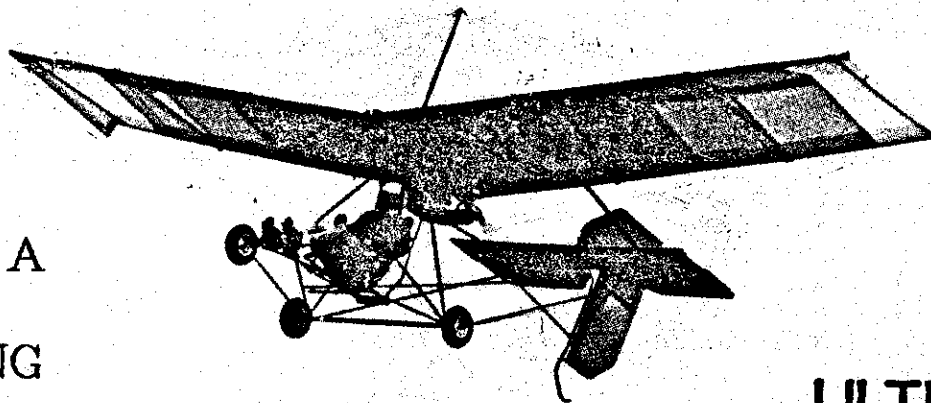


Robert B. Chapman
4013 Novar Drive
Chantilly, Va. 22021



NEWSLETTER



USUA
FLYING
CLUB
ONE

EAA
ULTRALIGHT
CHAPTER
44

* * * GENERAL INFORMATION * * *

The United States Ultralight Association Flying Club #1 (EAA UL Chapter #44) is a non-profit, educational club dedicated to the sport of recreational ultralight flying.

Meetings are held at 7:30 P.M. on the first Thursday of each month in the auditorium of the Springfield Operations Center of the Washington Gas Light Company, unless stated otherwise 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 and continue until you reach the WGL Center at 6801 Industrial Road on the left.

1986 CHAPTER OFFICERS

PRESIDENT	Paul McClung	703/860-2919
VICE PRESIDENT	Jim Kelly	301/855-4046
SECRETARY	Rob Brooke	301/279-2816
TREASURER	Dave Maitland	703/792-2924
PROGRAM CHAIRMAN	Rick Matson	703/430-0216
SAFETY OFFICER	Pat Derry	703/978-1666
NEWSLETTER EDITOR	Rob Brooke	301/279-2816

* * * * *

*** Members are encouraged to submit items for inclusion in this newsletter. Articles and non-commercial classified ads will be run, space available, free of charge for current members. Commercial ad rates are: full page - \$10.00; 1/2 page - \$5.50; 1/4 page - \$3.00; business card - \$1.75.

* * * * *

MEMBERSHIP APPLICATION Mail to: Rob Brooke USUA Flying Club 1
Dues: \$15.00 1809 McAuliffe Drive, Rockville, Md 20851

NAME: _____ DUES INCLUDED: _____

ADDRESS: _____

PHONE H: (____)____-____ W: (____)____-____

UL'S OWNED: _____ USUF#: _____

USUA#: _____ EXAMINER? ____ 2-PL? ____ EAA#: _____ AOPA#: _____

FAA RATING: _____ DEALER: _____

INTERESTS: _____

U S U A FLYING CLUB 1 NEWSLETTER

(EAA UL CHAPTER 44)

June 1986

FROM THE LEFT SEAT

by Paul McClung

What a great weekend of flying fun! I refer, of course, to the April 26th Fly-in and Competition at Whitman Strip. The real heroes are all those who helped by volunteering their time and effort to make it a success.. Kirk Wicker had his hands full and did a fantastic job of running things. He started working on the field Friday morning and did not stop until late Sunday night. Thanks, Kirk, you really made the whole event a success.

Also on the honor roll: Cathy Wicker made our bean-bag bombs (which will continue to see service in future "Bomb Drop" events), Rob Brooke made marking stakes for the "Short-Short" event, Lisa and Ann Critchfield sold hot-dogs and drinks, Dick Jones and Pat Derry helped at the gate and with the construction of the stage for Ed Whitman's Fund-raiser. Many other people helped "all over the field", more than I can name. Thanks to all of you. You really made it go! Now let's not rest on our laurels but get out and help with the Fly-in and Competition at Whitman Strip on May 31st and make it go, too. With decent weather and the lessons learned at the April 26 competition, this should be an event which every member of the Club can enjoy. Anyone who can, please call Pat Derry, the Contest Director, and volunteer your services - unless you plan to compete - in which case your services will be needed "in the air"! More planes, more people, let's show support for ultralight flying.

