

SEPT/OCT 84



**EAA
ULTRALIGHT
CHAPTER
44**

NEWSLETTER

EAA UL CHAPTER #44
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EAA UL CHAPTER #44, JANUARY 1984

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IMPORTANT, PLEASE NOTE:

1984 DUES ARE DUE, PLEASE USE THE FORM THAT IS ENCLOSED SO WE CAN
UPDATE OUR RECORDS.

JANUARY PROGRAM:

"UL SAFETY AND YOU" and a Viewing of the 20/20 UL video, followed
by a discussion on it. The FEB. Program will be presented by JOHN
BALLANTYNE from AOPA'S ASF. The JAN.5 meeting will be held at
7:30 PM at the WASHINGTON GAS LIGHT COMPANY, 6801 Industrial Road,
Springfield, Va.

CALANDER OF EVENTS:

JAN.14 & 28 <NATIONAL AIR & SPACE MUSEUM, Art collection tours at
10:30 AM & 1 PM (202)357-3030
FEB.2 <EAA UL #44 Meeting
MARCH 1 <EAA UL #44 Meeting
MARCH 10 <Annual Awards Banquet, EAA CHAPTERS UL44, UL20, #186,
WASH. NAVY YARD Officers Club
MARCH 11-17 <SUN & FUN FLY-IN, Lakeland, FL.

STUFF:

The EAA reports that the FAA'S Chicago Aircraft Certification
Office has expressed concern about improper installation of
NICOPRESS SLEEVES by BOTH UL manufacturers and homebuilders. IF you
have not checked them on your UL, DO IT (this requires tools) NOW. If
you do not know how to, contact your chapter Designees for help.

A couple of our members have just purchased PHANTOM UL'S, but
neither is ready yet to fly. The PHANTOM is now for sale from two
local dealers, Northflight UL Aircraft at Woodbridge Airport (last
year you probable would have been hung if you had flown an UL into
Woodbridge, and now...) and Bill Robie at Culpepper Airport. Bill
has YEARS of ULTRALIGHT business experience.

The National Airspace Review (NAR) will be addressing the
operation of UL'S. It will be possible for some participation from
our chapter. If you are interested, contact Bob Chapman at
631-1537. THIS COULD BE VERY IMPORTANT TO THE FUTURE OPERATIONAL
RESTRICTIONS PLACED ON UL'S!

EAA ULTRALIGHT CHAPTER #44
SEPTEMBER/OCTOBER 1984 NEWSLETTER

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

The program this month will feature a talk on UL maintenance and preparation for winter flying (or storage) presented by Dan Brockway, an A&P mechanic and writer for AOPA/ASF. Also, Dan has personal flying experience in quite a few UL models and might be of help if you are investigating an UL for possible purchase.

The Va. Dept. of Aviation would like to come up from Richmond to present our club an Ultralight safety seminar. Hopefully it can be scheduled soon.

Our neighbor and fellow flyers at the Flying Circus (Bealton, Va.) almost slipped it by us this time, but our spies tell us that they are again planning an UL Festival & fun competition NEXT WEEKEND!!! Please come if you can, w/wo your UL and family. This event has proven to be lots of fun, and your chance to demonstrate to the public that 20/20 & USA TODAY are full of it. Check out the enclosed Festival & Flying Circus information sheets please.

Do not forget to start planning to attend the Shenandoah Valley Fly-in, Weyers Cave, Va. At the last meeting it was voted that, since UL Chapter #44 was the only Virginia EAA Chapter not officially supporting the Fly-in, we would join in too. Dave Maitland and Lance Zellers have been attending weekly meeting (there), and will help us plan our club's involvement. This is THE up and coming east coast EAA fly-in, and might eventually replace the Baltimore fly-in. Since we are the ONLY EAA UL chapter in Va., we are going to have to do it (Ultralight portion) if it's going to be done right! So far about six of our members have made plans to fly their ULs to the event.

AOPA ULTRALIGHT PILOT magazine will become a monthly magazine, or more likely a bulletin. Although AOPA will save quite a bit of money by doing this (they have lost a bundle on the magazine), the new format should be more timely and really benefit its members. Also, the ASF has just published its second UL Safety Review, which with the exception of UL training, is very encouraging. You can get a copy by contacting AOPA.

As mentioned at the last meeting, UL liability AND hull insurance is now available. Contact AOPA Service Corp, 301/695-2101.

* The AIR FAIR '84 held at College Park Airport, Md. Sept. 8 & 9 celebrated the 75th anniversary of its being the oldest operating airport IN THE WORLD. It turned out to be really nice, even for those of us that flew ULs in. The 130 mile round trip took 3.5 hours at 75% power, used 4.9 gallons fuel, averaged 40mph ground speed (suffered somewhat from a headwind returning home), and got some air shots of the VW powered airship that attended. A great day, and not bad for a five year old, 11 hp Ultralight- old Lazair #25!

