



FROM THE LEFT SEAT
Rich Pendergist, President
USUA Flying Club 1

CLUB 1 POKER RUN GREAT SUCCESS

First Club Outing of the Season

Finally, Club 1 got to have a club event. A beautiful day, calm winds, not too hot, lots of flying, no incidents, good food, good friends. Larry Walker did a superb job of coordinating the event. Jim Willess provided the safety/weather briefing. Mike Moulds and Dave Riedel rounded up the chow and Lew Clement supervised ... and our old friend Tom Stickler showed up to do quality control on the burgers. Oh, and ... I WON THE POKER RUN! But that was incidental of course.

Dick Baker, Jim Heidish, Jim Willess, Larry Walker, and Len Aalt and I flew the circuit between Warrenton Fauquier County Airport and 4 local grass fields, winding up at the Club's home field Warrenton Airpark.

In case you don't know what a poker run is...each participant chips in \$5.00, then flies to a series of fields where they draw a playing card at each stop. Upon return to the final destination, each player will have accumulated 7 cards and the best poker hand wins the pot. AND I WON, FOR THE SECOND YEAR IN A ROW!...but that is certainly

not the most significant thing about the day. (I had a full house jacks over tens).

As usual when there is a gathering of those who fly the little airplanes that we do, the talk will quickly come around to Sport Pilot and the Light Sport Aircraft rules. It did today as well and when it did I had another thought. It occurred to me that it is not going to matter whether they call us Ultralight Pilots or Sport Pilots and whether we are flying ultralights or light sport aircraft ... things just don't have to change much at our clubs and clubs like ours. We will still be the same bunch of people, flying the same brightly colored airplanes (flashy pink in the case of Jim Heidish's machine), and we will have the same old priorities, which are to get together for the fellowship, camaraderie, support and safe, fun flying that we have always enjoyed.

It is gratifying to me to know that no matter what regulations they impose on us we will always have these reasons to hang out. When I first got involved with flying ultralights I had no preconceived notions about our little subculture. I did it for the pure fun and excitement of becoming a pilot in command. Little by little I became more involved with the sport and now it has become the focal point of my life. And it occurred to me that it has nothing to do with Part 103 or sport pilot regulations ... to be sure, it is

the people that travel in the same circles that make it all so enjoyable.

The FAA keeps saying there will be a formal announcement about the new rules in Oshkosh's Airventure this August. It sure seems like they are pushing that deadline a bit. It is reportedly still being developed by the FAA and has to be reviewed by two more government agencies, DOT and OMB, before it can be signed into existence. Miracles do happen I guess and I am not totally discounting the possibilities but a lot has to be done for it to happen.

There is one thing for sure though ... no matter when it happens it will mean making some changes in the way we stay legal. Anyone flying a two-seater will have to get it certified as a light sport aircraft or in some other category ... but it will require an air worthiness inspection and will wear an N-number. They will also have to become a Sport, recreation, or private, pilot. All of the procedures for making this happen are still being worked out.

Stay close to the USUA clubs and to USUA as it is being developed. USUA is going to be working hard to help all of its people, who choose to make the transition, do so with as little hassle and guess work as possible. Remember, a lot has to be done before there will be any transitioning. For instance there will have to be instructors, Designated Pilot Examiners (DPEs) and Designated Airworthiness Representatives (DARs) in place before the sport pilot program/light sport aircraft can be activated.

For those folks who can keep their vehicles down to the Part 103 standards, things won't change much. There is talk about a weight exemption and, if it comes to pass, it will happen sometime after the sport pilot/light sport aircraft rules are in effect. If this addition to 103 standards happens, it may increase the allowed weight for a part 103 vehicle to as much as 330 pounds, if equipped according to the exemption specifications.

So while we have lots of changes coming up, a comforting thing to remember is that the character of our clubs will still be the same. We will still be getting together on a sunny Saturday for a spicy hot dog or a burnt burger and to either talk about flying or go punch some holes in the sky just for the heck of it. While we don't ever need a reason to fly our neat little airplanes, it is always seems just a little more fun when we do it together.

Oh, and did I mention that I won the poker run...for the second year in a row?

Sorry guys ... there is always next year!

