

MAY '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
MAY 1984 NEWSLETTER

The May 3rd. meeting will be held at our regular meeting place, the Washington Gas Light Center. See "General Information" for details.

Mr. Roy Muth, the President of the Powered Ultralight Manufacturers Association (PUMA), will be our guest speaker this month. PUMA has recently submitted a set of proposed UL Airworthiness Standards to the FAA for approval. This is a rare chance to meet Mr. Muth and find out first hand how PUMA's standards could affect the future of Ultralighting.

We need ideas for future meeting programs. Please, if you have any give them to an officer (in writing so we will not forget) at the meetings.

Recently the NTSB (National Transportation Safety Board) went to Congress and asked for \$20 MILLION. To help justify the request, they sighted the increased work load caused by their investigations of ULTRALIGHT accidents. TWENTY MILLION DOLLARS? Looks like we should find out more about this! AND, NOW - we hear that there will be Congressional hearings about the end of May concerning UL's. It sounds like they will be looking at increasing regulations. I guess we will find out if Congressmen watch 20/20.

One of our members, Ray Taylor, has written EAA HQ's with his feelings and ideas about future UL regulation. Have you?

The 1984 Chapter membership directory should be included with your newsletter (members only).

**** CALENDAR ****

MAY:

- 2 EAA UL #20 meeting, 8:00pm, Brookeville, Md. 301/445-4032
- 3 *** EAA UL #44 MEETING, 7:30pm, WGL CENTER, SPRINGFIELD
- 5 Fly-IN Breakfast, EAA #186, Harborview Airport (So. of Colonial Beach) ULTRALIGHTS WELCOME, pre-register w/ Dick Calvert, 941-2060
- 4-6 Burlington, N.C. Hot Air Balloon&UL Competition, 704/876-1234.
- 4-6 Int'l UL Exposition, Atlanta, Ga. Civic Center, \$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)
- 12 Spring Fling UL FLY-IN, Raintree Airpark, Elkton, Md. 301/398-0234
- 26-27 SECOND ANNUAL SPRING ULTRALIGHT FESTIVAL, FLYING CIRCUS AERODROME, BEALETON, VA. SEE INSERT FOR DETAILS!
- 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. Smithfield, Va. Sponsors are Atlantic Ultralights
and VA. Dept. of aviation.
15-17 EAA UL Convention, Oshkosh, Wi. 414/425-4860.
16 Fairfax Co. Parks, Frying Pan Park Aviation display. WE
NEED 2 or 3 UL's for display - would you like to?

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

\$100,000 Min. coverage has been approved by the state (down from \$500K).
AVEMCO should now be writing in Va. but have heard it is expensive.

FOR SALE:

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

'83 LAZAIR Series III Ultralight, twin Rotax engines, toe brakes
wheel pants, wide landing gear, UV resistant Tedlar covering. Kit
was built for AOPA's evaluation (Sept. '83 Edition). New
condition. \$6250. Bob Chapman (703)631-1537.

Also check the club bulletin board for other UL's for sale.

Ultralight Safety Seminar and Fly-In

June 9-10, 1984 • Smithfield, Virginia

An all day Safety Seminar will be held on Saturday, June 9 at the Atlantic Ultralight Flight
Park, from 10:00 A.M. until 4:00 P.M. Guest speaker John Ballantyne, AOPA Air Safety
Foundation. The Safety Program is sponsored by the Virginia Department of Aviation,
Atlantic Ultralight Inc. and the Richmond FAA GADO.

Sunday, June 10 will be spot landing contest, a bomb drop contest, climb contest and a
flying parade. For further information contact Thomas Kille, Atlantic Ultralight Flight Park,
Smithfield, Virginia or call 804/255-2386.

SECOND ANNUAL SPRING ULTRALIGHT FESTIVAL-1984
FLYING CIRCUS AERODROME
BEALETON, VIRGINIA
MAY 26 & 27

ATTENTION ULTRALIGHT DEALERS AND MANUFACTURERS!!

You are cordially invited to display your products and wares on the ground and in the air at the Flying Circus Aerodrome in Bealeton, Virginia. This ultralight festival promises to be of even greater interest to the general public and ultralight pilots than last year's events.

