

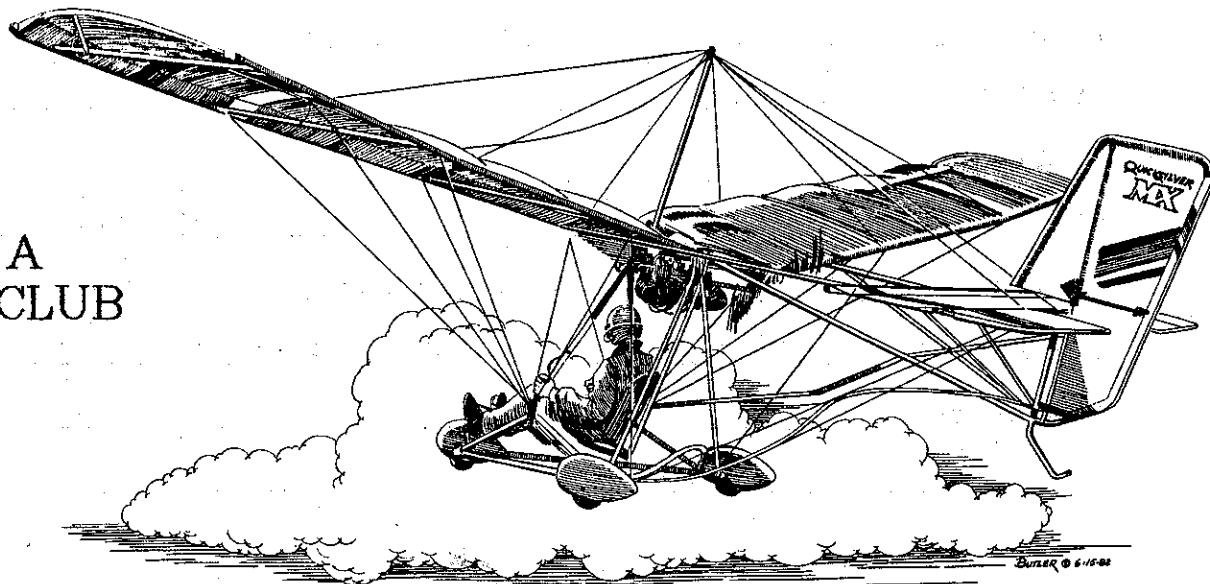
Robert B. Chapman
4013 Novar Drive
Chantilly, Va. 22021



Robert Brooke, Editor
1809 McAuliffe Drive
Rockville, Md. 20851

THE NEWSLETTER

USUA
FLYING CLUB
#1



* * * GENERAL INFORMATION * * *

The United States Ultralight Association's Flying Club #1 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.

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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

November 1986

FROM THE LEFT SEAT

by Paul McClung

The last issue of Ultralight Flying! got me to thinking. I missed John Ballantyne's talk to us a couple of meetings back, so I read the substance of the USUA's program for self-administered regulation without having him to sell it to me. I probably have some feelings about all that, but that's not what I want to share with you. What I want to tell you is how important it is for you to read the stuff, form your own opinions and either get behind them and help push them through or get on the horn to USUA and tell John Ballantyne what it is you don't like about the program. What I'm trying to say is, there is some chance that the flying environment will change. USUA is pushing the change and we have an opportunity to have an effect. Speak up! Make your voice heard! It's your sky as well as theirs.

Those of you who were at the October meeting heard me read the list of people who want to base their flying activity at Whitman Strip. If you are thinking about basing at Whitman Strip "some day", be sure and call me (703)860-2919) and make your desires known. The list has already got more names on it than there is room at the field, so it's important that you get on it now.

The November meeting will be a full one: election of 1987 officers, Jim Kelly's ground school and maybe a viewing of some videos from the Club Cross-country Weekend to Deep Creek Airport. Come, exercise your civic duty, learn some aeronautical lore and razz the Deep Creek Squadron.

Fly Safely!

* * * * *

ADVISORIES

Please welcome new members David Hiers of Leesburg, Va. (Zipper RX), Jim Laurenson of Washington, D.C. (MX), Andy Schaffer of Herndon, Va. and Tom Simmons of Alexandria, Va. (Weedhopper). It is of no small interest that the membership of our Club in good standing is sixty-three, an all time high. We can all take satisfaction from this indication of the resurgence of ultralight aviation.

Flying in Virginia, are you? You should know that in order to do so legally, you need to be a licensed Virginia Airman flying

an aircraft licensed by the State of Virginia. The prerequisite to this state of bliss is the provision of liability insurance of at least \$100,000 coverage. To get that (from AVEMCO, the only carrier who'll do it) you need to be flying an FAR 103-legal ultralight with you and it registered with USUF and it kept under cover (hangar, trailer). Well, that's between you and Virginia, unless you fly at Whitman Strip. There, you are expected to make Virginia happy by Ed Whitman, who doesn't want aerial outlaws jeopardizing his operation. If you have already gotten on the good side of the State of Virginia, remember-

your Airmanship is good for four years before you renew but your ultralight must be re-licensed every year. If you're behind, fill out the forms and send 'em in. At five bucks, it's one of the better deals in the sport.

