

APRIL 84



**EAA
ULTRALIGHT
CHAPTER
44**

NEWSLETTER

EAA UL CHAPTER #44
BOB CHAPMAN, EDITOR
4013 NOVAR DRIVE
CHANTILLY, VA. 22021

*** GENERAL INFORMATION ***

The Northern Virginia Experimental Aircraft Association Ultralight Chapter #44 is a non-profit, educational club dedicated to the sport of recreational ultralight flying.

Meetings are currently being held at 7:30 PM on the first Thursday of each month in the WASHINGTON GAS LIGHT COMPANY'S SPRINGFIELD OPERATIONS CENTER AUDITORIUM, unless otherwise stated in the newsletter. To reach the WGL CENTER, take the Edsall road West exit from I-395; turn left at the second light (Industrial Road); continue until the "Y" in the road; bear right & continue until you reach the WGL CENTER at 6801 Industrial Road on the left.

UL Chapter #44 yearly dues are \$5.00 (plus a one-time initiation fee of \$2.50). People joining after June 30th. will pay only 1/2 the regular dues (full initiation fee still applies). A membership application can be obtained by writing to: EAA UL CHAPTER 44, C/O Bob Chapman, 4013 Novar Drive, Chantilly, Va. 22021 or call (703)631-1537 or 978-3951.

Chapter #44UL is a fully chartered chapter of the EAA, which has about 700 chapters world wide. Membership in the National EAA ULTRALIGHT Association is available (and strongly recommended) for \$25.00, which includes the EAA "ULTRALIGHT" magazine.

1984 CHAPTER OFFICERS:

PRESIDENTJIM KELLY, 301/249-1750
VICE PRESIDENT ...BOB PENDLETON, 978-3951
SECRETARYSTEVE REYNOLDS, 569-5915
TREASURERGORDON BREDVIK, 569-6694
NEWSLETTER ED. ...BOB CHAPMAN, 631-1537
DESIGNEESDAVE MAITLAND, 703/752-2924 and BOB CHAPMAN,
631-1537 (contact for info. on ASF UL Pilot Examiners too).

Maryland EAA UL Chapter #20 has extended an invitation to use their UL flying field located southeast of Poolesville, Md. The annual fee is \$60.00 (as of Jan.'84). Contact Joe Mitchell at 301/445-4032.

Most VA. public use, uncontrolled airports (controlled AP's if you have received prior permission by phone, letter or in person) are open to insured UL's registered with the state. Use of these airports is not recommended for beginners & those without some formal pilot training. Please contact the AP manager. Chapter members experiencing problems at Va. airports should notify the chapter.

Members are encouraged to submit items for inclusion in this newsletter. Responsibility for accuracy (and credits) rests entirely with the contributor. Deadline for all material (including items for sale, etc.) is the 15th. of the month.

Non-commercial Classified ads will be run, space available, free for current members! Monthly ad rates for Dealers are: full page, \$10.00; 1/2 page, \$5.50; 1/4 page, \$3.00; business card, \$1.75.

EAA ULTRALIGHT CHAPTER #44
APRIL 1984 NEWSLETTER

The April 5th. meeting will return to our regular meeting place, the Washington Gas Light Center. See "General Information" for details.

This month's program will focus on the EAA SUN&FUN Fly-in just held in Florida. If you were lucky enough to attend, please come and share your impressions, experiences, pictures, slides, horror stories - whatever - with those of us who could not attend. Also we will discuss Paul's letter (copy enclosed) and other developments regarding the possible future increased regulation of UL's and their operators (lots of rumors floating around right now).

Please check your mailing label. It should tell you if you still owe dues for 1984. Previous members with UL's who have not renewed have received this newsletter - the others have been dropped. We make this last plea to you to support your fellow UL flyers: please renew your membership AND participate in your club - then we will all benefit!

Next month we will try to print up an updated membership list and include it with the newsletter. Please check the master list at the April meeting for errors.

Mr. Roy Muth, the President of the Powered Ultralight Manufacturers Association (PUMA), will be our guest speaker in May. PUMA has recently submitted a set of proposed UL Airworthiness Standards to the FAA for approval. This should be an exceptionally informative meeting. Make plans to attend now!

EAA has announced a new policy concerning UL operations at National EAA sponsored events (Oshkosh). They are also recommended for EAA Chapter sponsored events. The new policy is:

- 1) Owner must make written declaration that UL meets Part 103.
- 2) Pilot be EAA member (National?).
- 3) >15 hrs. in UL's.
- 4) >5 hrs. in last 6 months in exact type & model UL.
- 5) RECOMMENDS all UL operators have:
 - a) current student pilot license (endorsed) or pilot license; or the ASF UL operators certificate.
 - b) UL vehicle registration (presumably ASF).

