

UltraFlight

Volume I Number 3

Flying Safely, Just for Fun!

BCV-Chugiak, Alaska

New Year, New Rules ?

Ultralight Flyers of Alaska members are reminded to renew their memberships, which were due on Jan. 1, 2001. Also if you are flying supervised solo with a two place, check to see if your waiver is still within the 90 day period. If not see Lanse or Mike at Arctic Sparrow Aircraft, Inc. to get a legal waiver.

If you are over 40 hours you may take the USUA exam for a UL pilots license, and if you have over 100 hours, you should take the USUA, BFI exam.

This notice is in anticipation of new rulings by the FAA on the Sport Pilot Initiative, which may render BFI, and AFI pilots into a FAA Certified Flight Instructor category. Provided you are interested and the National Proposed Rule Making is passed by Congress in 2001.

Elections in April

During the Jan. 12 meeting it was determined that an election for all offices were coming due. If you are interested in an office or would like to nominate someone that you know that is a current member please submit the nomination to Arctic Sparrow Aircraft, in writing with the name and position of the intended party. Election will be held on April 6, 2001 and you must be present to vote.

The positions that will come available for office are: President, Vice President, Secretary, and Treasurer.

Also the position of Club Contact person is available to anyone who would like to introduce new members, and to renew old members should contact ULF of A President Lanse Welsh at 688-7001.

Remember meetings are the second Friday of every month, Be there!



Skis were not used until after the New Year 2001

Poker Run Fun...No Snow Though

A record 15 pilots and their aircraft flew in an annual Thanksgiving flying event in Southcentral Alaska to clear warm skies, but no snow! George Donart won \$350 with the best poker hand at the end of a day of perfect flying. "Man that was great fun, and I won, said George Donart. "I guess now I can pay my shop bill Mike." One by our wings and Rotax engines lifted us into the clear still air above the muddy ice filled Cook Inlet's upper Knik Arm, as we departed from Birchwood Airport on the 13th annual ultralight "Poker Run."

The event sponsored by the Ultralight Flyers of Alaska had a record turnout of 15 pilots and aircraft, featured three destination landings, with a return to Birchwood by all to qualify for a hand of five cards. With winner taking all, the pilot with the best Poker hand was declared the winner.

"This was great, we had a bigger turnout for this than our Solstice Fly-in during June," said Mike Jacober, owner and president of Arctic Sparrow Aircraft Inc.

The day started after a donuts and coffee, and paying an entry fee of \$25. Pilots suited up in cold weather flying gear and a pilot meeting was held in front of the Arctic Sparrow Aircraft Inc. hangar. The ramp was speckled with a variety of ultralight aircraft, this year however on wheels, due to a lack of snow.

At 11 O'clock, as the Winter sun rose over the Chugach mountains to the east, after re-jetting carbs, and preparations to engines, wiping frost off of wings, fueling up and donning helmets, the aircraft engines fired up after 15 "clear prop" warnings, and the run was on.

Editor's Note

After joining the ULFA, taking instruction at Arctic Sparrow Aircraft Inc. and learning to fly a flex wing, I became interested in our club meetings and the general needs and awareness of the Ultralight community.

At these meetings it has come to my attention by our president Lanse Welsh that we need more participation in our planned flying events and at meetings. Please take the time this winter to think about how much we've learned from each other, and how fun it is to fly and be a part of these events.

It is imperative that we all take part in our club activities and in public meetings that pertain to our rights to fly. We need your support. Please volunteer and attend planning meetings in the future.

Recently at a Birchwood Airport Association meeting conversation about how well the Ultralight community is doing and how we are adhering to airport procedures was highlighted.

Unfortunately as part of a divisive ploy several local Legislators have registered their complaints to State DOT officials about the safety of the ultralight runway on the ski strip and the lack of distance from center line to center line.

Any conflict between the UL community and the GA users by either party will be spotlighted by Senator's Halford and Phillips in an effort to reduce funding or, worse to render the use and procedures unsafe, which may limit our future use at Birchwood.

Be careful, be aware, and be neighborly! Any confrontation will affect us all.

Rob Stapleton, Editor,
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Local Airport Planners need your input

By Rob Stapleton

A \$450,000 grant by the Federal Aviation Administration to the State of Alaska Department of Transportation and Public Facilities to study the patterns and use of general aviation facilities in the greater Anchorage area is underway.

"This study will include all General Aviation, including Part 103-Air Vehicles," said Patty Sullivan, a FAA airport planner.

The idea for the study called the Area General Aviation System Plan, is to identify future needs for general aviation facilities and services in the Anchorage Area and is scheduled for completion in 18-24 months, according to FAA and State DOT&PF officials.

FAA, State DOT, and consultants are seeking input from not only pilots and aircraft owners but by managers and owners of businesses located on airports in the Anchorage area.

Alternatives will be developed and evaluated to handle future general aviation needs, that will later be input into an implementation plan that will determine how to fulfill the needs, according to Diana Rigg, a transportation planner for the State of Alaska Department of Transportation and Public Facilities.

The "System Plan" was initiated in early 1998 through a survey to area general aviation pilots by DOT&PF sent to 2,000 area pilots. These surveys were sent to current pilots who had a third class medical or where identified in FAA databases and AOPA membership.

In November 2000 a Technical Advisory Committee (TAC) was assembled, comprised of representatives from DOT&PF, FAA Anchorage International, Merrill Field, Birchwood, Municipality, the Military, aircraft owners, pilots and airport users and other interested parties, as well as other government agencies.

