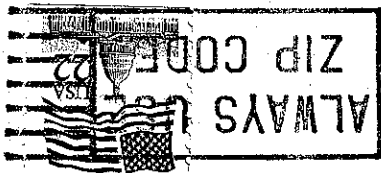
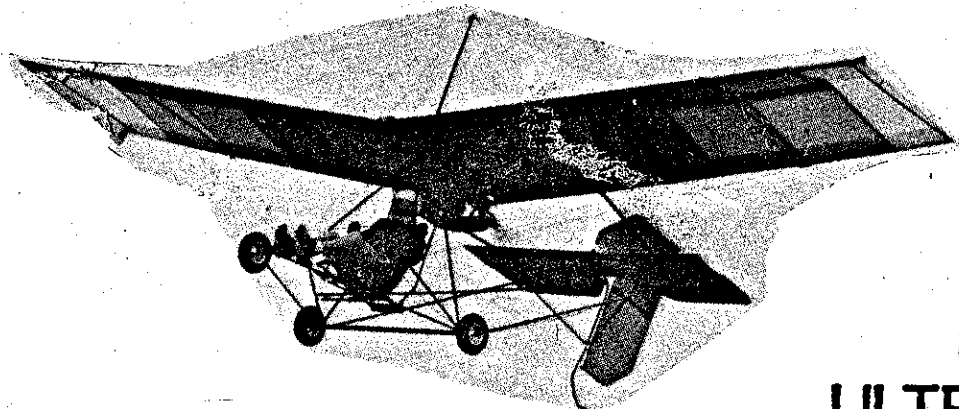


Robert B. Chapman
4013 Novar Drive
Chantilly, Va. 22021



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

August 1986

FROM THE LEFT SEAT

by Paul McClung

In spite of hitting the hottest weekend of the summer (so far), the Club's July Fly-in at Whitman Strip was a resounding success. Although no competition was held, we had a really good crowd of people and planes. Particularly interesting was the diversity of aircraft. Flying at some time or other during the weekend we saw: Phantoms, Eipper MX's and an MXL, a 447 Commander gyrocopter, a Paraplane, a Weedhopper, a Kolb Ultrastar, a Pioneer Flightstar, a Harrier trike, a Pober Pixie, an Arrow, a Cessna 140 and a Cessna 172. It was an active airport! After a Saturday of constant flight activity, those of the crowd still at the field at dusk gathered around the campfire for a good old-fashioned wiener roast. Entertainment was provided by various stand-up comics.

Campers-out Steve Osten and Rob Brooke volunteered to guard the field during the night and got to enjoy a dawn thunderstorm. Sunday's flying got underway slowly owing to ground fog and no visibility. By 11:00, however, we were back in the air with the mist breaking up into low cumulus. Those who flew to 2000' through the scatter were treated to silky smooth air above a cloud floor of gleaming white in a sunny blue sky. What an experience! In the air was the place to be. By 1:00 pm, the conditions on the ground were MHH (murderously hot and humid). If it hadn't been for flying and Ed Whitman's pool, we probably wouldn't have survived.

The weekend was marred by two aircraft-damaging mishaps, fortunately without injury to pilots. Member Woody Jones' prop-shaft broke in flight and the prop-on-the-loose did some damage to the right wing of his Kolb Ultrastar. New member Stephan Francois had a belt-slippage problem which prevented him from gaining altitude after takeoff. In the subsequent forced landing, his Pioneer Flightstar suffered some landing gear damage. These misfortunes certainly ruined the event for Woody and Stephan. Sorry, guys, wish it hadn't happened!

All in all, it was a great weekend for flying, watching flying, hangar flying and meeting old and new friends. All of you who came, I know you enjoyed yourselves. All of you who couldn't make it, see you next time.

Fly Safely!

* * * * *

ADVISORIES

Please welcome new members Jeff Emmert, Stephan Francois, Scott Chapman, Gil Ayotte, Tom Nobles and Ray Chambers. Jeff Emmert has the only Paraplane ultralight in the Club and is already gracing Whitman Strip with that unique form of flight. Stephan Francois is a commercial pilot and has a Pioneer Flightstar (for sale-check the classifieds). Scott Chapman currently has no ultralight, but is interested in ultralight flying. Gil Ayotte brings yet another exotic form of flight to the Club with his 447 Commander gyrocopter. Tom Nobles is a private pilot and is interested in ultralight flying. Ray Chambers has a new but unfinished Maxair Hummer (for sale, see classifieds).

