

Mason Dixon Sport Flyers

"Beware of Cheap Imitations"
USUA Club No. 20

Matt Leubecker, President

March 2005

2005 Father's Day Fly-In Inter-Club Planning Meeting

Representatives from the Region 2 clubs met with John Shreve at the Frederick Municipal Airport on Saturday, January 29th, at 12 noon to discuss the coordinated efforts of each club in staffing our annual Father's Day Fly-In. Persons in attendance were as follows: John Shreve, Lew Clement from Club #1; Mike Kilpatrick, president of Club #4; Dick Baker, vice president of Club #1; and Matt Leubecker, president of Club #20. Club #201 was not represented.

On the subject of tents, Mike Kilpatrick said that his club has two tents, approximately 20ft x 30 or 40ft each, and will make both available for use at the event. Matt Leubecker said that Club 20 is in the process of repairing John Shreve's old tent and hopes to have that available by Father's Day.

On the subject of club assignments, it was decided between Mike Kilpatrick and Matt Leubecker that Club 20 would be primarily responsible for ground control (traffic, parking, fuel dispensing, etc.) and that Club 4 would handle air control (pilot briefs included). Mike would like a copy of the traffic pattern diagrams we construct for reference before the event. Matt did not have his notes from the previous Mason Dixon meeting, so this arrangement may differ from Club 20's discussion of committees to handle the various responsibilities. Club 201 was assigned the responsibility of conducting any games and events, with an emphasis being placed on having games that were centered around the airfield so as to involve the spectators as much as possible. Lew Clement said that Club 1 may not be well represented at the event due to the distance their pilots would have to fly and other factors. The plan is to have Club 1 volunteers assist the other clubs with their assignments wherever possible.

On the subject of fuel, John Shreve seemed to think that the fuel tank either needs to be relocated to the other side of the welcome tent to avoid blocking traffic, or else needs to be made mobile and sent up and down the flight line at regular intervals. Matt suggested keeping the fuel trailer at the bottom of the hill and sending down Fly-In staff in a golf cart (John Shreve said he could supply one) with 5 gallon cans when pilots approach the welcome tent requesting fuel. This would keep the fuel out of traffic and eliminate the temptation for pilots to bring their planes to the fuel source. While this was not the most popular recommendation, John Shreve said he could fill up the gas tank he keeps at the bottom of the hill, minus the water of course, and we could simply pay him for what we take out.

On the subject of events, John Shreve said that the prime rib dinner will be held on Friday evening if the weather is good, to cater to the early bird pilots flying in that day. If the weather is bad (God forbid!), the dinner will be held on Saturday to catch the bulk of the crowd. There will be an open air picnic held on Saturday from 4pm to 7:30 or 8pm. Lew Clement said he would contact Jim Welles and Larry Johnson to see if they would be interested in giving lectures on Saturday morning and afternoon. It would be left to the two of them to decide who would speak about what. John Shreve said he could "lean on" a few people in the military and maybe get a C-130 or a Coast Guard helicopter to conduct their training maneuvers over our field as an unofficial "fly-by."

After the meeting concluded, Mike Kilpatrick approached Matt Leubecker about representatives from our two clubs getting together before the event to further coordinate our efforts. Matt agreed and intends to pursue this matter as we near the Father's Day weekend.

Report by Matt Leubecker, President USUA Club 20

CONFESSIONS OF AN ULTRALIGHT PILOT - PART I

by BOB HEDGES-Florida

CHAPTER I – THE BASIC FAA RULES CONTROLLING ULTRALIGHTS— KNOW THE GROUND RULES.

FAR Part 103 defines an Ultralight and its flying conditions as: a flying vehicle that has one seat; weighs not more than 254 lbs; flown strictly for recreation; not flown over congested (?) areas; and doesn't carry more than 5 gallons of gas. Let's look at each rule.

The 1-seat rule:

This rule means that you can't take your son, daughter, wife, girlfriend, buddy or anyone flying with you. Why? Because you have only one seat.

The 254-pound rule:

At a maximum of 254 pounds a good weightlifter could bench your Ultralight. Flying something this light takes practice. After awhile, it is a joy.

The recreational flying only rule:

Flying for recreation means that you cannot earn a few bucks crop dusting or towing a banner for your friend's restaurant. As a matter of fact, you can't tow a banner promoting your Ultralight club. Or, paint on the bottom of your wings "Vote for Joe" because none of these activities are considered "recreational". You must fly for fun and only fun. Why fight having fun?

The maximum 5 gallons of gas rule:

You will not go far on 5 gallons of gas. The average Ultralight motor consumes up about 2.5 to 3 gallons an hour. With a traveling speed of 60 miles per hour you have a total range of about 80 miles. This can be a big limitation if you are planning a cross-country flight (normally we consider "cross county" as a "cross country" flight). In Part 2 I will explain how to do a major cross counties flight and always know where you can land and get gas.

