

U S U A FLYING CLUB 1 NEWSLETTER

(EAA UL CHAPTER 44)

May 1986

FROM THE LEFT SEAT

by Paul McClung

Well, Spring has sprung, and just around the corner is our spring ultralight competition, the first ever to be conducted at Whitman Field. I hope that everyone in the Club can turn out to take part in this event one way or another. Come compete, come and fly for fun or just come and cheer and meet some of your fellow Club members.

Those of you who come to fly, remember that it will be a more populous weekend than usual at Whitman Field. That means that our potential to annoy will be heightened, so be sensitive to the surroundings and fly safely, gently and as far away from folks' houses as you can reasonably get.

I would also like to let you know that membership in the Club is at an all-time high. I'm not sure exactly what that signifies, whether interest in ultralight aviation is picking up or whether we're running a dynamite program or whether people are just in a "joining" mood. Whatever the reason, it sure is a good feeling to see people pitching in to build hangars or help with the Club's programs or simply to FLY.

Fly Safely!

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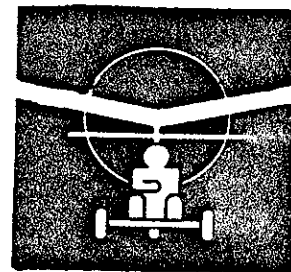
ADVISORIES

A quick glance at the bannerhead of your NEWSLETTER should reveal a change to the discerning reader. Our club now has an official new name, United States Ultralight Association Flying Club 1, affectionately shortened to "USUA etc.etc.". We are also possessed of a new Logo, showing a quarter view of a Weedhopper ultralight with the letters "U S U A" above and the legend "FLYING 1 CLUB" below the aircraft. It's a handsome logo which will be on display on the cover of the

NEWSLETTER as soon as an artist's rendering is available. Prez McClung has already made arrangements for fifty patches to be made up. They'll be available to club members at slightly over cost as soon as they are finished. With patches in hand, can T-shirts be far away?

APRIL 26 WHITMAN FLY-IN

As you read this, the first fly-in and competition to be hosted by the Club at Whitman field is only a short time away.



ULTRALIGHT FLIGHT TRAINING

301-855-4046

WHERE: DEEP CREEK AIRPORT, Near Shadyside, MD. Take Pennsylvania Avenue (4) East from the Beltway, to the 258 Bristol/Deale exit. Continue towards Deale until you arrive at a three way intersection with Schwartz Realty dead ahead. Turn left on 256, proceed until you arrive at a three-way with Miller's Garage dead ahead. Turn right onto 468, proceed now 1.1 miles, look for signs indicating DEEP CREEK AIRPORT. Make a right, and follow the road to the airport, parking in the lot beneath the orange windsock.

WHEN: Weekends, and by appointment.

FEES: Introductory lesson.....\$35
Two-seat Ultralight dual instruction.....\$40 per hr
Ground, Academic instruction.....\$15 per hr
Books, Powered Ultralight Flying, Micrometeorology..\$17
Group Rates.....On request
*Novice (No experience)...Expect 8-12 hours dual, 8-12 hrs grnd
*Private pilot.....Expect 3-5 hours dual, 3-5 hrs grnd

WHAT YOU WILL LEARN:

AIRMANSHIP	CROSS COUNTRY SKILLS
AERODYNAMICS	EMERGENCY PROCEDURES
WEATHER CONDITIONS	SAFETY-SAFETY-SAFETY
FEDERAL AIR REGULATIONS	MAINTENANCE
OPERATING LIMITATIONS	ULTRALIGHT ORGANIZATIONS

OBJECTIVE:

US Ultralight Foundation written/oral/flight exam,
US Ultralight Foundation Ultralight Pilot Registration.

YOUR INSTRUCTOR:

James T. Kelly (Jim)

Ultralight pilot since 1982
US Ultralight Foundation Registered Examiner
1984 EAA Ultralight Grand Prix Professional Champion Pilot
1984 EAA Ultralight Chapter 44, President
1985 USA Microlight World Team Captain
1986 US Ultralight Assoc. Microlight Competition Director
Private Pilot SMEL/SES // Naval Flight Officer, USNR

(FLY-IN cont.)

Later in the NEWSLETTER, there is a full-page attachment which specifies the competition events which are planned for April 26th and the eligibility requirements to enter the competition. Those of you who plan to compete, read it with care, for you will be executing those details shortly. Those of you who do not plan to compete, read it with care; it may interest and stimulate you enough to get you to change your mind.

Ed Whitman is planning a fundraiser for the Fauquier County Parks and Recreation budget. There will be entertainments of various sorts, complete with music and games for the kids. This will take place on Sunday, the 27th. As you will see from the competition announcement, this is either our rain date or a free flying day. In either case, we are likely to be part of the entertainment. Ed can't predict how many people are going to show up, but those of us who fly at Whitman Field that weekend, be particularly safety conscious!