EAA will encourage the dispensing of ASF materials to those not meeting the above requirements, and encourage them to obtain the appropriate qualification and registration in the near future. Now read Paul's letter (?).

** CALENDER **

APRIL:

5 EAA UL#44 Meeting, 7:30pm, WGL Center, Springfield,
VA.

13-15 Wilbur Wright Memorial Fly-in, Kitty Hawk, N.C.
919/441-6094.

14-15 National Air&Space Museum, Garber Restoration
Facility OPEN HOUSE, Suitland, MD.

26 EAA #186 meeting, 8:00pm, WGL Center

MAY:

4-6 Burlington, N.C. Hot Air Balloon&UL Competition,
704/876-1234.

4-6 Int'l UL Exposition, Atlanta, Ga. Civic Centre, \$5.00.

6 Apple Blossom Airshow, sponsored by city of
Winchester, Va.

6 The Flying Circus, Bealton, Va. starts 1984 season.

6-12 VA. Aviation Safety Week (various activities at local
airports)

25-28 1st. Klaus Hill Memorial Day Fly-in, Clemmons, N.C.

UL Competition, cash prizes. World Record Attempts, box
1413, Clemmons, N.C. 27012

26-28 Henderson, N.C. Hot Air & UL Competitions,
704/876-1234.

JUNE:

2-3 EAA 186 Annual Spring Fly-in, Winchester, Va.
Airport.

9-10 UL Safety Seminar (Sat.) & UL Competition (Sun.)
804/255-2386.

15-17 EAA UL Convention, Oshkosh, Wi. 414/425-4860.

16 Fairfax Co. Parks, Frying Pan Park Aviation display.

JULY:

28-Aug. 4 EAA International Convention, Oshkosh, Wi.

UL Pilots Liability Insurance for EAA members is available. 500
thousand dollar limit costs \$189. Contact:

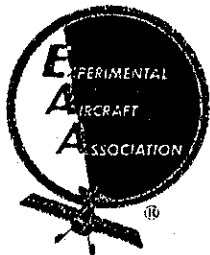
EAA Ultralight Insurance
Ultralight Programs Administrators, Inc.
P.O. Box 2384
Decatur, Illinois 62526
Phone: 1-217-877-8084

FOR SALE:

'82 VECTOR 610 Ultralight, excellent condition with
transport covers, steerable nosewheel, flexadyne. \$3600,
Dave Maitland, 703/752-2924.

FOR SALE BY DEALER:

'83 LAZAIR Series III Ultralight, twin Rotax engines, toe
brakes, wheel pants, wide landing gear, UL resistant Tedlar
covering. Kit was built for ADPA's evaluation (Sept. '83
Edition). New condition. SAVE \$1000 at \$5995. Bob Chapman
(703)631-1537. Did you know that the Lazair out sells the
Eipper MX 2 to 1 in Canada?



EXPERIMENTAL AIRCRAFT ASSOCIATION

WITTMAN AIRFIELD, OSHKOSH, WI 54903-2591
PHONE: 414/426-4800

March 19, 1984

J T Kelly Lt
4301 Suitland Road
NISC-35
Washington DC 20390

Dear Jim:

As aviation within the recreational aspect grows, so do many of its problems. Here at Headquarters, EAA has always been involved in the many aspects of aviation. . . whether we were called upon to try and save an airport, or deal with airlines, manufacturer and kit problems, etc.

Our current problem with the ultralight movement needs a great deal of thought without prejudice. True, we would all like to be our own boss . . . but in reality are we? I have noted a trend that has become of great concern to myself and to the future of the movement. FAA has given us an opportunity of self government but is it working? There is no requirement that an ultralight operator or owner be a member of EAA or AOPA. There is also no government requirement that they go to the AOPA Air Safety Foundation and register their machines. According to AOPA, approximately 2,200 out of a about 30,000 of the ultralight industry are in fact registered. As far as pilot certificates issued by the Air Safety Foundation, I'm sure there are no more than 3,000.

It is certainly evident that self-government is not working as we would like to see it. We received a call received at EAA Headquarters from a reporter in the southeast asking for more information on a release that they had received relative to the ultralight movement. It was regarding a pilot being cited in the amount of \$38,000 by FAA for 38 separate violations fined at \$1,000 each. In discussing this matter with FAA in Atlanta, Georgia, we found that this was true. One pilot is being fined \$38,000 for the 38 violations ranging from night flying to buzzing homes, carrying a 3 year old girl on his lap while buzzing. This does not do the movement any good.