* * * * *

IMPORTANT NOTICE - The August Club meeting, originally scheduled for Thursday, Aug. 7, is cancelled. There will be no August meeting. This decision was taken owing to conflict with the Oshkosh EAA Fly-in coupled with no pressing business to transact.

* * * * *

At the July meeting, Safety Officer Pat Derry let us know that the area around Dulles Airport is to become an Airport Radar Service Area (ARSA), effective 8/28/86. The consequences of this to ultralight pilots is the change in the geography of the controlled airspace around Dulles and its relationship to the National Airport TCA.

Included with the NEWSLETTER is a copy of the preliminary chart of the new ARSA. The uncontrolled corridor which currently exists

between the Dulles TRSA and the National TCA will disappear. It will still be possible to travel north by that route but to do so, one will have to fly below 1700 feet or above 3000 feet. The outer area between 10 and 20 miles from Dulles is an area in which radar services are available to planes in radio and radar contact with Dulles, but which can be treated as "uncontrolled" by VFR pilots.

Don't try to navigate by this little chart. **Do** go buy a new Washington sectional and Washington Terminal Area chart as soon as they are updated with this information.

Also announced at the July meeting: if anyone is interested in hangaring an ultralight at Whitman Strip, call Paul McClung, (703)860-2919. If two more planes can sign up, Ed Whitman will start a third hangar. The rent is \$35.00 a month, and expect to help build the hangar. Ed also wants you to have liability insurance. To get that, you will have to register yourself and your plane with USUF.

* * * * *

The Club has a bushel-full of classy new patches. They show a blue and gray Weedhopper on a white background with the legend, "UNITED STATES ULTRALIGHT ASSOC." above and "FLYING CLUB" below with a big "1" above the Weedhopper. They are priced at \$6.00 and should look great on anything you might want to sew them to. Buy a couple and dress up your flying jacket and your "Cat hat". Pick yours up at Club meetings and fly-ins, or call our chief patch salesman, Paul McClung, (703)860-2919.

CROSS-COUNTRY WEEKEND

August 23 and 24

Plans are being laid for the cross-country weekend scheduled for the 23rd and 24th of August. Weather permitting, we will fly from Whitman Strip to Deep Creek Airport on the shores of the Chesapeake Bay on the morning of the 23rd. We will be hosted during our stay at Deep Creek by Club Veep, Jim Kelly. He will show us the sites and sights of aerial interest. He will also be able to act as "observer" if anyone wishes to qualify the flight towards a bronze Colibri badge. We will camp out at the field Saturday night. Those who wish can cook out. Provisions will also be made to transport the "seafood hungry" to Galesville, Md., just around the corner, where such vices can be pursued.

Sunday, the 24th, after a morning at Deep Creek breakfasting, breaking camp and doing a little local flying, we will head back to Whitman Strip.

We expect to provide at least two ground support vehicles for the transport of camping stuff, premix, food and drink. They will also serve as people transport while we are at Deep Creek.

The flight leader for the trip will be Rob Brooke, who has made the trip twice. If you have interest in this junket, please call Rob at work (301)670-5231, or at home (301)279-2816. In order to plan for the trip, he needs to know how many are interested and to whom to mail the information packet providing more detail.

WHITMAN STRIP USAGE

Ed Whitman has been discussing the use of Whitman Strip by ultralights with Paul McClung and other members of the Club. The following set of attributes describes the flyer who perfectly meets Ed's expectations:

1. The pilot is a member of EAA UL Chapter 44.
2. The pilot carries liability insurance.
3. The pilot knows and abides by local field rules.
4. The pilot has his USUF registration numbers on his plane.
5. The pilot and plane are registered with the Commonwealth of Virginia.

People who expect to use Whitman Strip who do not already meet this standard should immediately set about overcoming their deficiencies. It should be noted that some of these attributes interlock. One must be registered with USUF, plane and pilot, in order to get liability insurance. One must have liability insurance in order to be registered with the Commonwealth of Virginia.

Included elsewhere in the NEWS-LETTER is a copy of the new local field rules for Whitman Strip. They are intended to serve as guidance for proper behavior, particularly when the field is very active. Some of the rules should be strictly observed at all times (ie. clean up your trash, avoid flying in close proximity to neighboring houses), others can be taken with a grain of salt if you are flying alone and traffic is no problem.

