

# WORTHINGTON CUP

The Worthington Cup was established in 1988 to encourage individual achievement in powered ultralight flight. It is awarded annually for the longest open distance flight of over 200 statute miles in a Part 103 powered ultralight. The Cup is named after George Worthington who set numerous world records in both powered and unpowered ultralights during the late 70's and early 80's.

A new record must exceed the previous record by 1% for distance.

## PREVIOUS RECIPIENTS

1991	Jon Jacobs	237 miles	Team Mini Max
1992	John Chapman	275 miles	Mitchell Wing A-10
2000	Jon Jacobs	300 miles	Mitchell Wing A-10

## HOW TO WIN THE WORTHINGTON CUP

To win the Worthington Cup a pilot must complete a flight under the conditions stated below. Flight attempts are accepted throughout the year with the winner achieving the longest distance. A Worthington Cup attempt may be validated when the following criteria is met and materials submitted:

1. Current USUA membership and FAA-recognized ultralight pilot registration.
2. The ultralight used in the attempt meets FAR Part 103 definition.
3. One or more Observers to control and certify all aspects of flight.
4. Documentation papers of compliance for the above are submitted along with proof of the flight by December 31st.
5. Photos of at least ten (10) in flight way points accompany the application including photos of both the pilot and aircraft before the flight and at the final destination.
6. A current sectional with the photographed way points marked in order flown, and indicating the route flown.
7. Roll of film removed from camera, sealed and signed for by observer at the destination point.
8. Forms submitted to USUA at the address below for verification.
9. \$35.00 handling fee for application processing and film development.



NATIONAL AERONAUTIC ASSOCIATION



UNITED STATES ULTRALIGHT ASSOCIATION



FEDERATION AERONAUTIQUE INTERNATIONALE

*The United States Ultralight Association, Inc. (USUA) is the sole international representative for official ultralight activity in the United States. USUA is an affiliate member of the National Aeronautic Association (NAA), the national aero club which represents the U.S. in the Federation Aeronautique Internationale (FAI), the world sport aviation governing body comprised of all national aero clubs. The NAA has exclusively delegated to USUA the supervision of FAI related ultralight flying activities such as competition sanctions, issuance of Colibri badges, and the selection of the U.S. Team for World Microlight Championships and World Air Games. USUA's national competition program, initiated in 1987, includes local through national meets, accrual of national ranking points, and awarding of regional and national champions. Over 500 pilots have participated in the program to date.*

*More information about the U.S. Microlight Competition Program may be obtained by writing U.S. Microlight Competition Program, P.O. Box 3501, Gettysburg, PA 17325, e-mail: [usua@usua.org](mailto:usua@usua.org).*

# WORTHINGTON CUP APPLICATION

## DIRECTIONS - Applicant will complete and submit the following:

1. Application and Flight Declaration form
2. Current Sectional Chart with photographed way points marked in order flown, and indicating the route flown.
3. FAA Advisory Circular 103-7, Appendix 1 & 2
4. Marked and sealed roll of film used in flight
5. \$35.00 application fee

## PILOT

PILOT NAME: \_\_\_\_\_ USUA MEMBER # A \_\_\_\_\_

ULTRALIGHT PILOT REG. NO. \_\_\_\_\_ ISSUING ORG. \_\_\_\_\_

ADDRESS \_\_\_\_\_ PHONE \_\_\_\_\_

CITY, STATE, ZIP \_\_\_\_\_

## ULTRALIGHT

ULTRALIGHT MAKE/MODEL \_\_\_\_\_

SERIAL NUMBER \_\_\_\_\_ DRY EMPTY WEIGHT \_\_\_\_\_

ENGINE TYPE \_\_\_\_\_ MAKE/MODEL \_\_\_\_\_

PROP MAKE/MODEL \_\_\_\_\_ PROP DIAMETER \_\_\_\_\_

PROP PITCH \_\_\_\_\_

ENGINE MANUFACTURER'S RATED HORSEPOWER \_\_\_\_\_

FUEL CAPACITY \_\_\_\_\_ Gal.

