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www.FlyingClub1.org

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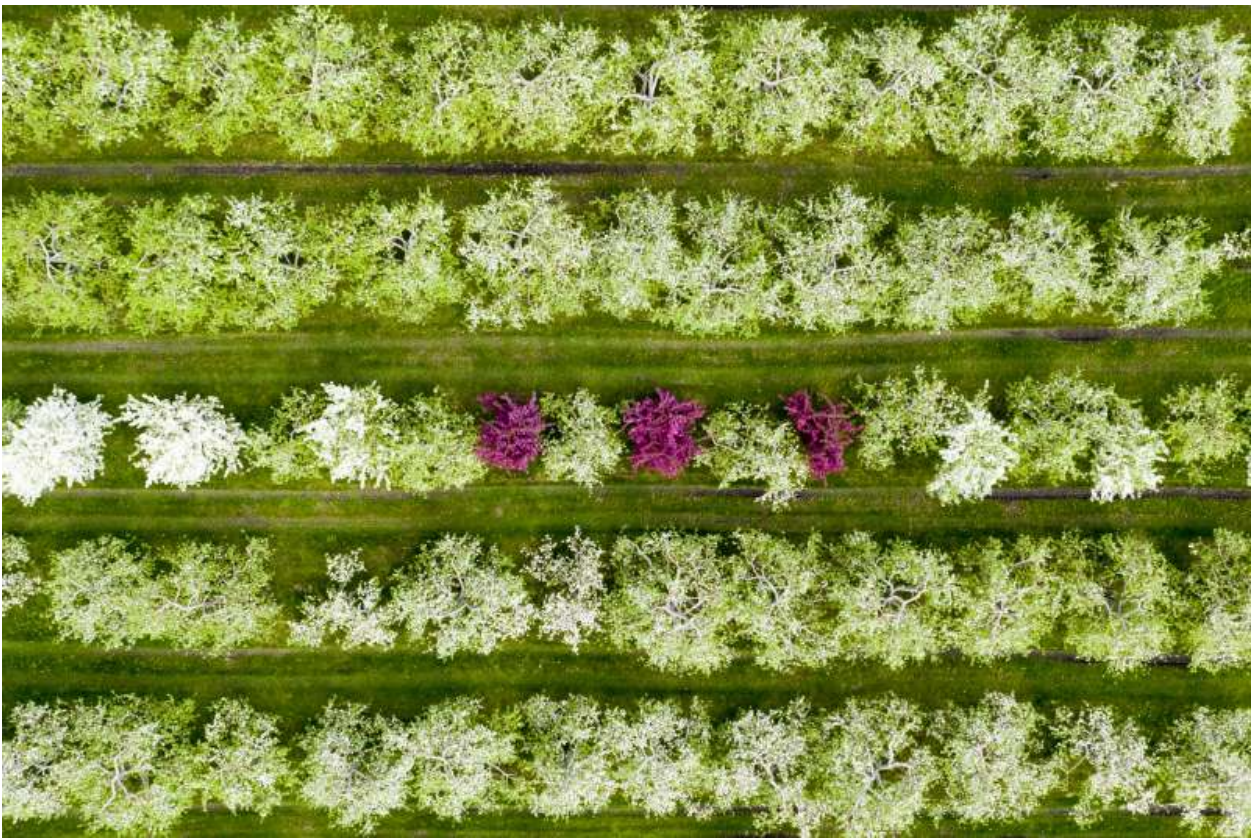


The Privileged View

Steve Beste, President

We light flyers really do have *the privileged view*. If you ever doubted it, look at these pictures by [Caleb Kenna](#). He's a photographer and drone pilot based in Middlebury, Vermont. You can see his work on [Instagram](#). But first click on this [photo essay](#) published by the New York Times and extracted here with his permission.





1

Remember when I wrote in [June](#) about practicing turns around a point, I suggested that you find the right tree? This is the right tree. It will lift your soul while you lift your wings.



Go find that tree – and that orchard and that boat. We light flyers have such a privileged view. Don't just fly around. Look. See. Savor. Share.