The Club patches will be available soon. I have every reason to expect that they will be ready by the May 31 Fly-in. That's just another reason to be at Whitman Strip on the 31st of May. Those patches will go like hot-cakes.

See you at the Fly-in.

Fly Safely!

* * * * *

ADVISORIES

Please welcome new member Jim McKay. Jim and his wife, Cindy, are both ardent ultralight pilots and, with their Eipper MX are just about the first ultralight pilots to have used Whitman

Strip. Jim has been keeping his plane in the blue quonset hangar at Whitman's since Spring of 1985.

Your attention is called to the Competition Flyer for the May 31st Fly-in at Whitman Strip,

(ADVISORIES, cont.)

which is included with the NEWSLETTER. PLEASE note that the location has been changed from the Flying Circus Aerodrome at Bealeton to Whitman Strip. This unfortunate change is the result of a schedule conflict which neither the good people at Bealeton nor the Contest Committee of the Club could resolve. The Flying Circus Aerodrome will host an ultralight Fly-in on Saturday, May 24th, but we will not be prepared to run our standard competition by that date. Anyone who thinks he'd like to go show off his ultralight and flying skill at Bealeton on May 24th, please give Pat Derry a call and let him know (703/978-1666). The Flying Circus Aerodrome is a fun place to fly and it is a really easy flight from Whitman or Warrenton-Fauquier.

Pick up a copy of the latest Washington Sectional and the Washington Terminal Area chart. On both, at the northwest corner of the Quantico restricted area, you will find **Whitman Strip**. This doesn't have anything to do with the dress code, but will help you cross-country pilots get to and from.

APRIL WHITMAN FLY-IN

by Paul McClung

Work to prepare the field started Friday morning, April 25th. The runway was mowed and the first lines of the competition grid were put down. We used the Club's new line marker and followed the course outlined by Jim Kelly in Ultralight Flying. It looked great from the air!

The weather Saturday, the day of the competition, was nice in the morning but by the time of the start of the cross-country event,

it was getting pretty bumpy. Four intrepid pilots decided to go- Jim Kelly, Dave Maitland, Jim Critchfield and Steve McClung. The course was a triangle of more than fifty miles with landings for turn point verification at Greenhouse and Fox Acres. Arriving just two minutes off his predicted time, Dave Maitland garnered the prize for 1st Place in his Phantom. Jim Kelly in his "USA" Starflight Stiletto took 2nd Place and Jim Critchfield placed 3rd in his MX.

The Bomb Drop event was won by Rick Matson in his Weedhopper. Again winning 2nd Place honors was Jim Kelly and 3rd Place was taken by Pat Derry, flying an Eipper MX II minus one.

The Short-Short was the most popular event with the gallery. Take-offs were the easy part; landings were often pretty wild. There was real fire in the eyes of some pilots. You could tell they were going to set 'er down in the money or bend something trying. The overall tally was: one bent main gear on a Phantom, one bent down-tube on an MX. Names are withheld to protect the guilty. The event was won by Pat Derry, with 2nd Place taken by George McClung and 3rd Place by Steve McClung.

Owing to shortness of time, the Precision Landing event was not held. Prizes for the Cross-Country and Short-Short were awarded and Whitman Strip settled down for the night.

Quite a few people camped out at the field. John Ballantyne, the president of USUA was with us as was a representative of Ultralight Flying, who was covering the event for the magazine. Lanterns hung in the hangars and

(APRIL FLY-IN, cont.)

tall tales of airborne insanity enlivened the gathering 'til late into the evening.

Sunday morning was spent getting ready for Whitman's Family Fun Day. Events included Bluegrass music, clog dancers, live radio coverage by Big K Radio and a radio-controlled model airplane show. The crowd was smaller than we'd hoped but they all seemed to have a great time. The kids' games, the highlight of which was a greased pig contest, were entertaining for kids and grownups alike. Ed Whitman did a fantastic job.