Fly Safe! Rich Pendergist, President, USUA Club1



Jim Willes, center, briefing Len Alt, Rich Pendergist, Larry Walker, Jim Heidish, and Dick Walker before the Poker Run



Jim Willess taxis out at W66 to start the Poker Run, as the others prepare to follow.



Poker Run Participants Help Rich Pick His Card At Fox Acres (Photo by L. Walker)

ADVISORIES FOR JUNE 2003

Rich opened the meeting by welcoming newcomer Jerry Hines to the meeting. Jerry works for Ken Hyde. He has been working on the Wright Flyer, etc. He is interested in learning to fly.

Dave Riedel reported that his S-12 has been delivered to New Market airport by Ted Brynat. Ted also did a test flight after it was re-assembled. It had been trailered to New Market from Waldorf, MD. It's USUA registry is 13DAR.

Phil Williams reported that the re-covering/painting of his plane is nearly done. Its colors are red, white and blue. He says that Lew's red, white and blue plane won't hold a candle to this one!

Secretary Report - Lew reports that he has freebies to 6 Flags and Kings Dominion parks for the summer.

- Anyone needing a name tag (new or replacement) let Lew know.
- June membership is: 47 regular members, 4 Honorary members, and 3 with subscriptions only.

VP Dave Riedel discussed the cancellation of the Club fly-in at the Flying Circus because of the wet weather forecast.

- He reported that he had reserved 6 spaces in the bunkroom at Footlight Ranch for the Father's Day weekend. Three spaces are still available. They will be cancelled if no one wants them.

Past President Larry Walker told us that Librarian Dick Walker reports awaiting a call from Lynn Nageotte saying library contents are ready for pick up.

- We were told that Bill Magrini is selling his X-Air.

• Old Business

On the subject of trailers for the Club, it was noted that Brooke Pennypacker has a trailer at Whitman Strip. We might check its availability for purchase by the Club..

What is the status of Whitman Strip? We understand it is up for sale.

Lew reminded members that in past years members have made inputs to the monthly newsletter. They would usually appear in the Push To Talk section if they were letters or short comments. Articles would be placed independently. He

encouraged members to speak up and send their thoughts in to him for publication in the newsletter..

July meeting – Air Park, July 12, cookout/meeting

Club 1 Fly-in to Kittyhawk – August 16-17, is to be planned by Mike Moulds and Dick Baker.

Dave Riedel outlined some of the plans to involve new members –

- Flying competition instruction and practice by Jim Willess at the Lenn Brothers' field on Saturday AMs. We discussed probable events – spot landings, water balloons, etc...
- Burger/Dog Days – days when we have no activities, meet back at WAP airpark for an eat-in - Mike Moulds will honcho.
- Arrange for a visit to Hyde's facility at Meadows - Jerry.
- Tour new Air & Space Museum – opens December.
- Mystery Fly-ins – Dave Reidel will honcho.
- Develop a dog & pony show to present to Boy Scouts etc. Get the word out about Club 1/USUA/ultralights. Put it on CD's. Full production – words, pictures, sound.

• New Business

Larry – Asked Rich for a report of activities at USUA based on poll conducted at Sun'nFun . Rich reported on-going USUA work readying for Sport Pilot, training products development, etc. They intend to continue emphasis on club network and flying for fun. Discussion continued on the requirements of obtaining a Sport Pilot license. USUA will help facilitate the implementation of Sport Pilot for its members.

- Reviewed flying schedule
- - June 13-15 – Father's Day at Footlight Ranch
- - June 15 – Club 6 Memorial Fly-in
- - June 21 - Club 4 Annual Safety & Maintenance Clinic- Jun 28
- Club 1 Poker Run – Larry volunteered to coordinate the event.





Ed Lynch



Jim Ford



Al Lynch

FLYING CLUB 1 MEMORIAL EVENT

Even without a fly-in, this is still our Memorial gathering for this year. It is a memorial tribute to a few special members of our Club who have left us still earth-bound, while they fly out there somewhere, no longer bound by earth and its limits. They are special because of a lasting influence they have had on the Club and its members. And those influences were different for each of them.

We first considered holding a Memorial Fly-in after Ed Lynch died. Ed was never an officer of the Club or involved in its management in any way. He was just – Ed, clearly an Irishman and, just as clearly, he loved to fly. And he was always there if we were to be flying. Ed was a government lawyer. We didn't know much about that side of his life, at least until later. He didn't talk about it. When he was with us, he was either flying or talking about it.