Birchwood representatives in the TAC are Dick Lochner, and Tom Eldridge, members of the Birchwood Airport Association. Airspace use, runway conditions and construction, additional float ponds for seaplanes and increased use at airports like Birchwood, Campbell Creek Airstrip, and additional float tie downs at Lake Hood were areas discussed, by local pilots at the Jan. 31 meeting.

"I don't know what this study will do that the Upper Cook Inlet Aviation study done in the 1970s, and nothing was every done with that," said Birchwood's Lochner. A renewed interest by DOT in the Anchorage area due to increased aviation activity at all area airports is responsible for driving the current study according to DOT's Rigg.

Sullivan, along with Diana Rigg, Transportation Planner for the State DOT along with Carl Seibe, a DOT Airports Engineer made presentations at an introductory meeting on Jan. 31.

At this informational meeting, John Sanders, a consultant with Aires Consultants Ltd. a California based firm specializing in airport and aviation planning studies, laid out the plan for the study.

"What we hope to do is take your input, along with an inventory of the local facilities and their environmental condition, and come up with plan to make improvements to the current infrastructure," Sanders said. Public input by all users is necessary for the study to work, added Sullivan. "So that we can assist the State in further plans for infrastructure improvements."

For further information on how to input your ideas, and needs contact: Diana Rigg, Anchorage Area Planner, P.O., Box 196900, Anchorage, Alaska 99519-6900, Phone (907) 269-0515, Fax (907) 269-0521, Email: diana_rigg@dot.state.ak.us

Arctic Sparrow Offers Antares in kit form-build it-fly it!

Mike Jacober and Sergei Zozulia have teamed their efforts to provide the Ultralight community with the first ever kit build Part 103 flex wing trike.

Andy Kmak, is the first to purchase one of the kits, and has nick named his effort "Guinea Pig."

Lanse Welsh has helped with the wing portion of the kit by building a Stranger wing as Jacober and Zozulia assemble the instruction manual, and take care of a myriad of other details, not withstanding the FAA.

Arctic Sparrow Aircraft Inc. will receive 15 aircraft this spring for the kit project. No word on the cost of the kits but they will vary by engine, wing and accessories. Mike is still working on the details of financing, but insurance should be available from a number of sources, to make the project suitable for financing. For more information contact Mike at Arctic Sparrow Aircraft, Inc. 907-688-7001 or asainc@customcpu.com

Local Flies UL to World Records...again!

As other pilots in America are trying to decide what clothes to wear, and whether to invest in mixture control for their Ultralight or trike, Bud Gish, has achieved something that no other human being as ever accomplished in a powered parachute another altitude record, and a "Time to Climb Record." "Yeah this puts me in the record books with Ury Gregorian, Me and Ury we be hanging!"

Gish was notified that his time to climb effort for a flight on , from 0 to 10,000 feet, (0 to 3000 meters) had been excepted as a world record shortly after his last altitude attempt that garnered him a World Record (17,700 feet) in the R-6 Powered Parachute Category.

"The records attempts are over for me, now I want to instruct," said Gish.

Ultraflight Newsletter Local Notes...

*Going on a short
Cross Country
Read This!*

Whenever you are making an extended flight, from your airport or out of the Birchwood Airport area and plan on being out for several hours remember to let someone know where you are going and when to expect you back.

If you are flying from Arctic Sparrow Aircraft Inc. at Birchwood you may file a flight plan by putting your flight route or destination and time of return on the board in the North hangar.

Also make sure that either Mike Jacober or Lanse Welsh have your cell phone number on file, or post it on the board.

Remember to take your information off the board when you return so that Mike or Lanse don't end up making reconnaissance flight looking for you and your aircraft, If you are off airport give your information to someone who will check on you after dark!

"Continued from Page 1- Thanksgiving Poker Run-

We climbed out heading north up the frozen but snow less inlet crossing over the upper Knik Arm drainage heading 270 degrees west to a 1900 foot gravel strip to the south of Settlers Bay golf course. Then on to Big Lake (BGQ), next to Wasilla (IYS) and back to Birchwood (BCV).

One by one we circled and landed at Settlers Bay gravel strip nestled at the bottom of a hill.

"Wow this is great, it is warmer over here than at Birchwood," said Bud Gish. Temperatures were predicted to be around 23 to 27 Fahrenheit for the days flying, but were well over freezing on the ground near the Settlers Bay Golf Course.

Gish flying an Antares powered with a Rotax 503 was suited up in an all black outfit. Gish never one to let a new radio or flying accessory get past him, exclaimed from under his helmet, "I hear traffic at Big Lake, I'm going ahead to take a look." Before the entourage of planes could land, Bud lifted off the gravel strip headed for the next stop, Big Lake airport. But not before Lanse Welsh who was rocketing along in "Le Dart" was already land at Big Lake.

Big Lake was frozen solid and from the air and resembled a snow less frozen mud puddle from the sky.

Smooth landings and little chatter later, pilots anxious to make Wasilla lifted off and turned their craft east northeast in search of the new Wasilla airport. After a few minutes in the air I spotted Cliff Martin above me and climbed up to keep him in front and above me 200 feet.

But the spectacle was not over, Wasilla police and other GA pilots watched as we all landed one by one and taxied to the ramp in Wasilla. Laurie Borgstrom who volunteered to be a ground support coordinator met us. After a quick photo session pilots donned their helmets and we took off, making short stops at Lake Lucille, or Solo Lake and then back to Birchwood. A good, safe time was had by all! RS

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Chugiak, Alaska 99567



FLY FOR FUN!

Ultralight Flyers of Alaska

DEVS

- \$ 5.00 Annual Membership Dues from Jan. 1st through December 31st
- \$ _____ Enclosed dues are \$1.00 per month beginning with your sign-up month through December.

USA/Canada - National Ultralight Federation • Sky Network

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