ACTIVITIES

2010 FLYING CLUB 1 ACTIVITIES SCHEDULE

Designated Club meetings will be held the first Thursday of each month in the Centreville High School, Union Mill Rd., Centreville, VA, at 7:30 PM. Others will be held at 11:00 AM at the Warrenton Airpark as shown in the 2009 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

2010 Club Activities Schedule

Date	Activity	Location	Description
Thur, January 7th, 7:30PM	Club Meeting	CVHS	Standard Agenda
Thur, February 4th, 7:30PM	Club Meeting	CVHS	Standard Agenda
Thur, March 4th, 7:30PM	Club Meeting	CVHS	Standard Agenda
Sat, April 3rd 11AM	Club Meeting	WAP	Club meeting and cookout at Warrenton Airpark
Sat, May 1st, 11AM	Club Meeting	WAP	Club meeting and cookout at Warrenton Airpark (WAP)
Sat, May 22nd 10AM - Memorial ceremony 11AM - Club meeting	Memorial Fly-In and Club Meeting	WAP	Memorial Fly-In and cookout at Warrenton Airpark (WAP)
Sat, June 12th 7AM - PPG Poker Run 9AM - Airplane & Trike Poker Run 11AM - Club meeting	Club 1 Poker Run and Club Meeting	WAP	Club 1 Poker Run and Club Meeting at Warrenton Airpark (WAP)
Sat, July 10th, 11AM	Summer BBQ and Club Meeting	WAP	Monthly meeting and Summer BBQ at Warrenton Airpark (WAP)
Sat, August 7th, 11AM	Club Meeting	WAP	Monthly meeting and cookout at Warrenton Airpark (WAP)
Sat, September 11th, 11AM	Club Meeting	WAP	Monthly meeting and cookout at Warrenton Airpark (WAP)
Sat, September 18th	Club 1 Fly-out	WAP	Club1 Fly-Out from Warrenton Airpark (WAP)
Sat, October 2nd	Club 1 Fly-in and meeting	WAP	Monthly meeting, Club 1 Fall Fly-In and cookout at Warrenton Airpark (WAP)
Sat, October 9th	Club 1 Color Run Fly-Out	WAP	Club 1 Color Run Fly-Out at Warrenton Airpark (WAP)
Thur, November 5th, 7:30PM	Club Meeting	CVHS	Standard Agenda
Sat, December 12th	Club Meeting / Holiday Party	WAP Club House	Monthly meeting and Holiday Party at 4:00PM

CLASSIFIEDS

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

FOR SALE — Sonex Aircraft Kit.

(See website at www.sonexair.com) with some components completed (vertical and horizontal tail, ailerons, fuselage, etc.). Approximately 20% complete with mostly assembly remaining (finished making most of the needed parts from raw metal). Willing to consider all offers including joint effort in return for equity (e.g. 1/2 ownership). Kit is presently located in Davis, WV, but I reside in Washington, DC area. Outright purchase price is negotiable.

Contact: Phil Hyland 202-870-4672

FOR SALE — Avid Flyer “C” Model.

Aircraft currently in dry storage \$20,000
Contact: Mike Fisher h/o: 434-296-8485
c: 434-989-0778

heardsmtn06@hughes.net (11/08)

FOR SALE — 1999 Sixchuter SR7XL PPC.

Rotax 582 UL DCD1 model 99 APCO 500
Chute 40 hrs.total time airframe and powerplant Always closed trailered
N numbered, airworthiness cert. Sept.08
annual 2000 Shadow Master trailer, radios, helmets, spare parts, ground equipment and more. Runs great, ready to go.

\$7000 or best offer

Contact: Mike Blackwell

703-217-1609

Mikesflight@aol.com (10/08)

FOR SALE -- Brand new and unused Blackhawk one-piece flying suit in red and black. Size Medium. \$40.

Inquiries: Bob Bell

(W) 540-351-1081 or (C) 703-943-7129

cedarfield540@juno.com (12/07)

FOR SALE — Quicksilver MX Sprint.

New 2005, TT 175 hrs. Rotax 447
steerable nose wheel EIS instrument, shoulder harness hangar stored wheel pants
excellent condition Warrenton Air Park
\$7800

Contact: Dick Walker

202-363-4546 (10/08)

FOR SALE -- Brand new and unused Blackhawk one-piece flying suit in red and black. Size Medium. \$40.