Late in his life, he moved to Potomac Airfield and became the proud owner of a Kolb. He showed his pride in his Irish heritage by naming the plane "The Flying Leprechaun" and painting its picture on the plane's tail. Its registration number, "11MAR", stands for the 11th of March, St. Patrick's Day.

On a fall day in 1995, Ed took off in that Kolb. Something happened on take-off; the airplane curved around and crashed nearby.

Ed had lived his life at full tilt, spending most of it as a lawyer helping others through government work and legislation. His fun time, when not flying, involved playing the piano and singing in piano bars.

But his memory has been perpetuated in Club 1 through the establishment of "Flying Leprechaun" Library. Initially, it was a small collection of aviation

books in the Club. Since it's establishment as the Flying Leprechaun Library, it has grown with the addition of outstanding books and tapes on aviation training and flying. Hara Bouganim, a friend of Ed's, has contributed to the library each year since his death.

I know Ed is circling around out there somewhere, proud of what Hara has done in his memory, and impatient for us to get in the air and have some fun.

Jim Ford joined us in 1998 and didn't get to stay with us very long. But while he was here, his presence was felt by everyone who spent time at this air park. He learned to fly here, got his own plane, and quickly became the most "frequent flyer" in the Club. If the weather permitted it, he was in the air and flying somewhere. Yet, when he was here, he was never alone. People liked talking with him – he listened, never monopolizing the conversation. Whether he realized it or not, or whether we did either, he became our chaplain. Not so much in a religious way, but as the person we could talk to – and wanted to.

All this isn't surprising when you consider that he had been a chaplain at the United States Military Academy – West Point – from 1965 until 1979 and the Chaplain of the United States House of Representatives from 1979 until his retirement from that post in 2000. A man greatly respected by all who knew him or had any contact with him.

After that, Jim wanted to fly. He became a very welcome member of this Club. A member whose very presence made a difference.

Jim died in 2001 and is presently up there somewhere, helping watch over us, as we fly about, I'm sure.

Al Eastman, Jerry Eastman's father, joined us officially the same year as Jim Ford, 1998, but because of Jerry's membership in the Club and his own interest in building an airplane, he had been around and some of us had known him earlier.

Al had been a bombardier in World War II and had participated in the Berlin Airlift afterwards. He later became a pilot, and held a commercial license. He was a free-lance writer and actively interested in aviation history. We were the beneficiaries of a number of his aviation memories in articles he wrote for use in our monthly newsletters. They were special insights into flying experiences beyond our time and the realm of ultralighting.

Al was in the process of building a Loehle "Parasol" with the help of Jerry and friend, Dale Ross. It, to be named "For Pete's Sake", was nearing completion when he died from complications from diabetes, in February, 2002.

So these friends, each in their own way, have given us special memories and have made this Club unique because of what they have given it. We thank them and wish them God speed.

I'd like to close with a poem that I believe means something special to everyone who loves flying: "High Flight" by John Magee Jr., an American pilot in the Royal Canadian Airforce during WWII.

Oh, I have slipped the surly bonds of earth
 And danced the skies on laughter-silvered
 wings
 Sunward I've climbed, and joined the
 tumbling mirth
 Of sun-split clouds – and done a hundred
 things
 You have not dreamed of – wheeled and
 soared and swung
 High in the sunlit silence. Hovering there,
 I've chased the shouting wind along, and
 flung
 My eager craft through footless halls of air.
 Up, up the long, delirious, burning blue
 I've topped the windswept heights with easy
 grace
 Where never lark, or even eagle flew.
 And, while with silent, lifting mind I've trod

The high untrespassed sanctity of space,
 Put out my hand, and touched the face of
 God.



High Flight
 (Painted by Jim Heidish)



Flying Club 1 members Jim Willess, Rob Brooks, Dave Riedel (back to camera), Jim Frye and friend talk about where they will fly next - if the weather permits! Dick Walker, bg, occupies himself with more important matters.



Len Alt and Larry Ratcliffe relax, enjoying some halfway good weather during Club 1's Memorial Event.



Len Alt admires Dick Baker's Plane during the Poker Run.

Jim Willess shows what he "claims" is the winning hand. Little does he know that Rich would come up with the winning hand at the Air Park!