My main concern is the freedom that we think we have worth the losses that are coming to light. Since ultralights are not airplanes, but are classified as air vehicles, they are subject to local rules. A town board, city, county or state can set their own standards. We are finding more and more communities banning the flying of ultralights. They have no legal status as airplanes and are subject to local rules much the same as a trail bike or any other such vehicle not licensed or recognized by the the state or federal government. Although ultralight pilots are held liable for knowing the rules of the air, there is no recognized piece of paper called a license that gives validity to the operator. An Air Safety Foundation ~~EAA~~ certificate or a similar certificate from EAA would not

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hold water with the local constable. Although some states are recognizing AOPA's Air Safety Foundation, this gives no credit towards communities, cities and towns on behalf of our ultralight movement.

A call a few days ago from an FBO at Crystal Lake, Illinois, stated he was given notice by the town board that all 25 ultralights be banned from flying at the local airport. He went before the village board on behalf of the ultralight movement but lost out. Since they are not airplanes and not protected by federal law they are at a loss of what to do.

Would it not be better for FAA to issue a registration number much as they did with the amateur-built program from the local GADO for many years. One would only have to fill out an application and then be given a number by the local GADO office. It would then be processed through their center in Oklahoma City. Isn't now the time to have a simple pilot certificate (with no flight physical) where we would have the input rather than disinterested parties? We already are expected and required to know the rules of the air so why not document it.

The ultralight movement is a re-birth of aviation much the same as it was in the 1930's.

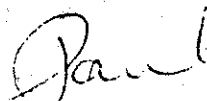
Are we losing a great deal under our present circumstances? I would very much like you and the other Ultralight Chapter presidents, officers and directors to talk it over with your members and give me guidance. There are many people out there who are not for us such as the Airline Pilots Association, Allied Pilots Association, NBAA and general aviation folks. I do not think we should be treated as second class citizens just because two simple matters are not yet accomplished. As most of us know, a registration number in the eyes of many in aviation as well as the public is a license. . .just as one has to have a marriage, bike or dog license.

Please give me your thoughts and assistance.

I just returned from Lakeland's EAA Sun 'n Fun Fly-in where the weather was great. In the ultralight area we saw (as we have long forecasted) an increasing number of light planes. This is the next step up from ultralights, with all fighting the 254 pound weight limit and the maximum speed permitted by Part 103. I was disappointed in a number of dealers and manufacturers in what could be called crazy flying while demonstrating their product. It certainly does not enhance the movement and is a reflection on Sun 'n Fun.

Sincerely,

EXPERIMENTAL AIRCRAFT ASSOCIATION



Paul H. Poberezny
President

HEADQUARTERS UPDATE is provided for reproduction in your Chapter Newsletter or dissemination at your next Chapter meeting.



Isabelle Wiske, Development Secretary, drew out the lucky winners' names in the Foundation's Engine Sweepstakes program in early January at the EAA Aviation Center. Foundation president, Tom Poberezny, (left) and Director of Development, Greg Anderson (right) were also on hand for the occasion. Winning the Teledyne Continental Motors 0-200 Engine, complete with quality audit and Gold Medallion Warranty, was Douglas Sehler, EAA #82958, from Sunnymead, California. Thanks to literally thousands who supported the Sweepstakes program, and to Teledyne Continental Motors of Mobile, Alabama for donating this extraordinary engine which was assembled at OSHKOSH '83. Other winners are as follows: Donald L. Byrne, Jr., Newark, Delaware (Lifetime Membership), Hirstle Stidham, Colorado Springs, Colorado (Five Year Membership), R. Warden, Hawthorne, California (Five Year Membership), Steve Danielson, Lincoln, Nebraska (\$100 Merchandise Certificate), Paul English, Jr., Colorado Springs, Colorado (\$100 Merchandise Certificate), John J. Kalas, Milwaukee, Wisconsin (\$50 Merchandise Certificate) and Thomas R. Warford, Leesville, Louisiana (\$50 Merchandise Certificate).

BRITISH STANDARDS FOR ULTRALIGHT AIRCRAFT: We have received from Molt Taylor a copy of the new British airworthiness standards for ultralight aircraft which they call micro-light aircraft. Molt thinks that these airworthiness standards should be considered in this country for the proposed primary aircraft. The British standards provide for an aircraft that would carry not more than two persons. It would have an empty weight of not more than 331 lbs., a lifting surface of not more than 107.64 square ft., and a wing loading when empty of 10 kg. per square meter.