Altogether, thirteen planes showed up during the course of the weekend. Jim Kelly's "USA" Starflight Stiletto was a real attention-getter as were the less-often seen craft which were flown in: two Pteradactyls from Waldorf, a Spitfire from Winchester and a Kolb from Stafford County. It certainly was a satisfying "gaggle" of ultralights to grace Whitman Strip for our first Fly-in there!

DARE TO SWITCH OFF

by Rob Brooke

In most areas dealing with flight safety, ultralights are like other powered aircraft. The same consequences await him who takes off with too little or contaminated fuel, poor pre-flight inspection, conditions too severe for the airframe or pilot's competence, etc., etc., etc. One significant area of difference, however, is engine reliability.

Small, feisty, 2-cycle, high RPM, single-ignition - ultralight engines just aren't as reliable as the slow-turning, double-

ignition, detuned 4-cycle engines of other aircraft. One glance at the "Back Side" feature in the April '86 issue of Ultralight Flying! tells the story. The leading cause of accidents/incidents among trained ultralight pilots: **engine failure**. With this in mind, every ultralight pilot should expect that, at some point in his career, his engine will fail.

This attribute of ultralight engines is a disadvantage, but there are offsetting advantages. An ultralight can be landed without power more slowly and in less distance than any other fixed wing aircraft except a hang glider. Even sailplanes, designed to terminate every flight with a power-off landing - and with spoilers and brakes to assist them - land hotter and use up more field than an ultralight. The sailplane pilot has one distinct advantage, however. He practises power-off landings all the time and is totally confident.

Therefore, fellow pilots, in addition to all your other safety techniques, you should practise power-off landings regularly. If the notion of switching off your engine gives you butterflies, the following graduated regimen of practise should get you over the hump. Practise at each level until you feel completely comfortable and confident before moving to the next level. If at any level you experience more than the expected lack of confidence, move back a level and practise awhile.

Select a field for your practise that provides a lot of extra runway length and plan to touch down near the middle. This will allow the excess runway length to

(SWITCH OFF, cont.)
forgive both under- and overshoot landings. If the field is used by other people, practise on days when the pattern is empty.

Level 1: Should be able to be accomplished easily by any pilot. Fly your normal powered downwind and base legs. On turning to final, reduce to idle power as soon as the turn is complete and do not touch the throttle again until you are stopped. Remember, you are planning your touchdown for near the middle of the runway to allow for error.

Level 2: Repeat as for Level 1. As soon as you have reduced power to idle, switch off and land straight ahead, power off.

Level 3: Climb to 1000' directly over the field or near the downwind end. Reduce power to idle. Try to set up and execute a landing without the use of additional power. Remember to plan your touchdown near the middle of the runway. You will need to glide downwind of your planned touchdown point to set up your approach but remember the basic rule of power-off approaches: **Make all turns toward the runway!** If your engine is one which tends to "load up" during extended idling, open the throttle occasionally to clear the engine but otherwise, remain at idle. If it becomes obvious that you have flubbed the approach, add power, climb back up to 1000' and try again.

Level 4: Climb to 1500' and practise in-air engine restarts. Reduce power to idle and switch off. When the engine has stopped and you have entered a comfortable glide, switch on and restart the engine (no choke, the engine's already warm). Climb

back to 1500' feet and do it again. If you fail to restart the engine by the time you reach 800', stop trying and execute Level 5 - you were ready for it after Level 3, anyway.

Level 5: Climb to 1000' as for Level 3. After reducing power to idle, switch off. Execute a landing as in Level 3. If you feel the approach is flubbed when you reach 400', restart the engine and climb back to 1000' and try again. If the engine has not restarted after a couple of tries, land (see why we picked a big field?). Continue at Level 5 until you feel completely confident.

Level 6: By now you have the confidence you need. This level is for refinements. Repeat the set-up for Level 5. Now, however, instead of being satisfied with touchdowns "somewhere near the middle of the runway", select a specific spot and try to land accurately. Keep improving your judgement about gliding distances and approach angles. Remember, wind speed variations will have a big effect.

Locate your engine switch-off point farther and farther downwind. You need to gain an appreciation of how far an emergency landing field may be upwind and still be available to you.

Finally, two words of warning: 1. Make power-off final approaches steeper and faster, particularly in windy conditions. You do not want to encounter a wind gradient stall without power to bail you out; 2. Never fly along without knowing a workable answer to the question, "If your engine quit **NOW**, where could you safely land?".