Fly safely,
Steve



This Month's Fly-In Destinations

To encourage all of us to get in the air more, the following is a list of fly-ins I found within (about) 100 NM of the Warrenton Airpark which are occurring in the next month. Sources are: The [EAA Calendar of Events](#), [www.flyins.com](#), [www.socialflight.com](#) and the [Virginia Department of Aviation Calendar of Events](#).

While restrictions due to COVID-19 are loosening in Virginia, the following events still have the potential to be canceled, and it is recommended to check in with the hosting organization.

Date	Event Description	Location	Distance from 7VG0
Sat, Aug 15 / 9AM-3PM	Culpeper Wings and Wheels 2020	Culpeper Regional Airport (KCJR)	8.5 NM
Sat, Aug 15 / 11AM-12PM	EAA Chapter 1563 Monthly Meeting	Gordonsville Municipal Airport (KGVE)	35 NM
Sun, Aug 16 / 12-5PM	Chapter 45 Corn Roast and Picnic	Connellsville Airport (KVVS)	117 NM
Sat, Sun Aug 22, 23 / 10AM-4PM	CAF Capital Wing Warbird Showcase	Hanover County Municipal Airport (KOFB)	59 NM
Sat, Sep 5 / 7AM-12PM	SFQ Fly-In Social	Suffolk Executive Airport (KSFQ)	131 NM
Sat, Sep 12 / 11AM-4PM	Dulles Day Plane Pull	Washington Dulles International Airport (KIAD)	23 NM

For those of you looking to get out of the house, the Smithsonian Air and Space Museum's Udvar Hazy center is OPEN! Timed entry passes are required. See their [website](#) for details.

The Flying Circus is OPEN for their 50th year! Check their [website](#) for special events and the status of each show.

There are still plenty of online resources for beating the boredom!

- [Socialflight](#), which I use as one of my resources for finding events, also has a listing of online events.
- Congratulations to the Perseverance Rover, which is currently on its way to Mars! The rover is featured heavily in the Smithsonian's [Air and Space Anywhere](#) this month.
- The Smithsonian has also developed "[Engineering the Wright Way](#)" to teach kids about the forces of flight. It is also fun for adults...or so I hear.
- Follow [Mike Patey's](#) progress. After the destruction of Draco, he set about building Scrappy. It looks like it is coming along nicely!
- Did you know the FAA has its own YouTube channel? Check it out [here](#).



From Our Members

Wayside Farm in Berryville, VA designed this year's corn maze as a salute to medical professionals. The design is best appreciated from the air.




Photo by Steve Beste

Member **Mike McMellon** took his daughter up for her first ever flight in a small airplane, and made a video to remember the moment. Watch the video [here](#).













Ashley's First Flight

38 views • Jul 5, 2020

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You Never Forget Your First Solo

By Mark Barron

It was 9AM, February 17, 2017, 64 degrees, the winds were out of the SW at 6 knots and there wasn't a cloud in the sky. A voice in my helmet said "Whenever you're ready..."

Ask any pilot if they remember their first solo and they'll probably be able to tell you the exact date and time, who was there, what the weather was, and a host of other details. But ask them to describe it and you'll get a different answer every time.



My first solo was after 8 months of kiting practice with my instructor, Michael O'Daniel. This was actually my 2nd solo attempt as my first was in November 2016, but I sat down too early (effectively retracting my landing gear) and I rolled my ankle which put me on crutches for 6 weeks and then winter set in. But that's a story for another day. Ironically learning to fly PPG is mostly done on the ground. You have to perfect what's called "ground handling" or "kiting" the wing before you can even think about strapping a 60lb motor with a propeller to your back.