Continue on page 2 "CONFESSIONS OF AN ULTRALIGHT PILOT PART I"

USUA Now Offering Air & Space Magazine

USUA, in our constant effort to provide members with additional benefits, is very happy to announce another reason to join or renew your USUA membership: Air & Space Magazine!

This excellent and one-of-a-kind publication is now available to USUA members for the low annual subscription rate of \$19- a savings of \$5 over the normal \$24 subscription rate. If you are not familiar with Air & Space Magazine, we invite you to try a subscription- you won't be disappointed. It is the highest quality aviation magazine available- anywhere. (To get better acquainted with AIR & SPACE Smithsonian Magazine, visit: <http://www.airandspacemagazine.com>)

SPECIAL POINTS OF INTEREST

Next Meeting is March 3, 2005, at

Bermudian Valley Airpark
23 Milford Green Road
Krafftown
East Berlin, PA 17316
(717) 292-0188

The meeting will start at 7 p.m. Pot-luck dinner will begin at 6:30. Don't forget to bring a filled covered dish to share!

Check NOTAMS Before You Fly

Call 1-800-WXBRIEF (992-7433) or online at WWW.duats.com.

Sport Pilot Written Test

USUA continues to receive many complaints from people, saying that their local test center is not accepting the "certification letters" from an Ultralight organization, as authorization to take the written test. We are hearing that many test centers still insist on seeing some kind of "endorsement" from a CFI.

Prior to the release of Sport Pilot, test centers have always expected "CFI endorsements" as authorization, for an applicant to take a written test. Many test centers are not yet aware of the new Sport Pilot rules, and in particular, they are not aware that the FAA is allowing those who were registered as Ultralight pilots before 9/1/2004, to take this written test, by showing the "certification letter" sent to pilots who requested one (no additional "CFI endorsement" is required).

There is an FAA document, known as the "Test Matrix". This document from the FAA, gives test centers the rules they must abide by, when administering tests. This document includes a list of tests available, what passing scores are, what "forms of authorization" they can accept to allow an applicant to take a test, and what their guidelines are, when allowing a person to re-take a test previously failed.

Although all test centers have this document, we are finding that many either don't have the latest version of it, or they're not reading it closely.

Anyone having problems being allowed to take the written test, should download the latest copy of the Test Matrix, and bring it to the test center. Page 11 of that document specifically addresses these certification letters.

To download a copy of this test matrix, go to: <http://www.usua.org/SportPilot/> and click on the link to the "FAA Test Matrix" document.

Thank you. Bob Comperini USUA

Continued from page 1, "CONFESSIONS OF AN ULTRALIGHT PILOT- PART I"

The congested area rule:

What does the FAA consider as "congested area"? The same FAA gentleman who told me about their field examiners also gave me the low down on congested area. Here is what he said,..."The FAA doesn't have a strict definition for congested area. But, if an Ultralight is buzzing a farmer and the farmer complains to the proper authority, then that Ultralight did fly over congested area and will be pulled out of the sky". Another translation of this could be that if you fly over New York City and no one complains to the proper authority, then you have not flown over congested area. It all comes down to someone complaining to the right person. Be courteous and mindful of not disturbing others and you will not have a problem with this rule.

Flying Vehicle?

If you are flying properly under Part 103, you are considered to NOT be flying an airplane, but instead you are flying a "flying vehicle". Airplanes must be registered and their pilots licensed. Flying vehicles are not airplanes and therefore do not require the registration of the craft or a licensed pilot. The FAA paperwork containing the rules and regulations for regular airplanes weigh hundreds of pounds. The paperwork that regulates ultralights is only a couple pages and called FAR Part 103. That's almost an insult to the intelligence of Ultralight pilots. This is one insult that we gladly accept.

Problem

Most Ultralight pilots don't want to fly by themselves. They don't want to be limited by 5 gallons of gas. They want to be free to take a friend flying. How do they solve the problem legally?

Solution

The answer is simple. They become an Ultralight instructor and get a two-seat flying vehicle. According to the FAA that flying vehicle is called an "Ultralight trainer" and must be flown by a certified (not licensed) Ultralight instructor. Unfortunately this option will go away in 2008 and be replaced by the Sport Pilot rules. The Sport Pilot rules were only recently completed and the FAA has given a grace period for pilots to come into compliance.

The FAA allows the various Ultralight associations to certify designated members as instructors. Becoming an instructor requires about 100 hours of flight time and passing an oral and practical flight test given to you by another Instructor.

More to follow in next issue

Sport Pilot Lectures

Lew Clement has arranged to have Jim Sweeney present a lecture on Sport Pilot on Saturday, June 18, at Footlight Ranch. If, for some reason, he cannot make it, Jim Willes will be the back up.

Jim Sweeney has been giving lectures/ presentations wherever he has been requested. He is a professional in this business and his presentation is certain to be interesting and informative. Hope to see you there!

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