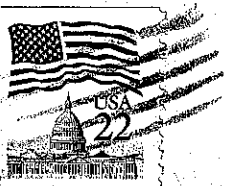
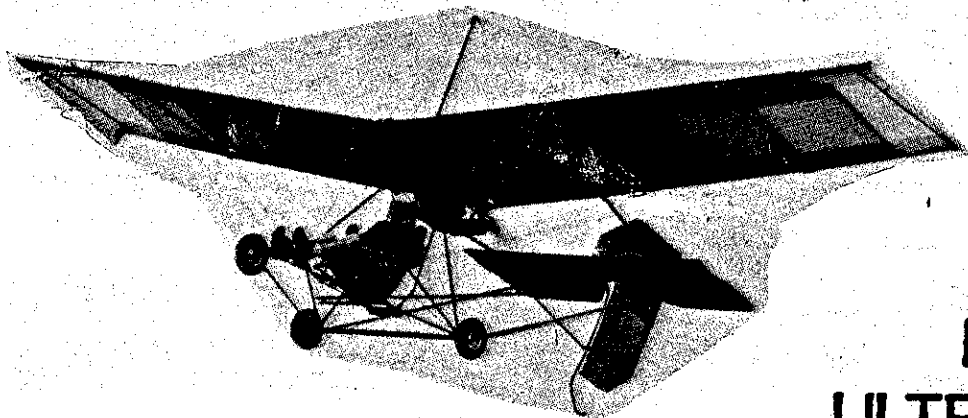


Robert B. Chapman  
4013 Novar Drive  
Chantilly, Va. 22021



# NEWSLETTER



EAA  
ULTRALIGHT  
CHAPTER  
44

\* \* \* GENERAL INFORMATION \* \* \*

The Experimental Aircraft Association Ultralight 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 EAA UL Chapter #44  
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: \_\_\_\_\_

## E A A ULTRALIGHT CHAPTER 44 NEWSLETTER

JULY 1986

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### FROM THE LEFT SEAT

by Paul McClung

As your President, I see my job as one of organizing and executing a program of activities and of support for ultralight aviation which provides you with what you want out of the Club. Well, friends, I'm running into a problem. I'm having difficulty finding out what it is you really want. There are only two ways to remedy the situation. Pick up the phone, call me and bend my ear for a while. Or if you want to make a stronger impact, come to the Club's scheduled meetings.

There will be inducements to your attendance, starting with the next meeting. After the meeting, Jim Kelly will be offering a program of ground school instruction leading to the attendee's successful completion of the USUF written examination for UL Pilot Registration. The class will follow close upon the completion of the business portion of the meeting and is free of charge to meeting attendees. This gift from Jim should be important to all of you who wish to register with USUF and should also be of interest to experienced pilots who want to brush up.

Another inducement, especially for pilots who harbour the wish to base their planes at Whitman Strip, will be open discussion of the rules under which the field will be administered. Ed Whitman is turning to the Club for help in setting up some guidelines, and I feel that those who have an interest should have a voice. We will try our best to let you know what's in the wind through the NEWSLETTER, but your absolute best insurance is to get yourself to the meetings. Enough said!

I'd like to urge you all to come by the National Air and Space Museum to see some familiar faces and to help out with moral support during the Ultralight Exhibit on July 4th, 5th and 6th. I'd particularly like to thank all of you who are schlepping your planes down to the Mall to make a success of the show. It takes a lot of effort, but it'll be good for ultralighting.

Thanks also to ULTRALIGHT FLYING! for their great coverage of our April Fly-in. I would like to publicly proclaim that I provided no graft payments to their editorial staff on behalf of the McClung family but honestly, fellows, couldn't you have squeezed in a picture of Mom?

Fly Safely!

\* \* \* \* \*

**WINCHESTER MUNICIPAL AIRPORT**  
**WINCHESTER, VIRGINIA 22601**

**FUN-FLYING** ..... **AFFORDABILITY**

(A)  
2 OWNERS

(B)  
3 OWNERS

(C)  
4 OWNERS

AVIATION GRADE MATERIALS ..... FUEL- 1½-2 GALLONS PER HOUR

**NAME****TELEPHONE**

(A) (B) (C)

Blank lined paper for writing.

[illegible][illegible]

## ADVISORIES

Please welcome new members Joseph Gaven and John Schalestock. Joe lives in Oakton, Va. and is working with Jim Kelly towards becoming an ultralight pilot. He hopes to get an ultralight soon.