To start with these are VERY lightweight airfoils and you learn very quickly that any amount of wind...even the slightest will be responsible for a good or a bad inflation. There are 2 ways to launch a PPG, a forward launch (when there is no wind) and a reverse (when there is wind anywhere from 3-15mph). When you start kiting you practice forward launches first, because after all your first launch will likely be in no wind conditions (especially for those of us that don't live near the beach). To do this you have to lay your wing out directly into the wind so that when it inflates it does so as straight as possible. Any deviation from directly into the wind and the wing will turn to fly that direction or it will cause one side of the wing to come up faster than the other. Over time an experienced pilot can correct for this, but usually not a beginner. Once you are laid out you learn how to "hook in" for a forward using what's called a Kiting Harness (similar to a climbing harness). You then realize there are a LOT of steps involved in a mental checklist for every launch. Hook in, verify your trims are set to neutral, grab your brakes in your hands (and realize that those little magnets that hold your brakes on the risers also stick to each other!), reach under all of the lines



Kyle Mooney Kiting - Lake Wales, FL

and grab just the “A-lines” (which are the ones on the leading edge), hold the risers and the rest of the lines in the crook of your arm while holding the A’s, check your brakes aren’t tangled, if you have a practice throttle you’re holding that in one hand too, hold your arms out wide (because you will have a big hoop behind you and the lines will bend it into the prop if you don’t). Ok now you take a few steps back and turn to ensure you are directly in the middle of the wing, turn forward again and pick a reference point in front of you that you will run to that is directly in line with the wing. If you are off to one side (say the left side), your lines on the right side will tension first and inflate first and that’s bad because it will turn you. Ok, once you are in the middle you take a few steps forward to tension the lines, now you can’t turn around or else you’ll drag the wing so you have to “feel” if you’ve stepped to one side or another by slightly rotating back and forth to feel even tension. Then you wait for the wind to be just right...either dead calm or directly toward you. You run while holding the A’s. This helps the leading edge catch wind as you run forward because after all the wing is upside down right now. The wing comes up, at 80 degrees you let go of the A’s, you keep running, you pull down a bit on the brakes to “check the wing” from surging over you, you keep running, ok now you are kiting the wing...making corrections running to the left or right to stay under the wing and apply just enough brake on one side but not too much to counter it. If the left side of the wing rises pull left brake, if the right side of the wing rises pull right brake.



Mike Phillips Forward Launch - Flying Circus



Mark Barron hooking in for reverse with Michael O'Daniel

After about 10 launches you are typically done for the day. It's exhausting, but after a while the wind will likely pick up and your instructor will say “Ok let's work on Reverse Launching”. Immediately your mind goes to all those checks and you think to yourself, “You're kidding...do all that while running backwards?”. Not quite. For a reverse you hook in facing the wing rather than away from it. You purposely put a 1/2 twist in your risers (lines) so that they are crossed in front of you when the wing comes up. This allows you to “dig” in while you inflate the wing be-

cause in wind it becomes a sail. In high winds (anything over 6-7mph) as it goes through the “power band” you may even have to step forward a few steps to avoid it dragging you off your feet. There is very little running required because the wind is creating the lift you need to bring the wing up and take off. You do almost everything else the same, you check your trims, grab your brakes in your hands, reach under and grab the A's but this time the A's will be in one hand only.

This is when your instructor asks you “which hand is your throttle hand” because your A’s have to go in the opposite hand. With the wind to your back it takes very little effort to lift up on the A’s. You lean back and the wing comes up quickly...but it wants to shift to one side immediately because of the twist. So you let go of the A’s and apply your brakes...however your brake inputs are the opposite as when you are facing forward. Because you have a ½ twist pulling down on your right brake pulls the trailing edge of the LEFT side of the wing and the left brake pulls the RIGHT side of the wing. Oh great! Now everything you’ve been practicing for forward launches is reversed. Ok so once you fail that a few times and figure out how to keep it above your head it will fly there with a steady 7-8mph wind without walking backwards. You practice turning in place to “untwist” the lines and you’re now in forward position again and everything you remember about forward practice applies.