Inquiries: Bob Bell

(W) 540-351-1081 or (C) 703-943-7129

cedarfield540@juno.com (12/07)

703-217-1609

Mikesflight@aol.com (10/08)

FOR SALE — Quicksilver MX Sprint.

New 2005, TT 175 hrs. Rotax 447
steerable nose wheel EIS instrument, shoulder harness hangar stored wheel pants excellent condition Warrenton Air Park \$7800

Contact: Dick Walker

202-363-4546 (10/08)

TRAINING -- Powered paragliding instruction, motor and wing sales.

I will be based out of Jerry Starbuck's hanger space.

Inquiries: Michael O'Daniel

540-270-8855

onegooddoc@starpower.net

poweredparaglidingusa.com (04/08)

TRAINING -- Powered paragliding instruction, motor and wing sales.

I will be based out of Jerry Starbuck's hanger space.

Inquiries: Michael O'Daniel

540-270-8855

onegooddoc@starpower.net

poweredparaglidingusa.com (04/08)

FLYING CLUB 1 MEMBERSHIP APPLICATION – 2010

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 _ Renewal _ Regular _ Family __ Membership

*Street or PO Box: _____

*City: _____ State _____ ZIP

*Telephone(H) _____ Telephone (W) _____

*Spouse's Name _____ *Name to go on your name tag: _____

Emergency Contact: Name: _____ Phone: _____

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

Check if you have No Email

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

*UL Registration # _____ *Aircraft Liability Insurance _____

Type Aircraft Stored/Flown from Warenton Air Park: _____

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 must be completed. Mail application to the Club 1 Treasurer, Jim Birnbaum, 8570 King Carter St., Manassas, VA 20110, accompanied by dues for regular (\$20) or Family (\$25) membership for a full year or \$10 and \$12 (Family) for the period 1 July through 30 September. Payments after 1 October should be for the full rate and the member will be credited with membership for the following calendar year. NOTE: Information from this application will be included in the Club 1's membership roster intended for internal use only. (*Roster E-mail USMail Name Tag).

To join USUA Flying Club #1, fill out *the above form and send to:*

Jim Birnbaum, Treasurer
8570 King Carter Street
Manassas, VA 20110-4888
USUA 1 Website: <http://usuaclub1.org/>

Check or Cash. We cannot accept credit cards.

To join the national USUA, goto <http://www.usua.org/>

USUA FLYING CLUB 1 GENERAL INFORMATION

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

2010-2011 CLUB OFFICERS & DIRECTORS

President: Steve Beste 703-321-9110
Vice President: Ami Abramson 703-366-3717
Secretary: Jim Heidish 703-524-5265
Treasurer: Jim Birnbaum 703-361-7478
Director and Past President: Len Alt 703-945-9314
Director At Large: Bob Jacobs 703-321-0225
Director At Large: Larry Walker 540-347-7609

2010-2011 CLUB VOLUNTEER STAFF

Safety & Training: Bob Jacobs 703-321-0225
Membership: Jim Birnbaum 703-361-7478
Club Artist: Jim Heidish 703-524-5265
Events Coord.
Librarian Dick Walker 202-363-4546
Newsletter Editor: Autumn Aceto 703-655-4137
e-mail: alaceto@gmail.com
Web Master: Greg Palmer 703-912-3774
PPG Web POC Par Karandikar 703-201-8909

A club is only as good as the members who volunteer to support its activities. The following listed activities with 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 weekend activities.

ANNUAL DUES (Jan 1 - Dec 31) \$20.00. (Includes newsletter.)
Family membership: \$25.00. 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 \$10.00 per year.

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

SUBMITTING ITEMS FOR THE NEWSLETTER Members and non-members are encouraged to submit items for this newsletter. Send submissions to Autumn Aceto, 9595 Sherburne Farm Rd, Marshall, VA 20115. E-mail is shown at left. Deadline for entry of items into the newsletter is 10 days before each meeting.

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

To join USUA Flying Club #1, fill out the forms on the previous page. To join the national USUA, fill out the form below:

_____ **\$30.00** U.S. Ultralight Association annual Membership does not include magazine subscriptions. All publications are optional, and are available to USUA members at the discounted prices below. A current USUA membership is required to take advantage of these discounts. Subscribe to your choice when you renew your membership.

Ultralight Magazine - \$24.95
Light Sport and Ultralight Flying - \$34.95
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