The official FCA UL Festival schedule and entrant application is attached for additional information.

Dealers and manufacturers that attend the Second Annual Spring AND Fall Ultralight Festivals will be EXEMPT from the dealer / manufacturer entrance fee of \$50.00 that will be levied in 1985.

The grounds of the Flying Circus Aerodrome will be open at 10:00 AM Friday the 25th to all ultralight pilot participants who wish to either fly in or drive in. If you wish to fly at the FCA please check with Tony Anger regarding special pattern procedures and areas of caution.

All questions concerning the FCA UL Festival should be directed to:

TONY ANGER
Ultralight Operations Coordinator for the "Flying Circus"
146 Riverview Ave.
Annapolis, Md. 21401
301/224-4746

SECOND ANNUAL SPRING ULTRALIGHT FESTIVAL-1984
FLYING CIRCUS AERODROME, BEALETON, VIRGINIA

Saturday May 26 Schedule:

Registration: 7:00am-9:30am
Competition Briefing: 10:00am
Competitions: 10:30am-4:30pm
Free Flying: 4:30pm-Dusk

Sunday May 27 Schedule:

Pilot Briefing: 7:00am
Demo. Flying: 7:30am-12:00pm
FCA AIRSHOW: 2:30pm-4:00pm
Public Period: 4:00pm-4:30pm
Demonstration Flying: 5:00pm-Dusk

- * The competitions will include: Flour bomb drops, spot landings, figure eight race, and short cross country rally (not in that order and substitutions may be made). Emphasis will be on fun, SAFE flying!
- * A \$5.00 pilot entrance fee will be collected by the registrar.
- * Camping will be allowed at the Aerodrome on Friday and Saturday nights
- * A group cookout will be held at the FCA hanger on Saturday evening - bring your own grub!
- * Awards will be presented to competition winners during the hanger part cookout.
- * Entrants and dependents (up to 5 persons) will be granted free admission to the FCA Airshow on Sunday.
- * A parking fee for non-entrants (general public) will be collected at the gate.
- * The Festival location: The FCA is a 45 minute drive from the Capital Beltway. It is located 14 miles south of Warrenton, Va. and 22 miles north of Fredericksburg, Va. on Route No.17. Watch for the Flying Circus sign.

PILOT QUALIFICATIONS REQUIRED OF ENTRANTS:

- 1> Minimum of 15 hours in Ultralights as defined in FAR part 103 or similar type of aircraft certified in the amateur built category whose flight envelope is the same as that defined in FAR part 103.
- 2> Minimum of 5 hours flight time, in the past six months, in the exact same model they will be flying in the event.
- 3> LIABILITY INSURANCE equivalent to that required by the Commonwealth of Virginia (\$100,000 min.).
- 4> ALL entrants will be required to sign a "hold harmless" release.
- 5> Persons not meeting the above pilot qualifications may bring their Ultralight to exhibit as a static display.

Early registration is encouraged to insure a competition slot, however phone-in registration may be accepted until May 24th. (301/224-4746).

Name:.....
Address:.....
Telephone:.....
UL type & description:.....

Mail the above information to: Tony Anger, 146 Riverview Ave. Annapolis, Md. 21401. * If you can not reach Tony at the above number, you can try Bob Pendleton at 703/978-3951 (evenings).

(This is not an EAA fly-in, however all EAA'ers are welcome.)

SECOND ANNUAL SPRING ULTRALIGHT FESTIVAL-1984
FLYING CIRCUS AERODROME
BEALETON, VIRGINIA
MAY 26 & 27

ITINERARY FOR UL PILOTS: EVENTS AND COMPETITION

*** SATURDAY ***

7:00am - 9:30am REGISTRATION and Free Flying (Please BRIEF with Tony Anger or Tex Goppert before flying)

10:00am Pilot BRIEFING (ALL pilots must attend)

10:30am 1st Event ROUND ROBIN X-COUNTRY RALLY

12:00pm 2nd Event SPOT LANDING CONTEST

2:00pm 3rd Event FLOUR BOMB DROP CONTEST

3:30pm 4TH Event FIGURE EIGHT RACE

4:30pm - Dusk Free Flying

8:00pm - Till ? Final Event ! FCA Hanger Party Cookout (Bring your own food). FREE BEER !