Mark Barron - reverse launch, Anna Maria Island, FL



Michael O'Daniel with a student

Ok so back to the solo. After a few practice forward inflations in the kiting harness you ask your instructor if you're ready. His answer is always the same “Do you feel ready?”. So you lay out your wing in preparation for your first flight. You check and double check that you are laid out into

the wind. You meticulously check every line for tangles. You go get your helmet on and put your motor on your back. Now if you have a good instructor he will have had you practice some forward Inflations with the motor but without the motor running just to get the feel for the additional gear that you haven't had on you when doing 90% of your kiting practicing. So I did a few inflations. Satisfied I was ok Michael said “Ok the next one we're going to test with your motor running but think of it as just another inflation like these...if you hear me say GO TO POWER on the radio do it”. Ok...so nervous as hell you walk to the wing to hook in. Keep in mind the Motor weighs 60 lbs and you've just done 2-3 forward practice inflations (each running about 1/3 the length of a football field). Your instructor is moving your wing back to the starting position for you and you spend all this time walking around with the motor on your back.

Ok so you hook in for a forward just like practice and go through that mental check list again. This time a few more have been added...start motor, warm up motor by leaning forward to avoid blowing your wing away, helmet strap secure, chest strap, leg straps x 2, radio check, shoes tied, trims set to neutral, brakes in hands, A's in hands (positioned in a way so you DON'T accidentally hit the kill switch), arms out, chest out, standing in the middle of the wing, reference point in front of you, step forward to tension, check wind sock...crap...wind shifted. You ask your instructor "Should we move?", he says "Give it a minute, let's see if it changes again". You reluctantly agree because you're the one holding 60lbs on your back. You do a mental check of your fatigue status, legs, back, head, because you didn't get much sleep the night before knowing this



Mark Barron - first solo - WOW!



Satish let go of A's too early

A's, you let go...too early...you hear your instructor in your ear "Run faster!" but you don't hear him...you have sensory overload...all you hear is the motor as you add power...you keep running waiting for to check the surge overhead...but it doesn't happen...you hear your instructor say "Kill it, kill it!". You hit the kill switch and look back...the wing falls back behind you. You realize immediately...you let the A's go too soon. Your instructor sets you up again. Knowing your getting tired and the weight of the motor is taking its toll. In 5 minutes you're back at the check list. Brakes, A's, Arms out, Centered, Reference point, and again you hear "Whenever you're ready"...Again you dig in and pull forward, let the A's go and this time had to apply brakes to check the surge and hear, "GO TO POWER!"...you mash the throttle and feel a burst of thrust that almost throws you into the ground but you manage to keep your feet under you. You keep running, shifting left, starting to feel the weight of the motor getting lighter, lighter, you're running

might be the day you solo...ugh. After a few minutes the wind shifts back and you hear your instructor say "Whenever you're ready". You suddenly feel excited and anxious at the same time. You're about to run into the sky with a propeller spinning 8-9000 RPM only 6 inches away from your head. WTF were you thinking! Again your instructor comes on the radio "The wind is good, whenever you're ready". Translation – "let's go before the wind shifts again". I got the hint. Ok one more deep breath and a mental prep...run...run...run...don't stop running... You dig your feet in and lunge forward...you feel the wing coming up...you glance to the right to see when 80 degree mark to let go of the

as fast as you can and think to yourself “Something better happen soon or this thing is going to out run me!” Over the radio your instructor says “Add a little brake” and you pop up off the ground for the first time...the ground disappears and you’re dangling by your leg straps...but you’re flying...YOU’RE FREAKING FLYING!! Your instructor has you do a few 90 degree turns. Maybe some other maneuvers like Big Ears (collapsing the tips of the wing to descend quickly). Now it’s time to land...“Come straight toward the field...arms up” You remember reading in the PPG Bible “Dont flare too early or you’ll lose your flare authority” whatever that means. You feel like you’re coming in too fast...you brake/flare to slow down...now you’re dropping too fast, you try to flare now to slow your descent...crap you now realize what “flare authority is”...you pull as hard as you can on your brakes at 5ft off the ground...you forget to run and fall forward on your knees. You’re ok. Your heart is still pounding and your instructor runs over to you to give you a big high five!! You start talking about how you felt and what it was like...you’re yelling because of excitement (and because you forgot to take your ear cups off. You did it. You’re a PPG Pilot. From now on you look up and find yourself looking at the clouds...the flags...the fields you drive by and think “I could totally launch from there”.