John is no stranger to many of you as he keeps his Weedhopper at Whitman Strip. John lives in Casanova, Va. He is currently looking for a Rotax 277 to replace his Chotia engine, so if any of you can help, give him a call on 703/788-9526.

\* \* \* \* \*

Your have probably already noticed yet another symptom of the infinitely flexible Club name? What happened to USUA Flying Club #1? Those of us who were at the June meeting heard President Paul McClung read a letter from the EAA which stated in unequivocal language that a club affiliated with the EAA could not also be affiliated with another aviation organization. The reason for this, as for so many other silly things that Americans are being forced into these days, is the insurance situation and "an increasingly litigious society". The situation rests that, if the Club is to continue enjoying the insurance and other benefits of association with the EAA, we must eschew an official connection with USUA.

USUA's John Ballantyne, in a conversation with Paul McClung, suggested that jumping on the bandwagon of USUA affiliation was at this time premature, so it would probably be best to put that aside while he works the issue of possible future dual affiliation with the EAA.

This approach seemed reasonable to the membership in attendance. We certainly prize our affiliation with EAA and do not wish to jeopardize a long-standing relationship. We have, therefore, removed USUA FLYING CLUB 1 from the banner of the NEWSLETTER and, until these complexities of insurance can be resolved, will avow only the single affiliation with the EAA.

## MX II STOLEN FROM WHITMAN STRIP

Sometime during the middle of May, an MX II belonging to Bob Deffenbaugh was stolen from Whitman Strip. The craft was disassembled and stored in the quonset hangar owned by member Jim McKay. According to Bob Deffenbaugh, everything was taken.

Earlier, while tied down at Whitman, the plane had been blown over by the wind and was not in airworthy condition at the time of its theft. Any information as to the aircraft's whereabouts can be reported to Rob Brooke at (301)279-2816.

## BEALETON ULTRALIGHT FESTIVAL

The Bealeton Flying Circus Spring Ultralight Festival was held on May 24. It was sparsely attended by both ultralights and the general public. This is in contrast to last year when the affair drew the biggest gate that the Flying Circus had all year.

Six pilots from the Club showed up and enjoyed the day: Rob Brooke, Pat Derry, Charlie Maples, George and Steve McClung and Bruce Peters. To entertain

(BEALETON FEST, cont.)

the crowd, a modest competition was held, consisting of the ever-popular Bomb Drop and an accuracy landing event loosely patterned on the FAI model. In the Bomb Drop, the standings were: 1st, Pat Derry, 2nd, Rob Brooke and 3rd, Charlie Maples. The accuracy landing standings were: 1st, Charlie Maples, 2nd, Rob Brooke and 3rd, Pat Derry.

After the competitions were concluded, Charlie Maples gave a short aerobatic demonstration in his Phantom.

Invited back to give a brief demonstration of ultralight flight during the regular Flying Circus show, four craft showed up to drop a few bombs and do a fly-by. Club pilots Rob Brooke, Pat Derry, Steve Osten and Kirk Wicker took part in one way or another as well as Harrier Trike pilot Jim Gildea, who is based at Manassas.

It was, all in all, a fairly low-key weekend, but those who attended enjoyed themselves. Ultralight aviation got some exposure with a number of people from the crowd (which was pretty large for the show on Sunday) expressing considerable interest in ultralights and the Club.

#### MAY 31 WHITMAN FLY-IN

May just wasn't "Fly-in Month" for Club pilots and fly-in administrators. The Club was only semi-prepared to run the sort of event that would have become legend, but that notwithstanding, only five pilots showed up on the 31st. Of that number, one didn't have his plane together, one couldn't stay and one expected to run the contest and didn't expect

to be able to fly.

That left two worthies able to compete and one of those was pretty sure that, given the wind, his fuel consumption would prevent his making the planned cross-country. Scratch the cross-country event. After some small amount of discussion, owing to the small number of potential contestants and the large amount of wind which was also cross to the marked runway, the competition was cancelled in favor of free flying for those who wished.

Kudos and thanks to those who did show up with the intent of competing or of helping out: Rob Brooke, Jim Critchfield, Pat Derry, George McClung and Steve Roth. Glad you came, sorry it was a bust.

#### JUNE CROSS-COUNTRY WEEKEND

On the weekend of June 21st and 22nd, we will take off on the Club's first organized cross-country outing. Paul McClung is acting as "Tour Director" for the event. If you want to take part in this event, give him a call at work (703)620-3318 or at home (703)860-2919. He'd particularly like to hear any route suggestions you might have or if you are based at a field which could be included in the itinerary. Then the flight could land and pick you up on the way by.