*** SUNDAY ***

7:00am Pilot BRIEFING

7:30am - 12:00pm Free Flying (Please BRIEF with Tony Anger or Tex Goppert before flying - special Sunday flight pattern)

12:00pm - 2:00pm Rides available in FCA airplanes (Fee charged)

2:00pm ALL Ultralight pilots requested to attend "Airshow Briefing" for demo flights during airshow

2:30pm - 4:30pm FCA AIRSHOW

4:30pm - 5:00pm Field open to public (Guard your UL!)

5:00pm - Dusk Free Flying (Please BRIEF with Tony Anger or Tex Goppert before flying)

This schedule, and selection of events, is tentative and may be modified.



EXPERIMENTAL AIRCRAFT ASSOCIATION

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

April 1984

2ND VERSION

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

Dear Jim:

This certainly has been a fast moving month for us folks up here in the north. A very late spring has caused some to think that the annual fly-in is quite a way off, not realizing that very soon mid June and the Third Annual Ultralight - Light Plane Fly-in will be here. One may wonder where did the word Light Plane creep in. I have said so often, people always seem to want a bit more than offered in changes or improvements. This holds true for the designers, the craftsmen, as well as the users.

The ultralight has a long history dating back to the early 1900's. Both then and today it got its start from the hang glider. The attachment of an engine and subsequent advance has caused what is known as the ultralight. A powered single place, except the 2 place for flight instruction ultralight vehicle, as it is technically called by FAA, weighing not more than 254 pounds gross, a maximum stall speed of 28 mph and maximum level flight speed of 63 mph.

If one has been following the ultralight movement, especially the past year, it is easily seen that the configuration has changed. They are looking more like miniature airplanes, replicas of World War I fighter trainers, aircraft of the 30's and even one of the Pober Pixie. From a distance it might be difficult to tell the difference. Here lies one of a number of problems confronting what may well be called the ARV (Aircraft Recreational Vehicle).

It has been reported that an increasing number do not quite meet the FAA parameters of Part 103-7...the FAA rules governing the machines, and if not, places them into a category of airplanes operating without an Airworthiness Certificate, a FAA registration number, or in many cases, an unlicensed pilot, and all the requirements of that category. As most are sold as complete units or do not qualify as experimental amateur built, another problem for the purchaser or the manufacturer arises.

From the increasing number of correspondence and phone calls regarding ultralight problems, it is evident that FAA's hopes that the some estimated 30,000 ultralight pilots would voluntarily register their

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April 1984
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machines and obtain pilot credentials in accordance with FAA's Part 103-7 program has not been fruitful and acceptable to many within the flying community or general public. In a meeting of November 1982 with the FAA Administrator, Lynn Helms expressed my view that it was FAA's responsibility to administer its own program rather than asking industry, such as EAA to accept this responsibility of government.

I have met recently with FAA, at their request, to discuss the problems and how they may be resolved. I have also discussed the matter with our newly appointed administrator, Don Engen, who incidentally has been an EAA member for over 10 years. I have been asked by Congressman Glickman to appear before The House Committee on Science and Technology on May 21st in Washington to offer testimony relative to the safety and operation of ultralight aircraft in the United States.

We actively want the movement to grow in a safe and acceptable manner. EAA must be very concerned as many of these aircraft fall into the experimental amateur built category. We do not want to see the freedom of design development of the light plane be impeded.

I have received a variety of letters and recommendations, some very avid in expressing freedoms. However, if one gives a bit of thought to the subject and to our society - can we really be totally free? One must have a license to get married, to be buried, to have a dog or bicycle, to hunt or fish, and even to serve food.

* Let FAA administer the present regulations that they prepared and make them mandatory for all participating, rather than hoping people will volunteer, before the Department of Transportation, the NTSB and Congress come down with more complex requirements. True, it will cost FAA some manpower but isn't aviation worth it, to get a simple ultralight pilot certificate with no physical examination. The ultralight pilot is already charged with the responsibility of having the knowledge of the rules of the air. So why not give him or her a piece of paper (a certificate) to eliminate negative public opinion.