Paracamping trip in the Shenandoah Valley

Since that day I've had the pleasure to fly in 10 different states, at 6 fly-ins, and massed over 300 flights and 200hrs in a PPG. I've met some of the greatest people in the sport and the community is continually growing. The feeling I just described above ALMOST happens every time I fly. It's never the same as the first time but the excitement is amazing. I'm addicted to this sport for sure. If you are thinking of flying PPG or any form of aviation I encourage you to take the first step. Call an instructor or a school and start the conversation. If you keep saying "Someday I'd like to do that" someday may never come.



Michael O'Daniel breaking in my motor

This article is dedicated to my instructor, Michael O'Daniel, who died earlier this year from a free flying Paragliding accident in Columbia. We can say he died doing what he loved but he is sorely missed. Thank you Michael for giving me the greatest gift in the world. Every time I launch I can still hear you in my ear "Whenever you're ready..."

Meeting Minutes

July 2020

Flying Club One Meeting

Saturday, July 11, 2020

Warrenton Airpark Warrenton, VA

Call to Order

President Steve Beste called our meeting to order at 11:00 AM. Because the COVID-19 virus is still around we conducted the meeting outside with social distancing.

26 members present

No Selling of 50-50 tickets

Visitors, New Members and Old Members

New member **Steve Withee** just soloed his *Quicksilver*. Also, new members and students: **Robert Schmand** is learning to fly an *Aerolite 103* ultralight and GA pilot **Sabin Zachariya** is trying the light side with *Quicksilver* training from **Jackie George**. C-172 pilot (goes by the name) **Tee** is getting some re-training from Tom Richard's *Grass Roots Flyers* in their *Aerolite 103*. **Steve Cherry** said he has 11.5 hours on his *Northwing* Trike and should be soloing soon. Old member **Bob Kash** said he helps out at the Shannon Airport Museum in Fredericksburg, VA and they are looking for pilots that want to donate their time as tour guides for their large aviation collection. The gyroplanes flew in for the meeting: **Frank Noe** with his *Autogyro MT Sport* and **Kurt Mohr** with his *Magni M16*. Also, *Kurt* has produced a line of items with the club logo on them that we can use for fundraising. **JJ Campbell** told of flying from the Bay Bridge, MD airport to his new field at Leesburg, VA and having to navigate the complicated DC metro area airspace. That started a discussion on everything from transponders, the big reduction in airliner flights, to the surprising outcome of flying close to restrictive military areas.

Regular Reports

Secretary: Jim Heidish reported that the June minutes were published in the July Club newsletter and they were approved as published.

Treasurer: Jim Birnbaum reported that the June income was \$119.00, expenses were \$227.47 (\$104.04 of that was for new lawn chairs used at our outdoor meetings) and check book balance is \$3257.60.

President: Steve Beste said he had nothing special to report.

Membership Director: **Jim Birnbaum** reported that with our four new members, we now have 51 on the roster. As a reminder: paid-up members for this year are listed on the roster with (2020) after their name.

Warrenton Airpark Owner: **Tom Richards** reported that the famous *Aerolite 103* ultralight that was flown from the Airpark to Oshkosh last year by a kid is for sale. Tom is an *Aerolite 103* dealer and had the aircraft hangared on the field for some time. The like-new ultralight is going for \$16,000 (vs over \$20,000 new). Tom said his *Grass Roots Flyers* ultralight flight school is currently training five students.

Old Business

None

New Business

None

Program

None

Adjourn

President, **Steve Beste** adjourned the meeting at 11:55 A.M.

Cook Out

Again, with the COVID-19 virus still around and trying to be on the safe side, we ordered out and had pizza delivered.