Half motorcycle and half parachute - a paracycle at the Lenn Brothers field!

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.

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 (5/03)

FISHER FP 101 - Rotax 277. TT - 10 hrs. Single seat UL copy of J-3 Cub. Alt, compass, AS, EGT, CT, Tach. Doors & windows for cold wx flying. 20' enclosed trailer w/wing racks. Will sell trailer & plane separately. \$5900. Dan Brandmahl 804-769-2756 or 804-443-4619. <cranks4u@inna.net> (5/03)

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 (05/03)
I'm a new BFL. Have to sell mine to get a trainer.

ISON Airbike – '96. Always hangered, Rotax 447, tundras, small tires and wheel fairings included, alt, dual egt, dual cht, wing tank, ballistic chute, ext. antenna, drawings and flight manual, nice little taildragger, \$6,000 contact Wes Rogers, 540-631-5706, bitsy@rmaonline.net (6/03)

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

KITFOX II KIT - 95% complete, ready to cover. 582 Rotax, elec. start, prop, gauges & misc. items. Everything new. \$15,000. Dan Brandmahl. 804-443-4619 or 804-769-2756 <cranks4u@inna.net> (5/03)

PHANTOM -'93. Rotax 503. New black&green sails. BRS, dual carbs, heavy landing gear, alum.

wheels, elec. start, strobe, dual EGTs and CHTs, ASI, Tach, Alt, slip ind., Hobbs meter. Very clean. \$8,500. C.A. Nuckles 757-599-3657, nights – 757-876-4025. (5/03)

RANS 10 kit, ready for covering, many extras, adjustable bucket seats, large instrument panel, radio-stack cage. Includes new 912. Excellent deal for interested party. Alan Hall, amh@ahcservices.com. 757-719-9804. (5/03)

RANS S-14, Rotax 503, elec start. Full instruments, wing tanks, strobe, fairings & wheel pants. Yellow/black, clear coated. ICOM Navcom radio. Like new, always hangered. \$12,000. Charles Isenhour. 804-932-8373. (5/03)

T-BIRD I - 532 Rotax, point ignition, new paint, new sails, new BRS, new full enclosure, hydr. brakes. Like new, \$10,900 OBO. Bennie Barnes 757-890-0689 or e-mail BennieRoller@juno.com. (5/03)

PROPELLERS for Sale: all pushers/Rotax Gear Drive. 1 ea. Three Blade IVO 63 In. Came off two place Hawk-\$250. 1ea. Three Blade Warp 53 In. \$100. 1ea.Two Blade IVO 63 in. Came off two place Hawk-\$150. 1 ea. Two blade wood not airworthy- Wall Mount-\$75. 1 ea. 2 blade wood 63 in. Came off single place Hawk-\$100. Jim Willess O 540-788-4341 Cell 540-270-0621 (6/03)

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> (5/03)

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

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

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

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

ULTRALIGHT CROSS-COUNTRY COURSE -

Cross-country training to non-local airport, includes ground and flight training for cross-country sign-off (may be required for new FAA SPORT PILOT Rating). \$100. Jim Willess 540-788-4341 (4/03)

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



KITTY HAWK FLY-OUT AUG. 16-17

[Make Reservations Now](#)

Club 1 members are planning an overnight trip to Kitty Hawk for Sat-Sun, August 16-17. Our tentative route is Warrenton Air Park > New Kent Co. (W96, just east of Richmond) > Chesapeake (CPK) > Kitty Hawk (FFA). Total distance for this route is 225 miles; a very short leg, about three miles, will be over water. Our plan is to stay overnight at a nearby hotel and to rent a van for local transportation while there. Cost per flyer for a shared hotel room and a share of the van rental should be at most \$100, perhaps less.

If you want to join the trip, you should contact Mike Moulds (mmoulds@bellatlantic.net), who will be making the hotel reservations. We'll make reservations that can be canceled at no expense, but you must be responsible for canceling in a timely manner if that becomes a necessity.

Flying Club 1 Activities Schedule 2003

Club meetings are held the first Thursday of each month in the Centreville Elementary School, Green Trails Blvd, Centreville, VA at 7:30 PM. Changes in time or location will be posted in this newsletter and on the Club web site.