Paul is planning to provide a ground support vehicle with spare gas and some refreshments. Takeoff on Saturday is tentatively planned for 10:00 am. The schedule for Sunday will be announced at the end of flying on Saturday.

## FLY-IN FOR FUN

If you keep your eye on the schedule and your ears open in Club meetings, during the course of the flying season you'll find out about three, four, maybe five fly-ins within range of your airplane. They come in several flavors, ranging from a fly-in breakfast at an airport to an ultralight fly-in and competition to a full weekend EAA fly-in, complete with home-builts, ultralights, antiques and warbirds.

Why, you ask, might one be interested in flying to one of these affairs? Well, there are lots of reasons.

They provide a reason for a good cross-country flight, often in company with other pilots from your field. If you haven't been doing much cross-country flying, here's an opportunity to get there and back with someone more experienced to help you along.

It's a cross-country with a goal; something's happening when you get there. There's refreshment and entertainment and almost always a bunch of interesting aircraft to see and admire.

Every new field you land at becomes a new part of your flying repertoire. It's to your advantage to be known and welcomed all around your flying area. And every new locale to which you fly expands your radius. The more places you've been, the more at home and "un-lost" you feel, farther and farther from your own hangar.

You'll start seeing familiar faces, which soon start becoming friends. People who go to fly-ins

usually go back for more and you'll find yourself doing it, too. Pretty soon, if you don't make a popular fly-in, you'll be missed.

So now, you've been bitten by the bug and you're raring to go. Here are a few things to think about: If the fly-in is at an airport, you'll be able to refuel for the trip home. Be sure to carry along a pint of your favorite oil and, as always, a spare set of spark plugs, pre-gapped and otherwise prepared for immediate use. With your sectional chart and a few intrepid companions, you'll have no difficulty.

If you're flying to a field where gas is not available or if you're going to be camping or doing something that requires more stuff than you can carry, the planning gets a little more complicated. Ground support, in the form of a friend willing to drive to your destination carrying "the stuff" is the best solution. Pick on people who 1.) owe you one, 2.) live real close to the destination, 3.) will do anything for love or 4.) enjoy spending all weekend on the ground at fly-ins. For reasons not always obvious, #4 is the best pick. If a number of people plan to fly to a fly-in requiring support, with a little cooperation, one driver can support the whole bunch.

Remember that you will be representing ultralight aviation when you get to a "foreign" airport. Fly with discretion; don't clutter up the pattern or the runway. Obey the standard rules and the requests of your hosts (there aren't usually any which aren't perfectly sensible) and, most important, enjoy yourself! There will be a lot of people at the

(FLY-IN, cont.)  
fly-in, in the air and on the ground, who will envy you the fantastic way you fly. It is, therefore, your solemn duty to have fun.

### PROP WASH

by Patrick A. Derry

You've read a lot of safety columns, right? They tend to talk about all the ways you can fall thousands of feet out of the sky and do yourself a real bad boo-boo on your left little toe when you fetch up on the hard, unforgiving earth. Well, let's talk a little about the ground you never left.

Chances are, while you are sitting on or rolling upon the good earth, you won't do yourself much of a boo-boo, but there are lots of opportunities to bend your airplane, dent your pocketbook and mess up your reputation. Take me, for instance. There I was, hangar flying on my back at thirty-thousand feet, guys all around me with their jaws hanging slack, and my MX over by the fence minding its own business, not tied down and a crosswind gusting to 18 mph. Well, to make a short story even shorter, as I was rolling out of my Immelmann and starting to Split-S onto the tail of the traitorous Hun, my unattended MX did a wingover. Wingtip into the ground, bent tubing, suddenly I'm grounded with a sprained bird. Damn!

Lesson? Flying occurs on the ground, too, with nobody in the plane. It keeps coming back to haunt you; this flying game requires constant vigilance. We fly super-light aircraft, and the better we get, the more willing we are to do it in gusty condi-

tions. Want to know where the safest place is in an ultralight when it's gusty. Way up in the air. It's on the ground (or very near it) that things get dicey.

Therefore, fellow air-folks, be especially circumspect on the ground when the wind is feeling frisky. Taxi slowly, do not leave your dacron-covered friend untied down and land with piles of extra airspeed.

### JULY FLIGHT PLAN

June 21,22 - Cross-country Weekend.

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

July 3 - Club Meeting.

July 4,5,6 - National Air and Space Museum static ultralight display.

July 19,20 - Fly-in and competition, Whitman Strip.

### CLASSIFIED

'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

Windstar Aviation (301) 879-1995