PROP WASH

by Patrick A. Derry

One of the finest aspects of ultralight flying is soaring with the engine off. One of the disappointing aspects is soaring with the engine off and you hadn't planned it that way. Despite all the claims of reliability made by manufacturers, two-cycle engines do have a habit of quitting without any warning. While this isn't much of a problem by itself (remember one of the finest aspects?), you are going to have to land sooner or later. The less altitude you have, the sooner you are going to land. If you have been practising your deadstick (an unfortunate name) landings and you are over the airfield, then all is well. If you are fifty feet over the trees in the great black forest and you are suddenly surprised at how much noise your flying wires make, you are definitely in trouble. When your engine quits, it is too late to start looking for a good landing field. Whenever you are flying, you should have a suitable landing field within gliding distance. This takes some planning and you may have to fly out of your way a little, but it's well worth it if your engine decides to take a break.

Keeping a field in range is especially important when you are flying cross-country over unfamiliar terrain. Be prepared to alter your course to avoid vast expanses of forests or water or anything that prevents you from having a field in range. Altitude is your friend here, since the higher you are, the farther you can glide. Look out for big, fast, shiny metal things, though, because they like altitude too. Also, be sure you know how far your craft can glide. Many people

are surprised at how little ground their ultralights cover in a glide. In an Eipper MX, a good rule is to look just over your toes; that is about where you will flare if the winds are calm.

This brings me to another point. We all know that the wind is a big factor in ultralight flying. This is especially true when you are picking out your emergency field. Remember, you can cover a lot more ground going downwind. Just make sure you leave enough altitude to turn into the wind on final. Don't overshoot the field so far on downwind that you can't make it back.

Finding the field that makes a good emergency landing strip is more art than science, but there are a few things worth remembering. Fields with mature crops can hide things like ditches and irrigation pipes. You can also take a pretty good beating before your plane comes to a stop in tall corn. These options are a lot better than the trees, to be sure, but if you are planning ahead, there are better options. Sod farms, recently mown hayfields and cattle pastures are pretty good choices. The latter are easy to spot because they (you guessed it) contain cows! Cattle tend to cluster in one part of the field, so you can usually find plenty of room to land. Be prepared to protect your plane afterwards from cows with itchy backs, however. If a field looks like a hot prospect, give it a good squint looking for telephone or power lines. At certain angles, they can be difficult to spot.

If you are thinking of these things while your engine's still humming along, then you'll be way ahead of the game when it quits.

(PROP WASH, cont.)

That's how pilots tell stories about emergency landings, not crashes.

Thought of the Month:

A superior pilot uses his superior judgement to avoid having to use his superior skill.

Month FLIGHT PLAN

Aug 1-8 - EAA Fly-in, Wittman Field, Oshkosh, Wis.

Aug 7 - Club Meeting cancelled.

Aug 23,24 - Cross-country Weekend, from Whitman Strip to Deep Creek and return.

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

'84 Pioneer Flightstar, 75 hrs., instruments, floats, Pioneer ballistic chute, fairing, fully enclosed trailer. \$6900 or best offer.

Stephan Francois (301) 229-2406

'82 Maxair Hummer Deluxe. Windshield, fairing, pants, brakes, Rotax 277. Garaged, kit 98% assembled, never flown. Cost \$5500 new, asking \$2500 or best offer.

Raymond Chambers (301) 757-4725

'84 Teratorn Tierra, rebuilt. 80hrs TT prior to new sails. Good handling 3-axis for pilot under 200 lbs. Asking \$3000. BRS chute, \$450.

Bob Breeden (703) 476-5913

'86 Pober Pixie Experimental, 65hp Continental 490 hrs. TT, Flying Circus markings. Asking \$8000.