July 12	Club Meeting, Club House,
Sat	Warrenton Air Park
July 20	Club 1 Fly-out to Flying Circus
Sun	Bealeton, VA
Jul 29-Aug 4	Airventure, Oshkosh, WI
Aug 16-17	Club 1 Fly-out
Sat-Sun	to Kittyhawk, NC
Aug-22-24	Club 4 Bull Roast
Fri-Sun	Harrison Field, MD
Aug 29-Sep 1	Labor Day at Footlight Ranch
Fri-Mon	(Postponed Father's Day)
	Shreveport North, PA
Sep 14	Club 6 Fly-in Picnic/Comp.
Sun	Hudgins Air Park
Sep 20	Club 1 Fly-out to Front Royal
Sat	Airport, VA
Sep 20-21	VAEAA Fly-in,
Sat-Sun	Petersburg, VA
Sep 27	Club 250 Fall Fly-in
Sat	Holly Springs, VA
Sep 28	Wings & Wheels
Sun	Hummel Airport
Oct 11	Club 1 Fall Fly-in
Sat	Location TBD
Oct 18-19	EAA 186 Fall Fly-in
Sat-Sun	Winchester, VA (OKV)
Oct 18	Club 1 Fly-out - Color Run
Sat	from WAP
Dec 6	Club 1 Mtg/Party, Club House,
Sat	WAP - 6 PM.



New facility at First Flight, courtesy AOPA.

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.

2002-3 CLUB OFFICERS, DIRECTORS & STAFF

President	Rich Pendergist*	540-439-6422
Vice President	Dave Riedel+	703-815-4924
Secretary	Lew Clement*	703-444-1639
Treasurer	Mike Moulds+	703-771-7038
Past President	Larry Walker	540-347-7609
Dir, Safety & Tng	Jim 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.	Dave Riedel	703-815-4924
Librarian	Lynn Nageotte	540-361-4395
		E-mail: randyn@aba2net.com
Membership Coord	Bob Van Veghel	703-651-8979
Newsletter Editor	Lew Clement	703-444-1639
		E-mail: lclem@erols.com
		Fax: 703-444-2535
Property Manager	Rich Pendergist	540-439-6422
Web Master	Paul Dwyer	703-550-7371

Terms of office: * 2002-03 + 2003-04

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://usuaclub1.org>. Note the change of the web site. Flying Club 1 now has an officially registered name on the Internet.

MEETINGS are at 7:30 PM on the first Thursday of the month at locations as announced in the Club newsletter and on the Club web site. (Times and days may vary. Check the newsletter and/or web site.)

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

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

A club is only as good as the members who support it. The following listed activities within the club require member support in varying amounts. Please indicate on your membership application the function(s) (can be more than one) you will support as a Club member. All active Club members are expected to participate. However, members who live some distance away and cannot attend meetings regularly may prefer to support functions associated with Club fly-ins.

Club Management/Administration: Club Officers (elected, Directors and Staff Officers. (Talk to current officers for more details.) *Fly-ins:* Food supply, preparation; Facilities, Grounds; Ground Support. *X-country and outside events:* ground support; *Safety & Education:* Flight Safety & Training, New Member Mentoring, Library, Monthly Program Development; *Communications:* Membership, Newsletter, Web Site; *Fund Raising:* 50/50 raffle; *Miscellaneous:* Meeting Facilities, Property Management, Tool Custodian, Clothing Sales, Ad Hoc Committees.

Starred Items on Membership Application Must Be Completed.

FLYING CLUB 1 MEMBERSHIP APPLICATION - 2003

All members are encouraged to provide an e-mail address to the Club. It is our best means for fast communications with a large number of Club members in minimum time.

We welcome you to USUA Flying Club 1 and hope your membership will be rewarding to you in flying and fellowship.

*Name _____ New ___ Renewed ___ Membership

*Street or PO Box _____

*City _____ State _____ ZIP _____

*Telephone (H) _____ Telephone (W) _____

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

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

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

*UL Registration # _____ *Aircraft Liability Insurance _____

Type Aircraft _____ Stored/Flown From _____

Other Ultralights (Owned or Flown) _____

Flying Hours: Dual UL _____ Single UL _____ Conventional _____

*Club Activities or Services For Which You Volunteer _____

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

USUA FLYING CLUB 1

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

___ **\$49.95** 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**