Next month we will have a report on increasing problems of self serving your aircraft fuel tank and what some airport managers, FAA and Congressmen are saying, or want to do about restricting the handling of FAA approved fuel for auto gas.

One would wonder where their public concern is, when their wife, daughter, grandma or great grandma are out there with the family car pumping gas at a self service station with a cigarette in their hand or mouth. Did you ever wonder how these same public servants get fuel to their snowmobiles, lawn mowers, or chain saws?

Letter to Chapter Presidents
April 1984
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We have a lifetime of challenges ahead of us and I'm proud of our chapter leaders and your members.

Each week for a number of years I have mailed the Officers and Directors of EAA and the EAA Foundation, the four EAA Divisions; IAC, Warbirds, Antique/Classic and the Ultralight as well as other key personnel, a communique - the Friday Gram. This is written to keep our leaders, employees, and others who work close with EAA Headquarters informed. It is an extra effort but I feel it is well worthwhile. For your information, I am enclosing a copy of the April 27th issue.

In reading a number of our Chapter Newsletters, I have noted that there appears to be a lack of knowledge on the part that the ultralight movement has within EAA. In some writings it appeared that the movement was outside the scope of EAA. This observation has undoubtedly been caused by Headquarters not bringing some of the activities to the member's attention through SPORT AVIATION or Chapter Bulletins.

The EAA Ultralight Group consists of Officers, a Board of Directors, 26 chapters and a membership of 5,041. I am enclosing a copy of their monthly publication for your information.

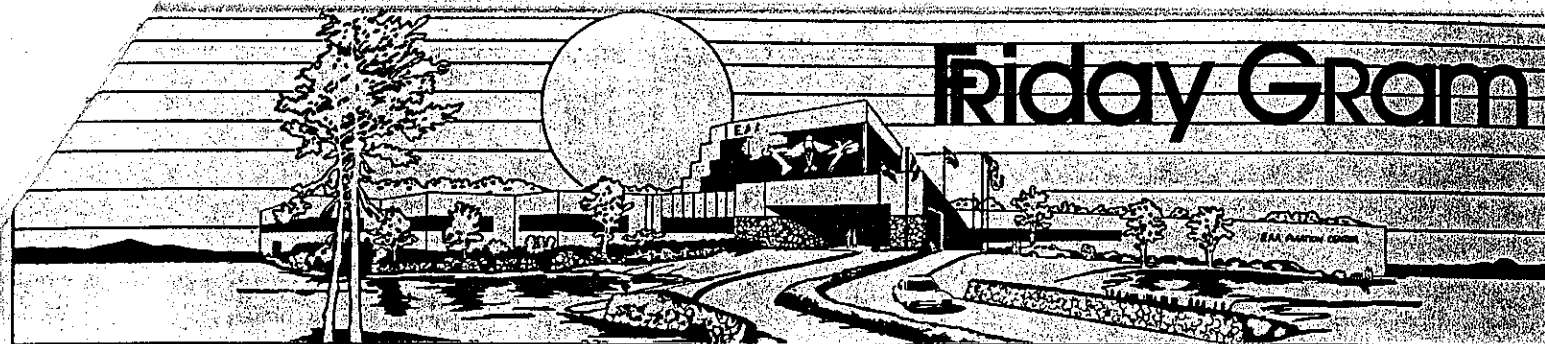
Sincerely,

EXPERIMENTAL AIRCRAFT ASSOCIATION



Paul H. Poberezny
President

Enclosure
lmt/435L



Volume 4, No. 16

April 27, 1984

AUTO FUEL VS. ATTITUDES

I am very concerned with the attitude taken by some airport managers regarding the availability of the FAA approved auto fuel for use in aircraft at their airports. They have been afflicted with a sudden concern over handling, possible spillage and contamination. If as much attention was given to the handling of av gas either in the past or at the present, their arguments would have a bit of logic to them. As we have learned, there is no quality control on av gas after it leaves the refinery, while there is more than adequate attention paid to automotive fuel as it moves from the refinery to the consumer. I plan to make this an issue.