**** CALENDAR ****

SEPT:

- 26 #44 BOARD MEETING, 7:30 pm, Bob Chapman's house, Fly-in planning, etc. 631-1537
- 27 EAA #186 Meeting, 8:00 pm, WGL Center, Springfield

OCTOBER:

- 4 CHAPTER MEETING (#44), 7:30 pm, WGL Center, Springfield, Va.
- 5-7 Shenandoah Fall Festival Fly-in, Shen. Valley AP, contact Dave Maitland, 703/752-2924
- 11 NASM, Langley Theater, 7:30pm, "The Ultimate Is To Survive" Chuck Yeager, USAF (ret.)
- 13-14 Petersburg AP Airshow/Fly-in, 804/861-9771 UL's welcome
- 20 UL Rally, Central Manor AP (near Lancaster), \$20 fee, prizes, 717/285-5978
- 24-27 29th Annual AOPA Convention, Nashville, Tenn. 301/695-2050
- 25 EAA #186 meeting, WGL Center
- 27-28 Winchester Va. AP, EAA #186 Fall Fly-in, Contact George Lutz, 256-7873 UL's welcome

DECEMBER:

- 81st. Anniversary of the Wright Brothers First Flight, Kill Devil Hill, Kitty Hawk Kites, 919/441-6247 (7575)

FOR SALE:

1982 VECTOR 610 UL, ex.cond. w/ transport covers, steerable nosewheel, flexadyne, \$3200/ B.O. 703/752-2924

KASPERWING UL, flight tested & featured in march ULTRALIGHT PILOT magazine, 5 Gal. fuel tank, custom sail, elec. starter, trailer & hitch. \$5000 301/439-1496 or 652-8569 Dan Murphy, Takoma Park, Md.

1982 Quicksilver MX, new sails (1 mo. old) pilot fairing (Eipper) CB Radio, ex. flying cond. \$4500/ B.O. 703/361-5877 Kirk or Kathy Wicker

1984 PHANTOM UL, new, assembled & test flown, custom paint & inst, \$6000, 703/752-2924 Dave Maitland

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

Saturday Sept.29 Schedule:

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

Sunday Sept.30 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 party 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 Sept. 28th. (301/224-4746). Dealers are invited to attend.

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 Chapman at 703/631-1537 (evenings).

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

SECOND ANNUAL FALL ULTRALIGHT FESTIVAL-1984
FLYING CIRCUS AERODROME
BEALETON, VIRGINIA
SEPT. 29 & 30

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

3:00pm 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.

REPORT ON THE SEPT. 18 FAA PUBLIC HEARING
SUBJECT: ULTRALIGHT VEHICLES- SAFETY REVIEW
REPORTED BY BOB CHAPMAN

The first public hearing held by the FAA to review FAR Part 103 and the safety of Ultralight operations was, quite frankly, unbelievable. The major Ultralight manufacturers (Eipper, Pioneer, Rotec) that attended this hearing, the first of four to be held around the country in a two week period, have decided that the down turn in UL sales this year must be the FAA's fault for failing to regulate the UL industry! This, a 180 degrees turn from the industry that just months ago was desperate enough to try anything (even joining PUMA) to preserve the minimum regulation granted to us by FAR Part 103. How can this be?

The move seems to have started at Eipper and is spreading like a cancer thru out the industry. EIPPER HAS GONE SO FAR AS TO PETITION THE FAA TO MAKE MAJOR REVISIONS TO PART 103! These changes include an increase in the weight limit to 331 lbs. (150 kilos) ; minimum wing area limits of 145 sq. ft. w/ flaps, 160 w/o; doing away with max. & min. speed limits (Eipper claims they are not enforceable, and most manufacturers are cheating anyway). So far so good. But then it calls for FAA mandated aircraft registration and pilot training and license, and MANDATORY AIRWORTHINESS CERTIFICATION to PUMA standards as a MINIMUM. No mention was made of a medical requirements to my knowledge.

Pioneer International (the Flight Star UL), although not giving detailed specifications, echoed Eippers call for increased government regulation and then some. They stated that the FAA must erect a structured (regulated) environment in which UL's, and all aviation, can flourish. "Too much regulation is better than too little" from a marketing standpoint, claimed Mr. Greenstadt. He figured Pioneer could meet airworthiness certification based on PUMA's standards for between \$125,000 and \$250,000, or not much more than \$1000 per unit! Does not PUMA claim only \$15,000 to \$25,000? At least Pioneer did not cloud the matter like Eipper. He plainly stated that the FAA MUST build a regulatory barrier to keep out the amateurs (new manufacturers). "Amateurs do not belong in the aviation business" he stated flatly. Nice words coming from yesterdays "amateurs", don't you think?

It becomes obvious that they will accept a smaller market for awhile as long as they can keep a larger market share of it. Being bombarded almost daily by new, sharp designs may delight and marvel us, but think how Eipper etc. must cringe. The "leaders" are fighting back, and fighting for their very survival.