Submitted by **Jim Heidish**, *Secretary*

Service Providers

Recap our standing list of service providers:

- **PPG instructor and dealer:** Brian Goff, 703-963-7389
spin2329@gmail.com
<https://www.paraflightnc.com/>
- **Aircraft instructor - CFI:** Pete Bastien, 703-568-5778
- **Aircraft instructor - light sport and seaplane:** Chuck Tippet, 540-905-5091
- **Ultralight (Part 103) instruction:** Tom Richards' Grass Roots Flyers, 703-568-3607
- **Gyroplane Instructor:** Frank Noe, 443-253-7681
frankcanfly@yahoo.com
<http://www.gyromoj.com/>
- **Machinist:** Luther Taylor, 540-222-3927
- **Welder:** Luther Taylor, 540-222-3927
- **A&P mechanic/IA (not at Airpark):** JD Ingram, 513-388-6312
- **Light Sport Condition Inspections, Rotax Certified:** Tim Loehrke, 703-618-4005

For more information on instructors, see <http://www.flyingclub1.org/instructors/instructors.php>

Activities

Flying Club 1 Activities Schedule

Club meetings will be held on the second Saturday of every month. Warm weather meetings from April through October will be held at the Warrenton Airpark. Please see the schedule below for the location of other meetings and information on events. Changes in time or location will be posted in this newsletter and on the Club website.

Date	Activity	Location
Sat, August 8th, 11 am	Memorial table, monthly meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, September 12th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, October 10th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, Oct/Nov TBD	Club 1 Color Run Fly-out	Airpark
Sat, November 14th, 11 am	Conversation, club business meeting and program	Centreville Regional Library
Sat, December 5th, 5 pm - 8 pm	Monthly meeting and Holiday Party	Airpark Club House

Classifieds

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

Aerolite 103 for sale

This is the ultralight in which a 14-year old flew to Oshkosh in 2019.

Since the flight to Oshkosh, wheel pants and strut fairings have been added. This not only improves the appearance, but increases the cruise speed from approximately 55 mph to almost 70 mph.



The owner, William Scott, now an airline pilot for Air Wisconsin, entered an agreement with me to broker the sale of this amazing airplane. I will accept bids from interested parties.

This is a very basic plane in that it has no electrical system (unless you count the two rechargeable 9-volt batteries that operate the flaps). So it is “pull start” and minimal instruments – Halls Airspeed, tachometer, exhaust gas and engine head temperature, turn-and-bank indicator and mechanical brakes. No ballistic Recovery Shute (BRS).

Many upgrade options are available from the factory website, www.uflyit.com.

I am asserting that this plane is “better than new” because the engine is just now “broken-in” with approximately 30 hours, almost all of which was recorded on the Virginia-to-Oshkosh flight – it was trailered back to Virginia from Oshkosh. Also, it is immediately available as compared to a substantial wait if ordering a new one. Note that there are no Aerolite 103s available on Barnstormers – Just Dealers.

As I have informed several people lately, Dennis Carley has said the factory is backed up with orders, with a six month backlog for the kits, and almost one year waiting list for the ready-to-fly planes.

For more information or submit a bid, call Tom Richards at 703 568-3607

2008 Airborne XT912 trike with Streak III wing

Asking price: \$28,000

Registered SLSA

Total engine time 229 hours

Excellent condition

Always hangared

New annual inspection

Located at KFRR (Front Royal)

Many extras, including:

- ICAR 2000 pilot/passenger helmets
- Lynx headsets and intercom
- ICOM Radio
- GPSmap 495 color GPS
- Microair T2000SFL mode C transponder
- BRS-6 Ballistic Recovery System

Contact: David Humm (Tel. 703-774-5881 Cell)



‘46 Taylorcraft for ½ interest sale. LIGHT SPORT. TT airframe 1225 hr. Good fabric and clear glass. 12 gal main and two 6 gal wing tanks.

Cruise at 95 burning 4 gph. Sensenich wood prop balanced with 350 hr. 65 hp Continental with 587 hr.

Rebuilt Mags and new harness with less than 75 hr.

Fresh annual and all ADs complied with.

Hangared at Warrenton Airpark.

\$7,000 for ½ interest or \$14,000 for all.

