

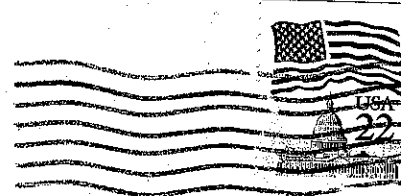


EAA
ULTRALIGHT
CHAPTER
44

Nov 85

NEWSLETTER

EAA UL CHAPTER #44
Bob Breeden, Editor
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*** 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 \$12.00 (subject to change). People joining after June 30th will pay only ½ of the regular dues (full initiation fee still applies). Call 631-1537 for an application.

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:

PRESIDENT	Kirk Wicker, (703)439-2613 or (703)368-7665 (O)
VICE PRESIDENT	Tony Anger, 978-1666
SECRETARY	Kathy Wicker, (703)439-2613
TREASURER	Dave Maitland, (703)752-2924
NEWSLETTER ED.	Robert Breeden, (703)476-5913
SAFETY OFFICER	Pat Derry, 978-1666
PROGRAM Co-ORDINATOR	Dick Jones, 379-4539
DESIGNEES	Dave Maitland, (703)752-2924 and Bob Chapman, 631-1537 (contact for info. on ASF Pilot Examiners too).

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 and those without some formal pilot training. Please contact the AP manager. Chapter members experiencing problems at VA. airports should notify the chapter.

Ultralights and UL pilots (operators) that are residents of Virginia are required to register with the state. The address to write to is: VA Dept. of Aviation, 4508 S. Laburnum

Avenue, P.O. Box 7716, Richmond, VA 23231 or call (804)786-3685. \$100,000 Liability Insurance is required on UL's registered in Virginia.

*** 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.

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As your new Newsletter editor I hope to serve you well. Please fill me in on whatever is happening and I'll be sure to include it here.

Reviewing this 1985 flying season, I recall late April/early May when Ed Whitman opened his field to Chapter #44 club members. Planes trickled in steadily over the next couple of months. Ed charges \$25/month for tiedowns, same charge if you construct a hangar, though initially "temporary" structures were preferred to circumvent zoning/property tax issues. As soon as the airports probationary period is up and receives county approval, Ed Whitman may decide to construct permanent hangers. More on the approval later in this issue.

In June we had the Flying Circus Ultralight Airshow. We had over 20 ultralights present, and probably 150-250 spectators. Tony Anger, of course, kept everyone (almost) entertained between events. Pat Derry took 1st overall.

Since then, there have been several get-togethers, group cross-countries, lots of folks camping in the heat at Whitman's to fly at dawn, and several individuals adventuring alone to challenge themselves in their machines. Pat Derry, of course, set the ultralight record of nearly 20,000 feet in his 503 powered Singleseat MX. Bob Chapman ventured to Winchester and back once in July, on one tank of gas. (How does he do it, with two engines burning fuel?) I flew to Luray in rain in June. 5 gallons going, 2 returning. The Blue Ridge is a confirming, yet insecure place to fly over. Woody Jones has flown his Kolb to Whitmans' 2 or 3 times from Burtonsville, Jim Kelly flew from east of Washington over the water to the Flying Circus.

Recently we had the Fall Flying Circus Ultralight Airshow

Presently most energy in the club is being put toward maintaining our operations at Whitman's strip. Therein lies our biggest asset, beyond having a safe plane to fly.

Mr. Whitman officially opened his field in August, 1984. He opened up to us in the spring and by now we have 8 or so ultralights stored there. Flying goes on at least weekly, with pilots from other airports landing occasionally also. Pilots have pretty much cleaned up their act to fly according to the FAR's.

In August, 1985, Whitmans strip, a state approved and licensed airport, was to be fully accepted in Fauquier County and thus end its 1 year probationary status. However, 1 or 2 weeks before this hearing, some complaints were lodged with the county. These complaints were believed to be about noise associated with contour flying. At that time, I personally visited 4 or 5 neighboring farms and met with the owners and expressed apologies. At the following county board meetings, no one opposed was present, yet the Whitmans strip was given a 3 month extension of its probationary period. That will end sometime in November (the formal hearing date isn't set yet). Prior to that point in time, it is imperative that all pilots and planes stationed at Whitmans be legal. There is a petition out by R.E. Atkins against our field, and of course, Ed Whitman also has a petition in support of our operations with (I believe I heard correctly) over 100 names on it. Notable on his list is Mr. Jimmy Eustac, whom I spoke with about flying over his ground. Apparently he was impressed well enough to decide to support us. I also spoke with Mr. Atkins. He said he is petitioning us on the grounds of a) accountability, and b) safety. Prior to the upcoming county meetings we ought to have:

1. Pilot airman registration with USUF. Call Pat Derry 978-1666 or Jim Kelly (301)855-4046 or USUF for particulars.
2. Airframe Registration with USUF and numbers on your wing. Call Pat or Jim or consult Ultralight Flying magazine for info. on USUF.
3. Liability Insurance through Avemco (800)638-8440. You must have parts 1 and 2 to get 3.
4. Airframe registration with State of Virginia. You must have 3 to get 4.
5. Airman registration with State of Virginia. All of this will cost about \$250.00.

I will have application forms for 4 and 5 at November Meeting.

Ed Whitman is required by the state to check for state airframe registration and has stated "we've got to get legal as soon as possible". We are safe. Let's get accountable also, as all aircraft are required to be.

Rick Matson, Steve Roth, Bob Chapman, Charles Maples, Rob Brook and myself all flew 50 odd miles to the Fly-in at Winchester. After last weeks rain we had a perfect crisp, clear day with the fall colors at nearly their prime. We had a formation flight with some of the UL pilots local to the Winchester area. We met the outgoing Bill Fore, of Fore Aviation. He has built quite a hanger at Winchester Airport, complete with a big bifold door. He was selling Pioneer Flightstars, but will switch to Teratorn when his remaining stock is sold. On the return flight, I made a right turn at the ridge and sailed down to Front Royal. Gorgeous! And I was nearly soaring, I kept getting higher than intended on $\frac{1}{2}$ throttle. The birds were soaring, and would fly as if undisturbed when I accompanied them.

Finally, I encourage any individuals who are presently becoming involved with Ultralights to contact myself or others in the Chapter for suggestions on how to take up this sport safely.

Bob Breeden