The majority of those speaking pressed for increased FAA regulation. Aircraft registration and pilot knowledge testing/ licensing were targeted by virtually all (EAA included) with the exception of the AOPA, ASF, dealers and Glider Rider magazine group. AOPA's programs suffered multiple attacks, even though ASF'S vehicle & pilot registrations have been increasing at a healthy, steady rate. ASF'S statistics and those borrowed from the NTSB show that besides the big problem of training accidents, probably very little would be gained by increased government regulation of the UL community! EAA found itself squarely in the middle

between extreme calls for heavy reg. and AOPA's absolute minimum regulation.

So why the massive out cry for more regulation? Could be that other segments of the aviation industry are jealous of us, we have it too easy, have not paid our dues. They have shrieked for years that the experiment we know as FAR Part 103 could not possibly work- but it is and they can not stand it. They do not care that there will be little improvement in safety even with massive increases in regulation and costs. Is it not true that safety, safety, safety is the airlines major marketing tool? Have you priced an airliner lately?

Now the UL manufacturers want the increased regulations to use as a MARKETING TOOL, to impress a shocked and scared public (after 20/20, USA TODAY, etc.) how responsible they have become; "The USA Government Seal of Approval!"; As a financial barrier to bar amateur (new) manufacturers now diluting the market place; To help secure product liability insurance for manufacturing and parts suppliers (you will pay for this too).

What does it all mean to you and me? We can make some predictions. More hassles, more expenses, less choices, better tested, (but not necessarily better built) aircraft, quadrupled prices of UL'S within a 5-6 year time span, better, standardized training, improved insurance availability, a smaller UL industry, a larger UL industry, ...WHO KNOWS?

Two last comments (did I hear someone cheer?). Some of you knew about the hearings, some did not. You all had something in common - you did not attend. The FAA representatives were truly disappointed that the hearing was not overflowing with UL operators and enthusiasts. They are our strongest supporters right now - believe it. Historically the manufacturers of aviation products get what they want from the FAA. They supply the standards that are adopted and made law. They could very conceivably get it this time. WRITE A LETTER NOW! EXPRESS YOUR IDEAS AND FEELINGS! IT WILL MAKE A DIFFERENCE. Send it in duplicate to:

FAA, Office of the Chief Counsel, Attention: Rules Docket (AGC-204), docket #24154, 800 Independence Ave. S.W. Washington, D.C. 20591

If you have an ULTRALIGHT in the state of Maryland, look out. Your state Aviation Administrator has just discovered you, and she does not like what (she thinks) you are doing. She denounced the FAA for not regulating UL'S and their operators (Funny, I thought FAR Part 103 WAS federal regulation - check the part on fines if you do not think so!). She dumped on AOPA/ASF for attempting to delude the state and federal governments into thinking self-regulation could accomplish anything other than anarchy, and she stated that giving Industry responsibility for any programs (training, PUMA certification, etc.) were the product of "defective thinking". Maryland views UL'S as AIRCRAFT in every legal sense. UL flight parks must be state approved or will be shut down immediately, etc, etc. She did not have much good to say about us, that is for sure. And I left out the really nasty, personal stuff too! As a friend of mine told me a couple years ago after I got dumped on by a local airport executive, "Boy have we got some educatin' to do!" And it looks like that is truer than ever.

Dear Michael Bradford,

Sorry I flubbed up so badly at the FAA hearings in D.C., but I just got so furious at Maryland's newest professional ignorant bureaucrat that I lost control. What really scares me when people like her speak is that it gets picked up by the popular media (20/20, U.S.A.TODAY, local papers, etc.) as gospel, even if it is trash. I knew I had to attack her statements and defend our "defective thinking", as she put it in all her wisdom, but by then I was so mad I couldn't make any sense to me or anyone else. I'll try to do better next time.

I did do a good job during the four days I spent in January at the FAA National Airspace Review in D.C. Eight out of 10 participants attending these hearing had (financial) interests in direct contrast to ours. I could not really hope to change the final outcome or recommendations. However I did educate them some about our ultralight community - WHO we are, WHAT we fly, WHERE we fly, AND WHY WE FLY. These people that are attacking us many times do not care about flying as such, it's the business of aviation that concerns them. They have no emotional involvement, no dreams of future flights, no immense sense of satisfaction from previous flying experiences only possible in an ultralight. I love flying - that's what makes me tick. I have to keep reminding myself that most people do not, and that is their great loss. GOD gave us this world to work AND play in. I just want to share that part of it that makes me special.

Thank you and the rest of the people at GLIDER RIDER for supporting us, the UL pilots and enthusiasts, at the hearings. Even though I have always admired Tracy's publication as the best, your continued work and support for us - your total involvement - proves you are some of the finest people in aviation.

Yours truly,

Bob Chapman
4013 Novar Drive
Chantilly, Va. 22021
September 23, 1984

P.S. I had a club newsletter left over so thought I'd send it along.