Contact Bill Sullivan at 540-422-9175 or wpsullivan99@gmail.com

Owner/Builder of Fisher Celebrity (biplane)

Looking for a Co-Owner

All wood construction, Grove one-piece spring-aluminum main gear

Powered by Rotec R2800, 7-cylinder radial engine, 100 horsepower

A tandem 2-place open cockpit biplane, cruises ~80 MPH

Qualifies as light sport

Construction site & hangar, Warrenton Airpark (7VG0)

Project is ~80% complete

Project includes Grove Gear, Rotec R2800, Instruments, Flying Wires and all other major components. Total value ~\$35,000

A current co-owner is offering his half of this beautiful project
(Entire aircraft sale – may be considered)

Call for additional info or to make an appointment to see this beautiful Taildragger!

Gil Coshland - (703) 618-3422

Asking \$17,500 for his co-ownership

Jim T. Hill - (703) 659-8336 (Co-owner)

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 effective 1 March and will not receive the Newsletter or Membership Roster. Please mail payments to Flying Club 1, 8570 King Carter Street, Manassas, VA 20110. Payment can also be made at the regular monthly meeting. Please include the 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 Birmbaum
Flying Club 1
Membership Director, Treasurer

MEMBERSHIP APPLICATION



Type of membership: ☐ New, ☐ Renewal, ☐ Regular, ☐ Family membership

Name(s): _____

Name To Go On Your Name Tag: _____

Street or PO Box: _____

City: _____ State: _____ Zip: _____

Telephone, Home: _____ Cell: _____ Work: _____

Spouse's Name: _____

Emergency Contact: Name: _____ Phone: _____

E-mail Address: _____

Aircraft Liability Insurance through: _____

Aircraft make and model: _____ N-Number (if any): _____

Pilot rating(s): _____

Club Activities or Services for Which You Volunteer: _____

Information from this application will be in the club's membership roster which goes only to members.

Instructions:

1. FILL OUT THE ABOVE FORM.
2. ENCLOSE A CHECK FOR \$20 (\$25 FOR A FAMILY) MADE OUT TO **“FLYING CLUB 1”**.
3. SEND THE FORM AND CHECK TO:
Jim Birnbaum, Treasurer
8570 King Carter Street
Manassas, VA 20110-4888

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

To join the national USPPA, go to <http://www.usppa.org>

Flying Club 1 General Information

The Flying Club 1 is a nonprofit, recreational club dedicated to the sport of ultralight and light sport aircraft flying.

2020 CLUB OFFICERS AND DIRECTORS

President: Steve Beste 703-321-9110

Vice President: Allen Whatley 571-235-6978

Secretary: Jim Heidish 703-524-5265

Treasurer: Jim Birnbaum 703-361-7478

Director At Large: Pete Bastien 703-568-5778

Director At Large: Tim Loehrke 703-318-7896

Director At Large: Lucy Ooi 585-410-5573

2020 CLUB VOLUNTEER STAFF

Safety & Training: Tom Richards 703-568-3607

Membership: Jim Birnbaum 703-361-7478

Club Artist: Jim Heidish 703-524-5265

Newsletter Editor: Lucy Ooi (“Wee”)

Ooi.Lucy@gmail.com

Web Master: Steve Beste,

president@flyingclub1.org

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

ber 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. Family membership (typically husband and wife): \$25.00. A spouse who wishes to participate will please complete a membership application form.

CLUB WEB SITE: <http://flyingclub1.org>

MEETINGS are monthly, year-round. See the web site for dates and places.

THE NEWSLETTER: The newsletter is published by email on the first of every month.

SUBMITTING ITEMS FOR THE NEWSLETTER Members and non-members are encouraged to submit items for this newsletter. Send submissions to Lucy Ooi at Ooi.Lucy@gmail.com at least one week prior to the end of the month.

If you are interested in joining the U.S. Ultralight National Organization go to their website for membership information at: www.usua.org

Likewise, if you are interested in joining the U.S. Powered Paragliding Association, the National PPG Organization, go to their website for membership information at: www.usppa.org