HANGARS IN SERVICE

They are not totally finished yet but the hangars at Whitman Field are already busy doing what hangars do: protecting airplanes. They were constructed in phenomenally short time (given the malevolence of February) and completely by the labors of members of the Club. Well, not completely. The work was just so gol-durned interesting that passersby and neighbors were wont to stop by and help the job along a little.

In any event, both hangars are roofed, sided and braced. Both

are pretty much weather-proof, although open-doored. In addition, the space between the hangars has been roofed over and may ultimately serve as office, ready-room or a place of protected conviviality for people at the field. (Suggestions have been legion as to what this space might be stocked with, but many have met with scorn or will not be acceptable to the Sheriff). Planning is still to be done to solve the door problem. If you have knowledge which would help in the engineering of sliding, folding or swinging doors for openings roughly 40' wide by 12' high, please make yourself known to Paul McClung. There is still energy left in the work force, in spite of the onset of flying weather, and the folks storing their planes at Whitman Field will certainly be interested in getting the doors done.

WING TIPS

by Patrick A. Derry

Attached to this month's NEWSLETTER is a USUF Accident/Incident report form. Most people are reluctant to report an accident or incident because it is a lot like putting yourself on report. While nobody likes to admit that he screwed up, it is important to report all accidents or incidents involving ultralights. The USUF will not divulge to anyone the name of any pilot filing a report, so there are no problems with "putting yourself on report". The pertinent facts are the only data that are kept. The pilot information is just so they can call you if they have a question as they are entering the data in the computer. The identity of the pilot is then removed from the stored version

(WING TIPS cont.)
of the report.

It is important to report accidents and incidents because this information is used to alert us to problems and to help make our sport safer. An example of this is the recent problem associated with ballistic parachutes (wet pyrotechnics). A report to the USUF alerted us all. The report doesn't have to be that dramatic, either. You may report a forced landing caused by an engine failure that doesn't seem significant in itself, but when combined with all the other reports, a significant problem may be identified.

Let's hope that this year is a safe flying year for us all and that we don't have much use for these forms. Let's also make sure that a decrease in the number of reported accidents is caused by a decrease in accidents, not just a reluctance to report them. If the latter is the case, we are only hurting ourselves.

Thought of the Month: When a crash is inevitable, find the softest, cheapest object and strike it just as slowly as possible.

DUES

Because this month's NEWSLETTER is going to press a little early, those few of you from whom we have not received renewals will get your copy this month. Check your mailing label. If there's a dollar sign by your name, this is the last NEWSLETTER you will receive until we receive your renewal.

MAY FLIGHT PLAN

April 26/27 - Whitman Field Fly-in, Competition and camp-out.

May 1 - USUA Flying Club 1 Meeting.

May 17 - Ultralight competition, Harford County Airport

May 31 - Fly-in, Bealeton Flying Circus Aerodrome.

May 31/June 1 - EAA Chapter 186 Fly-in, Winchester (Va) Airport.

CLASSIFIED

'83 MXL w/many acc	\$7700
'84 MXL w/floats	\$7500
'84 MXL 80 hrs TT	\$5500
'84 MX w/many acc	\$5000
'83 MX custom	\$4000
'83 MX ultrameter	\$3500
'83 MX strobe	\$3500
'82 MX Cuyuna	\$3395
Club MXL share	\$575
Quicksilver weightshift, Yamaha, never flown.	\$1200
<u>Windstar Aviation 301/879-1995</u>	
Cuyuna 430 w/electric start & MX drive shaft. 52x32 prop w/Kevlar leading edge. Best offer.	
<u>Elmer Dehn</u>	<u>301/636-2554</u>

U S U A FLYING CLUB 1
FIRST ANNUAL SPRING ULTRALIGHT COMPETITION

APRIL 26 - 27, 1986
WHITMAN FIELD CATLETT, VIRGINIA

Saturday, May 26 Schedule:

Registration: 8:00am - 9:30am
Pilots' Briefing: 9:30am
Competitions: 10:00am

Sunday, May 27 Schedule:

Rain date for the competition,
schedule the same as Saturday.
Otherwise, free flying.

COMPETITION: The competition events will include a Bomb Drop, the FAI Microlight accuracy landing, FAI Microlight "Short-Short" takeoff and landing and a Cross-Country task (for field lay-out and scoring for the takeoff and landing events, see other side).

ENTRANT'S FEE: An entrant's fee of \$5.00 will be charged eligible pilots who register to compete.

ELIGIBILITY: The competition is open to any pilot who is:

- a. A USUF-registered pilot and
- b. Flying a USUF-registered aircraft which
- c. Meets the definition of an FAI Microlight and
- d. Pilot and plane are FAA-legal by FAR 103 or other applicable regulations.