ULTRALIGHT AIRCRAFT REGISTRATION: FAA has requested that EAA establish compulsory pilot documentation of competency, ultralight registration and ultralight registration numbers and the use of technical standards committees at all EAA sponsored events. WE have been talking with a staff member in Congress about this and it is possible that the Chairman of the House Committee on Science and Technology will inform the FAA that such form of "policing" is really the responsibility of the government and should not be delegated to private organizations.

EAA '84 THEME: The theme of both the 1984 international Convention and the EAA Ultralight Convention is "The Freedom of Flight." The Marketing and Communications Group came up with the theme of this year's two great gatherings. We feel that it epitomizes the true spirit and philosophies of EAA.

REGISTRATION OF MECHANICS REQUESTED: The Professional Aviation Maintenance Association (PAMA) has petitioned FAA for a rule change that would require A&P mechanics to register with FAA every five years. Such registration is needed, PAMA says, to allow proper dissemination of critical safety information.

PAMA claims such a requirement would pose no more of a burden on mechanics than the mailing of a post card every five years. . . however, an examination of the track record of federal government budgeteers shows that registration in any form is usually the prelude to registration fees. Cost recovery is the name of the game down on the banks of the Potomac.

AUTO FUEL PROGRESS: Harry Zeisloft reports that we are preparing our Cessna 172 test bed aircraft for hot fuel testing which will take place in the Phoenix area. Harry is also looking for a Cherokee 140. He would like to take the 140 along to conduct vapor lock tests at the same time. This is an important step forward for our auto fuel test and research program because the Cherokee will be the first low-wing aircraft that we test.

We are also testing auto fuel in a Cessna 172 in Louisiana. That aircraft is working daily in pipeline surveillance. The aircraft has accumulated over 100 safe-flying hours during this aspect of the research program. At this point everything looks fine and we are not anticipating any problems.

COUNTERFEIT STCs: We have received reports at the Aviation Center that there may be a number of counterfeit auto fuel STCs in the field. We are concerned for a number of reasons. Obviously, anyone unscrupulous enough to sell a counterfeit STC may also apply it to an aircraft which has not yet been fully tested by our Flight Research Center. Also, the use of a counterfeit STC on an airplane-type which has already been tested, will probably render the aircraft hull and liability insurance invalid. Our auto fuel research program is too important to the future of general aviation to permit it to be jeopardized by the actions of a few unethical people. We will keep you informed of any further action as this situation develops.

ULTRALIGHT WOES: According to a recent United Press International story a California lawyer by the name of Gerald Stearns is filing a class action law suit against the entire ultralight industry for \$9 million. Stearns alleges that neither the people who make ultralight aircraft nor the Federal officials who regulate the airways have done enough to ensure the planes are safe. Stearns says that the FAA has been negligent in failing to control the sport.

PAUL'S WASHINGTON VISIT: In late January Paul attended the National Aeronautic Executive Committee meeting with Charlie Schuck, who represented the EAA Ultralight Association and Val Beaudrault who represented the EAA IAC Division. It was a productive and interesting meeting. While in Washington, Paul took the opportunity to call on Bernie Geier, the Chief of the General Aviation and Commercial Division of the FAA. They discussed FAA's Ultralight program and the problems associated with it. They also talked about some of the proposals that will be coming from FAA in the near future on the enforcement of its Ultralight rules. While at FAA Headquarters Paul also met with Walt Luffsey and a number of other FAA officials.

Bill Meserole, one of our leading supporters and EAA members in the Washington area, invited Paul, as his guest, to the QB hangar. It was a rare experience for Paul and he enjoyed meeting many of the QBs who are also EAA members. Another pleasant surprise on this trip was a luncheon engagement with a dedicated EAA supporter and member... the celebrated aviator Scott Crossfield.

ULTRALIGHTS — NATIONAL AIRSPACE REVIEW TASK GROUP MEETING: This week Bob Chapman, President of Ultralight Chapter 44 and Charles Schuck, EAA Washington Representative, attended an NAR Task Group meeting that dealt with Parachuting, Soaring and Ultralights. After several days of discussion the Task Group made two recommendations:

1. That Part 103 of the Federal Aviation Regulations be amended to include that all operators of ultralight aircraft be required to demonstrate aeronautical knowledge to the FAA.
2. FAA should establish mandatory registration of powered ultralight vehicles.