PROPETH WASH

by Patriacus of Derry
(with apologies to Lcdr. D.B.
Fennessey, USN)

And on the 8th day, or some considerable time later, man slipped the surly bonds of earth. As an eagle, he soared above the tents and flocks of his less fortunate brethren. And his craft contained therein many tins of burnable elixer which belched much smoke and vile noise. And man soared above the clouds and his heart was like a lion's.

But on the 9th day, man came to find that his great chariots made of fire and steel cost many more talents of silver than aught but the rich could afford. And those of stout hearts but weak purses called out to GOD and entreated Him to help them in their dilemma. And GOD took pity on His children and (not without a sense of humor) gave them a winged chariot with which to climb into the heavens. And these were called Ultralights.

On the 10th day, a great cry went out from the Elders: "Who among you has courage enough to fly these winged chariots, made of naught but cloth and bone?" And a hush fell among the people, for none would come forth. But from the asylums and brothels and houses of the wine sellers came forth the few. And their eyes were as an eagle's (albeit bloodshot) and their hands were semi-steady and their hearts were like a lion's. Yet their thirst was considerable, their spirits untamed and their morals subject to considerable concern. And the Elders, seeing that none more worthy came forth, sighed greatly and called them Ultralight Pilots

and their wings were of purest gold and they went forth into the heavens and their hearts were as a lion's.

On the 11th day, the Elders bemoaned their plight. The ultralight pilot was not an angel and was not always borne up from his perils. His chariots were too often consumed by the anger of the sky, or the furnaces went out and multitudes perished. And the taxpayers were wroth, for it cost many drachmae to gather the fallen. And the Elders rent their garments and gnashed their teeth and wailed, "What shall become of us? Surely, we are doomed!"

On the 12th day, Wisdom came into the gray heads of the Elders. In one voice, they said, "Safety in all things. We shall make an end to Folly; build our chariots cleverly and teach our ultralight pilots to maintain them well. They shall follow the Books of Wisdom, for man's remembrance is imperfect. Nor shall any ultralight pilot drink of wine but be well rested and girded before flight. His heart should still be as a lion's, but he should have the wisdom of an owl." And the Word was Safety, and the Word went out among the people. And the Word worked miracles.

On the 13th day, the Elders marvelled. Ultralight pilots lived to the age of fruition and multiplied (a mixed blessing). They delighted in keeping their eyes, ears and loins without blemish. The plague of falling chariots had subsided and many talents of silver were saved.

On the 14th day, the earth shall resound with rejoicing, for all aviators shall return from the sky alive. And the Elders shall congratulate one another, saying,

(PROPETH WASH, cont.)

"Safety is truly in men's hearts."

CLASSIFIED

JUNE FLIGHT PLAN

May 24 - Bealeton Fly-in, Flying Circus Aerodrome.

May 31 - May Fly-in and Competition, Whitman Strip.

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

June 5 - Club Meeting.

June 8 - Chestertown Fly-in breakfast, Scheeler Field, Chestertown, Md.

June 21/22 - Cross-country weekend.

June 21 - Harford County Ultralight Fly-in, Harford County Airport.

'83 MXL w/many acc.	\$7700
'84 MXL w/amphib 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
Kolb Ultrastar	\$5250
Club MXL share	\$575

Cuyuna 430 w/elec.start, MX drive shaft. 52x32 prop w/Kevlar leading edge. Offer. Elmer Dehn, (301)636-2554.

'83 MX - Fairing, instruments, ballistic chute, strobe, wing covers and trailer. 40 hrs TT, always hangared. \$5000.00. James O'Brien (919) 946-1595.

U S U A FLYING CLUB 1
MAY FLY-IN and ULTRALIGHT COMPETITION

MAY 31, 1986

Saturday, May 31 Schedule:

Registration: 8:00am on.
Cross-country task may be undertaken any time up to 11:00am. On-field events will commence at 1:00pm.

Sunday, June 1 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.

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 Strip 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 Strip 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 Strip. Look for blue quonset hangar next to two white-roofed hangars. Main 2400' north-south runway is marked by orange cones.

CAMPING: There is opportunity for camping at the field. There is ample space, but toilet facilities are limited. Bring your own grub and favorite potation and expect to enjoy good company and hangar flying.

INFORMATION: For information, call the Contest Director, Patrick Derry, at work, 703/979-5080 or at home, 703/978-1666.