DRY EMPTY WEIGHT \_\_\_\_\_

Exclusion for parachute system weight \_\_\_\_\_

Exclusion for floats \_\_\_\_\_

Fuel on board at weighing \_\_\_\_\_

TOTAL WEIGHT ALLOWANCES \_\_\_\_\_

NET EMPTY WEIGHT (Minus weight allowance) \_\_\_\_\_

MAXIMUM FULL-POWER LEVEL FLIGHT SPEED \_\_\_\_\_  
(Calculated by AC 103-7, Appendix 1)

MAXIMUM POWER-OFF STALL SPEED \_\_\_\_\_  
(Calculated by AC 103-7, Appendix 2)

I certify the above statements are true and correct

PILOT SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

OBSERVER SIGNATURE \_\_\_\_\_

PHONE \_\_\_\_\_ DATE \_\_\_\_\_

# WORTHINGTON CUP FLIGHT DECLARATION FORM

## TAKEOFF

TAKEOFF LOCATION \_\_\_\_\_

LATITUDE \_\_\_\_\_ LONGITUDE \_\_\_\_\_

DATE \_\_\_\_\_ LOCAL TAKE OFF TIME \_\_\_\_\_

DESTINATION \_\_\_\_\_

I certify:

1. I witnessed the fueling of not more than 5 gallons in, and sealing of, the ultralight's fuel tank.
2. the ultralight carried no more than five gallons of fuel at take-off from the above described takeoff location.
3. the official camera was loaded with an unexposed role of film and I witnessed the photographing of both the pilot and ultralight as the first photograph on the newly installed roll of film.
4. take-off was accomplished as indicated.

OBSERVER SIGNATURE \_\_\_\_\_

PHONE \_\_\_\_\_ DATE \_\_\_\_\_

## LANDING

LANDING LOCATION \_\_\_\_\_

LATITUDE \_\_\_\_\_ LONGITUDE \_\_\_\_\_

DATE \_\_\_\_\_ LOCAL LANDING TIME \_\_\_\_\_

I certify:

1. the landing was accomplished as indicated.
2. that upon landing that the fuel tank was inspected and showed no sign of tampering.
3. the official camera was unloaded in my presence and I witnessed the photographing of both the pilot and the ultralight as the last photograph on the installed roll of film at the destination point of the flight. I have identified the removed canister of film by placing the initials \_\_\_\_\_ on the film canister.

OBSERVER SIGNATURE \_\_\_\_\_

PHONE \_\_\_\_\_ DATE \_\_\_\_\_

**Form continues on back**

## PILOT STATEMENT OF COURSE FLOWN

I certify this Worthington Cup attempt was conducted on the following course and that I did not land or refuel during the flight:

FROM \_\_\_\_\_ TO \_\_\_\_\_

COURSE MAGNETIC HEADING \_\_\_\_\_

TOTAL DISTANCE \_\_\_\_\_ STATUTE MILES

TOTAL TIME \_\_\_\_\_ HRS. \_\_\_\_\_ MIN.

### PHOTOGRAPHED POINT DESCRIPTIONS

1) \_\_\_\_\_

11) \_\_\_\_\_

2) \_\_\_\_\_

12) \_\_\_\_\_

3) \_\_\_\_\_

13) \_\_\_\_\_

4) \_\_\_\_\_

14) \_\_\_\_\_

5) \_\_\_\_\_

15) \_\_\_\_\_

6) \_\_\_\_\_

16) \_\_\_\_\_

7) \_\_\_\_\_

17) \_\_\_\_\_

8) \_\_\_\_\_

18) \_\_\_\_\_

9) \_\_\_\_\_

19) \_\_\_\_\_

10) \_\_\_\_\_

20) \_\_\_\_\_

PILOT SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_