I have just heard of a CFI who was charged with illegally transferring auto fuel from his vehicle to his Cessna 150 in the Seattle area. Dan Skarperud received a ticket on Boeing Field after an officer observed the transfer and found that he did not have a permit for a refueling vehicle. Maximum fine for the offense is \$500.00. Skarperud has an EAA auto fuel STC. The Prosecutor and the Judge resolved the case. Skarperud said, "the Judge decided that for Boeing Field, an aircraft refueler is a vehicle with a cargo tank in excess of 100 gallons. Since my vehicle didn't qualify, no permit was necessary and therefore no law was broken."

Four EAA auto fuel test aircraft are being prepared for an FAA conformity check prior to leaving for Eloy, Arizona on May 1st. We are extremely grateful to AMOCO which has produced a special 17 psi Reid Vapor Pressure fuel which will be used for vapor lock testing under high ambient temperatures. Auto fuel typically has a 10-11 RVP while av gas normally has a 7-8 RVP. As far as we can tell, this is the highest rvp fuel ever produced. We hope to end the vapor lock myths. Thanks to Rex Taylor of HAPI Engines, who is permitting us to use his hangar. A number of non EAA personnel will also be witnessing the test, including: Kas Thomas of AVIATION CONSUMER and Caesar Gonzalez and John Wells of Cessna.

PHP IN D.C.

I spent most of this week in Washington, D.C. I attended a National Aeronautic Association Executive Committee meeting on Monday. I also met with Ed Stimpson of the General Aviation Manufacturers Association with whom I had a discussion on auto fuel handling. I attended a National Airspace Review meeting as a member of the FAA's nine man Executive Committee. We discussed a number of problems related to aviation charts and the problems facing the ultralight movement. Dave Scott and Charlie Schuck attended the meetings with me, as did Col. George Lutz, who often represents EAA on the NAR.



For further information call or write EAA Aviation Center, Wittman Airfield, Oshkosh, WI 54903-2591, 414-426-4800

I also met with Craig Beard and other FAA officials to discuss ultralight activities and problems and the declining general aviation traffic in many areas in which Stage III is being implemented. I was told by one FAA official that they forecast a great increase in general aviation traffic...this is in spite of the fact that the industry has slowed down...and a large percentage of the GA fleet is currently sitting on the ground.

AVCO
LYCOMING

Ernie Tyler of AVCO Lycoming visited us this week. He was responsible for coordinating the donation of the engines which are currently on display in the Aviation Center. We appreciate the engines which have been receiving an excellent response from museum visitors.

We also take great pleasure in announcing a major new award program to be conducted each year in conjunction with our convention. Sponsored by EAA and AVCO Lycoming, the award will go to the EAA member judged to have made the greatest contribution to aviation safety. First prize will be a brand new AVCO O-235 engine! For more information, see "Hotline" in the next issue of SPORT AVIATION.

NEW
SCHOLARSHIP

Tom and I are proud to announce that EAA and the Spartan School of Aeronautics will administer, jointly, a new scholarship program which will be of great benefit to people who wish to make aviation their career. More information on these important new scholarships will be presented in all of our EAA publications.

TELEDYNE
CONTINENTAL

Don Fairchilds of Teledyne Continental visited the EAA Aviation Center this week. It was a pleasure to see him again. We discussed a number of ways in which Teledyne Continental might become involved in an Aviation Center display.

WORK PARTY

A major work party will meet on the convention site this weekend. Many of the volunteers are from Minnesota Chapters. Ray and Bernice Scholler will be here...preparing the Theatre in the Woods. This week, Audrey, Colleen Radell, and a number of other staff members began getting the EAA sales building in shape for the convention.

BOARD
MEETINGS

Next weekend the Board of Directors of the EAA, the EAA Aviation Foundation, the Antique/Classic Division and the Ultralight Assn meet at the Aviation Center. The Warbirds Board is meeting in St. Louis the same weekend.

Dick Hansen stopped in on Wednesday to discuss a number of Foundation activities and the programs we are preparing for the Aviation Center during the 1984 EAA Convention.

Yours sincerely,



Paul H. Poberezny
President