EAA voted against both proposals on the grounds that there had not been sufficient time to evaluate current programs.

BOARD MEETINGS: Although it has been snowing regularly here in Oshkosh, January 27th dawned bright and sunny in honor of our distinguished guests here at the EAA Aviation Center. That weekend we welcomed the members of the EAA Board of Directors, the Foundation Board of Directors, and the Antique/Classic Board of Directors as they gathered for their regularly scheduled meetings.

EAA IN THE NEWS: John Torinus, the business news editor of the widely read Milwaukee Sentinel, published an article praising EAA in mid-January. Entitled "Tourism's Flying Bonanza" the article indicated that "a recent study for EAA showed the average EAA convention-goer spends conservatively \$40 a day." That results in a \$40 million impact on the Wisconsin economy. The article went on to point out that our new EAA Aviation Center gives a boost to many other local projects. The article concluded by saying, "For the flight enthusiast, the Center has everything. For the average person, it is still a great way to spend half-a-day. For Wisconsin, it is a tourism business bonanza." Thanks, John. We appreciate the pat on the back.

BERNIE PIETENPOL — 1901/1984: Bernie Pietenpol, EAA #2334, died peacefully on January 11, 1984. He would have been 83 on February 17. Our sincere condolences to his family, close friends and associates.

Few persons inspired more people to fly than Bernie Pietenpol. Bernie Pietenpol, himself, emerged as a "personality", honored worldwide by homebuilders and lightplane enthusiasts who recognized his great contributions to their sport... and the inspiration he had been in their own careers.

In the final quarter of his long life, Bernie Pietenpol enjoyed the status of a true "living legend", a recognized and respected pioneer in the field of homebuilt aircraft and personal flying. His passing saddens us all, but we are consoled by the knowledge that Bernie's time among us was well spent. He provided us with the dreams and means to make our own lives more sublime. — Jack Cox

GENERAL AVIATION ACCIDENT PREVENTION CONFERENCE: There will be a meeting at the FAA on February 8, 1984 to discuss ways to increase general aviation safety. Paul Poberezny has suggested that the FAA spends too much time investigating general aviation accidents which are not significant such as ground loops, landing with gear up, striking objects on the ground, etc. These may result in substantial damage to the aircraft but an investigation of these accidents is not significant from the standpoint of preventing future accidents of this type. This is a good point as many accidents reported to the FAA are later downgraded as incidents and therefore do not enter into the final accident results for the year. Possibly another way to simplify the FAA's investigation work would be to eliminate the investigation of all accidents where the pilot or passengers received minor or no injuries. The criteria here could be whether the pilot or any of his passengers required hospital care. If not, the accident could be classified as an incident and then not enter the books as a bona fide accident.

LYNN HELMS RESIGNS: FAA Administrator J. Lynn Helms has resigned his position as FAA Administrator, effective January 31. Deputy Administrator Mike Penello will be acting administrator until a replacement for Helms is named.

Lynn Helms came to FAA as the most qualified administrator in the agency's history. He has been a forceful steward of the Reagan administrations deregulation policy and was willing to make the decisions that needed to be made... all very controversial... to update the ATC system. He has been a participant at Oshkosh and made a little history by becoming the first U.S. pilot to legally fly on auto fuel by taking the EAA Foundation's Cessna 150 around the field the morning after the auto fuel STC was presented. Last summer, he personally presented a number of additional STCs to EAA President Paul Poberezny during one of the evening programs at Oshkosh.

Lynn Helms was responsive to and dealt fairly with EAA during his tenure. Hopefully, his successor will do as well.

CONGRESS RECONVENES: on January 23, 1984 for the winter and spring session that will probably run up to the dates for the Republican and Democratic national conventions. There is a possibility that some legislation not acted upon in 1983 might be considered in 1984. There are:

1. Reduced user taxes if appropriations for aviation are less than originally proposed. The tax on jet fuel for general aviation would be reduced from 14¢ to 10¢ and from 12¢ to 9¢ for aviation gasoline.

2. The 10% tax on general aviation aircraft. There seems to be little chance that this tax would be levied in view of the depressed state of general aviation aircraft sales.

3. Flight Service Station consolidation. Congress requested FAA not to proceed with more FSS closing or consolidations until after April 15, 1984. After that this FAA program might resume at selected locations:

4. NavStar/Global Position System. Congress wants the FAA to proceed with developing the NavStar navigation system for civilian use. It was originally developed by the military.