**Tony Anger (703) 273-4707
or (703) 273-3408**

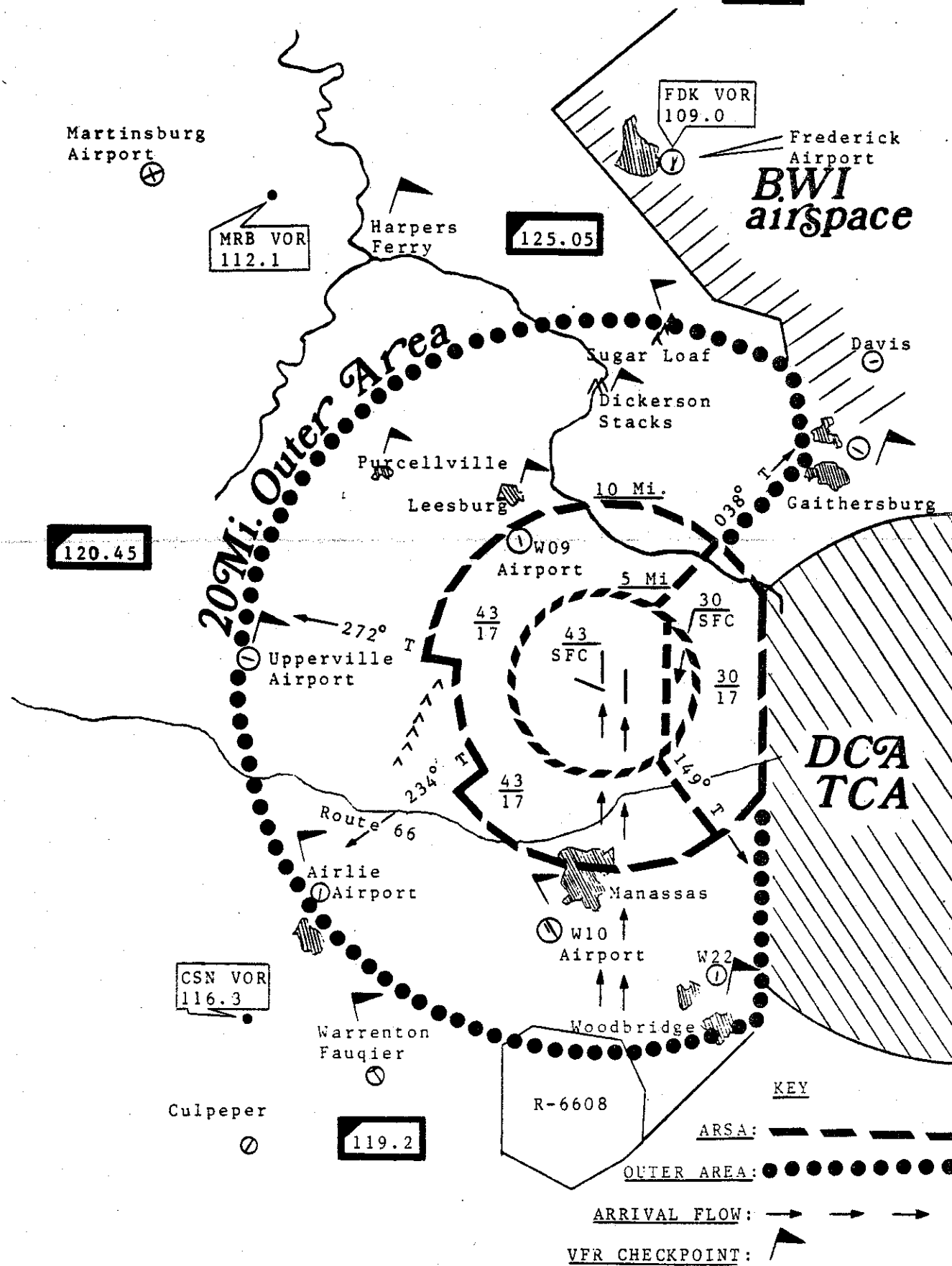
NOT TO BE USED FOR NAVIGATION
ALL BEARINGS ARE TRUE

Attachment A

DULLES NORTH OPERATION

Arriving aircraft contact Dulles:

FREQ.



W H I T M A N S T R I P

Edward Whitman, Prop.

Welcome to Whitman Strip, the best site of ultralight aviation activity in the National Capital Area. Our rules are few, but are intended to keep our operation safe, trouble-free and un-annoying to our neighbors. Please read them and abide by them.

Thank you.

Ed Whitman

1. Use only the active runway. This will ordinarily be the main north-south runway unless, when a strong cross wind is blowing, the east-west short runway is designated active for ultralights.
2. Always fly a left-hand pattern.
3. Pattern altitude for ultralights is 400' AGL. Pattern altitude for regular aircraft is 1000' AGL. (Field altitude is 225')
4. Ultralights shall not fly in proximity to any of the houses neighboring the field. A minimum separation is 500' laterally or above. Try not to approach this minimum; stay as far from houses as possible.
5. The runways have no taxiways. Do not attempt to land if there is traffic on the active runway, except in an emergency.
6. Ground traffic, do not tie up the active runway. Taxi out and take off immediately. Beginners will not practise taxiing on the active runway unless the pattern is empty.
7. Contour-flying is limited to the Whitman property (fields on both sides of Rt.611). The pattern of contour-flying should always be left-hand (counter-clockwise).
8. Keep the east-west runway clear for taxiing to all hangars. Do not leave a plane or a car obstructing this path. Planes should be pushed into a hangar or parked by the fence out of the way. Cars should be parked out of the taxiway without obstructing hangar entry.
9. During crowded times, park cars as close to the gate as possible.
10. Take care of your own trash. You brought it in, you take it out.