(Documentation that an ultralight meets the provisions of FAR 103.7 will not be required, but an aircraft obviously in violation may be excluded from competing at the discretion of the Contest Director)

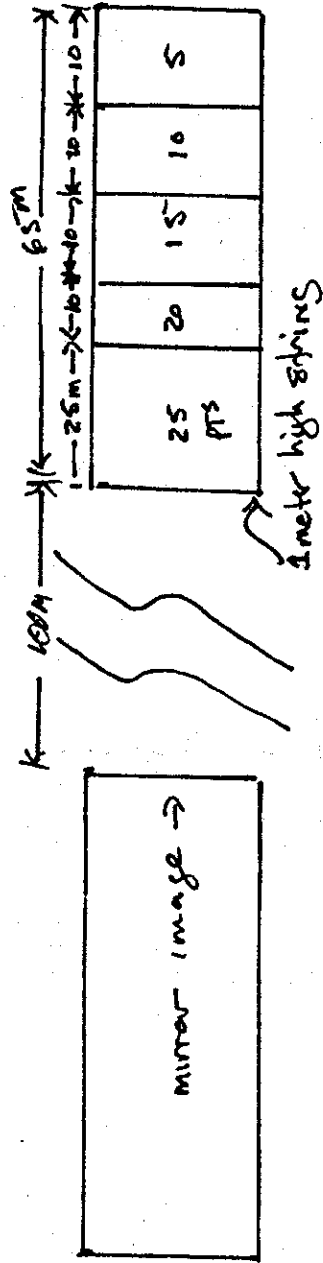
AWARDS: Prizes for first, second and third place will be awarded for each event and for overall standing in the competition.

LOCATION: The competition will be at Whitman Field near Catlett, Va. To reach the field by road: I-66 to Rt. 28 at Centerville, south through Manassas to Catlett. Left on 806 in Catlett. After 4.4 miles, left on 611. Whitman Field is 1 mile on left. By air, overfly Manassas Airport and follow double railroad tracks southwest for five miles until intersection with steel-towered power lines. Left and follow power lines south for another five miles to Whitman Field. Look for blue quonset hangar next to two white-roofed hangars. Main 2400' north-south runway is marked by orange cones.

CAMPING: There will be camping on Friday night, April 25, for early arrivals and on Saturday night, April 26. There is ample space, but toilet facilities are limited. Bring your own grub and favorite potation and expect to enjoy good company on either or both evenings.

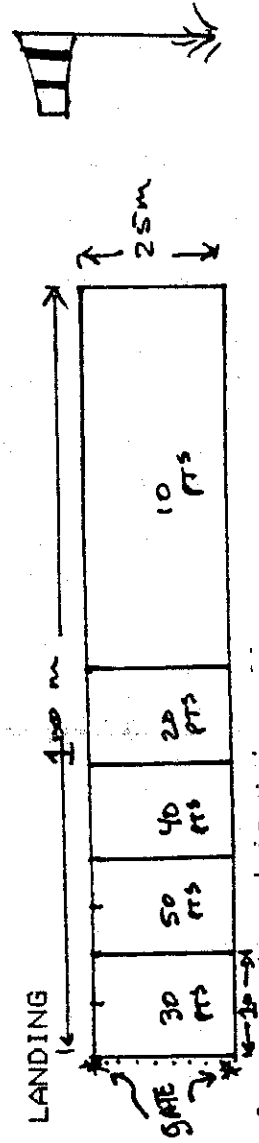
INFORMATION: For information, call the Contest Director, Kirk Wicker, at work, 703/368-7665 or at home, 703/439-2613.

SHORT/SHORT



THE TASKS

PRECISION LANDING



OFFICIAL USE

REPORT NO.
X-REF NO.
REPORT REC'D
DATE ADDED

UNITED STATES ULTRALIGHT FOUNDATION ACCIDENT/INCIDENT REPORTING FORM



THE IDENTITY OF THE PERSON(S) SUBMITTING
THIS REPORT AND THE PERSON(S) INVOLVED
WILL NOT BE MADE PUBLIC.

A. GENERAL INFORMATION

1. TYPE	2. INJURIES	3. DAMAGE	4. DATE OF OCCURENCE	5. TIME (LOCAL)
ACCIDENT	NONE	NONE		
INCIDENT	MINOR	MINOR	6. LOCATION (STATE, CITY OR TOWN, AND STREET)	
UPDATE	SERIOUS	SUBSTANTIAL		
OTHER:	FATAL	TOTAL		

7. BRIEF DESCRIPTION (ATTACH ADDITIONAL SHEETS IF NECESSARY)

B. OPERATOR

1. NAME AND ADDRESS		2. REGISTERED Y/ USUF?		3. AGE
		YES	NO	
		4. SEX		5. WEIGHT
		M	F	
6. OPERATORS ULTRALIGHT EXPERIENCE:		7. FAA RATING?		8. CONDITION
TOTAL HOURS OF INSTRUCTION		NONE	ATP	EXCELLENT
HOURS FLOWN LAST 6 MONTHS		STUDENT	BGI OR AGI	NORMAL
TOTAL UL HOURS		PRIVATE	MILITARY	TENSE
HOURS IN MAKE /MODEL		COMMERCIAL	ROTARY	TIRED
TIME SINCE LAST FLIGHT		INSTRUMENT	BALLOON	MEDICAL PROBLEM
MONTHS OF UL EXPERIENCE		CFI	HOURS:	INTOXICATED
OTHER:		OTHER:		OTHER:

C. VEHICLE

1. MAKE AND MODEL		SINGLE SEAT	2. SERIAL NO.	
		TWO-PLACE		
3. ENGINE		4. USUF REGISTERED?		5. USUF REG.
		YES	NO	
6. MODIFICATIONS		7. HOURS ON VEHICLE		8. PERSONS ON BOARD
9. EQUIPMENT	10. OWNERSHIP		11. STORAGE	
ASI	OWNED - PURCHASED NEW	BORROWED	HANGAR	TRAILER
PARACHUTE	OWNED - PURCHASED USED	STOLEN	BARN	TIEDOWN
HELMET	RENTED	OTHER:	GARAGE	OTHER:
OTHER:				

D. LOCATION

1. AREA		2. SITE/TERRAIN				3. AIRSPACE	
URBAN	YARD	FLIGHTPARK	STREET/ROAD	FLAT	UNCONTROLLED		
SUBURBAN	BUILDING	FIELD	WATER	HILLY	CONTROLLED		
RURAL	PARK	FOREST	DESERT	MOUNTAINS	OTHER:		
OTHER:		AIRPORT	PARKING LOT	COASTAL	OTHER:		
						4. ELEVATION	

E. FLIGHT HISTORY	1. SOURCE OF FLIGHT		2. PURPOSE OF FLIGHT			3. PHASE OF FLIGHT		
	AIRPORT		RECREATION		COMPETITION		GROUND	
	FLIGHTPARK		TRAINING		DEMONSTRATION		TAXI	
	FIELD		TEST		MILITARY		TAKEOFF	
	ROAD/STREET		FERRYING		OTHER:		CLIMB	
	OTHER:						LANDING	
		4. LENGTH OF THIS FLIGHT (HOURS, MINUTES)			5. ALTITUDE (ABOVE GROUND LEVEL)			

F. WEATHER	1. SKY CONDITIONS			2. LIGHT			3. TURBULENCE		
	CLEAR			FOG / HAZE			DAWN		
	SCATTERED CLOUDS			OVERCAST			DUSK		
	BROKEN CLOUDS						DAY		
							NIGHT		
4. VISIBILITY (MILES)			5. TEMPERATURE (°F)			6. WIND VELOCITY (MPH)			GUSTING TO (MPH)

G. ADDITIONAL INFORMATION	1. THIRD PARTY INJURIES			2. THIRD PARTY DAMAGE			3. COMPONENTS DAMAGED		
	NONE			NONE					
	SERIOUS			SUBSTANTIAL					
	MINOR			MINOR			OTHER:		
	4. CAUSE FACTORS: (SPECIFY PRIMARY [P] AND SECONDARY [S])								
	UNKNOWN			MIDAIR COLLISION			COLLISION WITH GROUND OBJECT		
	INADEQUATE INSTRUCTION			PILOT ERROR			BUZZING / FLYING TOO LOW		
	UNAUTHORIZED OPERATIONS			ENGINE FAILURE			FUEL STARVATION		
	WEATHER			INADEQUATE MAINTENANCE			FUEL EXHAUSTION		
	STRUCTURAL			MANUFACTURER DEFECT			INADEQUATE OPERATING SITE		
	AEROBATICS			ULTRALIGHT DESIGN			VORTEX TURBULENCE		
POWER LINES			UNAUTHORIZED MODIFICATIONS			DARKNESS			
MEDICALLY IMPAIRED			PILOT INDUCED OSCILATIONS			FOREIGN OBJECT IN PROP			
INADEQUATE PREFLIGHT			IMPROPER POWER MANAGEMENT			FAILURE TO MAINTAIN FLIGHT SPEED			
CONTROL SYSTEM FAILURE			IMPROPER USE OF CONTROLS			DRIVE TRAIN FAILURE			
FLYING UNDER INFLUENCE (ALCOHOL OR DRUGS)						OTHER:			

REPORTER	NAME, ADDRESS AND PHONE	

PLEASE
ATTACH
STAMP

U.S. ULTRALIGHT FOUNDATION
 UAIRS DIVISION
 BOX 557
 MT. AIRY, MD 21771