Congratulations to Rob Brooke and Pat Derry, both of whom have completed the requirements for the Silver Colibri badge. According to Jim Kelly, these are the first Silver Colibri badges to be earned in the U.S.A. USUA Flying Club 1 continues to lead the way!

ELECTIONS

Elections of officers for 1987 will be held at the November Club meeting on Thursday, Nov. 6. As the sport of flying ultralights gathers way again and with the Club growing as never before, it becomes increasingly important that you have the leadership you want. Come and vote!

The nominating committee has provided us with a slate of nominees for the four elective positions of the Club. The slate is:

President	Steve Osten
Vice President	Jim Kelly
Secretary	Rob Brooke
Treasurer	Dave Maitland

Nominations of other candidates will be received from the floor during the meeting prior to the election for each office. If you have a favorite candidate whom you wish to nominate, take the precaution of finding out if your favorite is willing to serve.

CORNING, NY FLY-IN

Vice President Jim Kelly, in company with John Ballantyne and Michael Bradford, attended the much touted Fall Foliage Fly-in at Corning, New York, Oct. 11-13. In spite of the advance press,

the affair was poorly attended, with perhaps a dozen ultralights active through the weekend. The Ultralight Flight Farm field, while in beautiful condition with a lush grass surface, is nestled in a valley abutting some steep terrain. This resulted in some pretty hairy turbulence which spoiled flying conditions whenever the wind picked up.

The site was "under inspection" as a possible site for the 1987 National Ultralight competition, but given the small and enclosed nature of the field, it now looks as if the leading candidate to host that event is Alamo Aero of San Antonio, Texas. Going for the Gold? Brush off your trailer and fill up your water-bags - the eyes of Texas are upon you.

PROP WASH

Fall flying is upon us. It is one of the best times to be flying, bringing great scenery, dense air and good thermals. There are some things that need to be considered, though. The colder temperatures mean denser, more oxygen-rich air which results in a leaner mixture if you're still running the same main jet you were running in July. This probably will not be a problem, but if in July, your engine temperature was bordering on dangerously high, you might wind up in deep yogurt with the autumn "lean-out". Watch your CHT and screw in a larger jet if it begins to look dangerous.

The next caution is - recency. The attractive flying weekends start getting fewer and farther between in the Fall. Sometimes you might go a whole month without flying. So after that month of inactivity remember, when you're back in the saddle again, take it easy - shoot a few practise landings, get your hand back in.

And then there's the old bugaboo

of cold weather ultralight pilots, hypothermia. It starts getting cold up there about now and you've got to be ready for it. The cold won't kill you, but it can sure impair your judgement and your physical skills (and that might kill you) when you're shuddering and chattering away at 2000' on your way to somewhere. If you're starting to shake, it's time to get on the ground and head for the hot coffee/soup machine. It's not usually a problem flying around the patch, but committing yourself to a long cross-country can lead you to fly on, heedless to the warnings of your own quaking body. It gets particularly bad when you're flying in company with other people whom you wouldn't want to "let down" by dropping out because you're too cold. Dress warmly! Snowmobile or motorcycle suits, insulated footwear and mittens, sweaters, scarves, balaklavas - whatever it takes to keep you toasty - wear it! You may arrive a little on the chilly side, but you'll arrive and be glad you made the flight.

WINCHESTER FLY-IN

EAA Chapter 186 will host its Fall fly-in at Winchester Municipal Airport on the 25th and 26th of October. This has always been a good fly-in for USUA #1 pilots. It provides a 47 mile (one way) cross-country flight from Whitman Strip, usually in clear air with the autumn colors near their peak. The fly-in itself attracts a lot of interesting aircraft, including antiques, classics, homebuilts and warbirds, as well as the usual crowd of GA aircraft. Sunday morning, a pancake breakfast is served.

Rob Brooke is planning a one day round-trip flight, either Saturday or Sunday, whichever promises the better flying conditions. He'd welcome company, in fact, he hopes it turns into a USUA #1 squadron flight. If you'd

like to join up, give him a call at (301)279-2816 and he'll keep you posted on plans.

If you can't fly with Rob but want to make the flight on your own, be advised that Winchester Airport imposes an unusual pattern on ultralights, having them land on a little used portion of the taxiway. At the end of this NEWSLETTER is a much duplicated (left over from Spring) chart and instructions which spell out what Winchester Municipal wants you to do. The blackened portion of the taxiway is the portion to be used for ultralight operations. During fly-in weekends, the regular pattern is very active, so keep your eyes peeled and your nose clean. If you follow the instructions on the chart you'll have a fun time trying to catch a moment when there is no traffic on the main runway or the taxiway.

FLIGHT PLAN

Oct 25/26 - EAA 186 Fly-in, Winchester Municipal Airport.

Nov 6 - Club Meeting. Election of 1987 officers.

CLASSIFIED

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

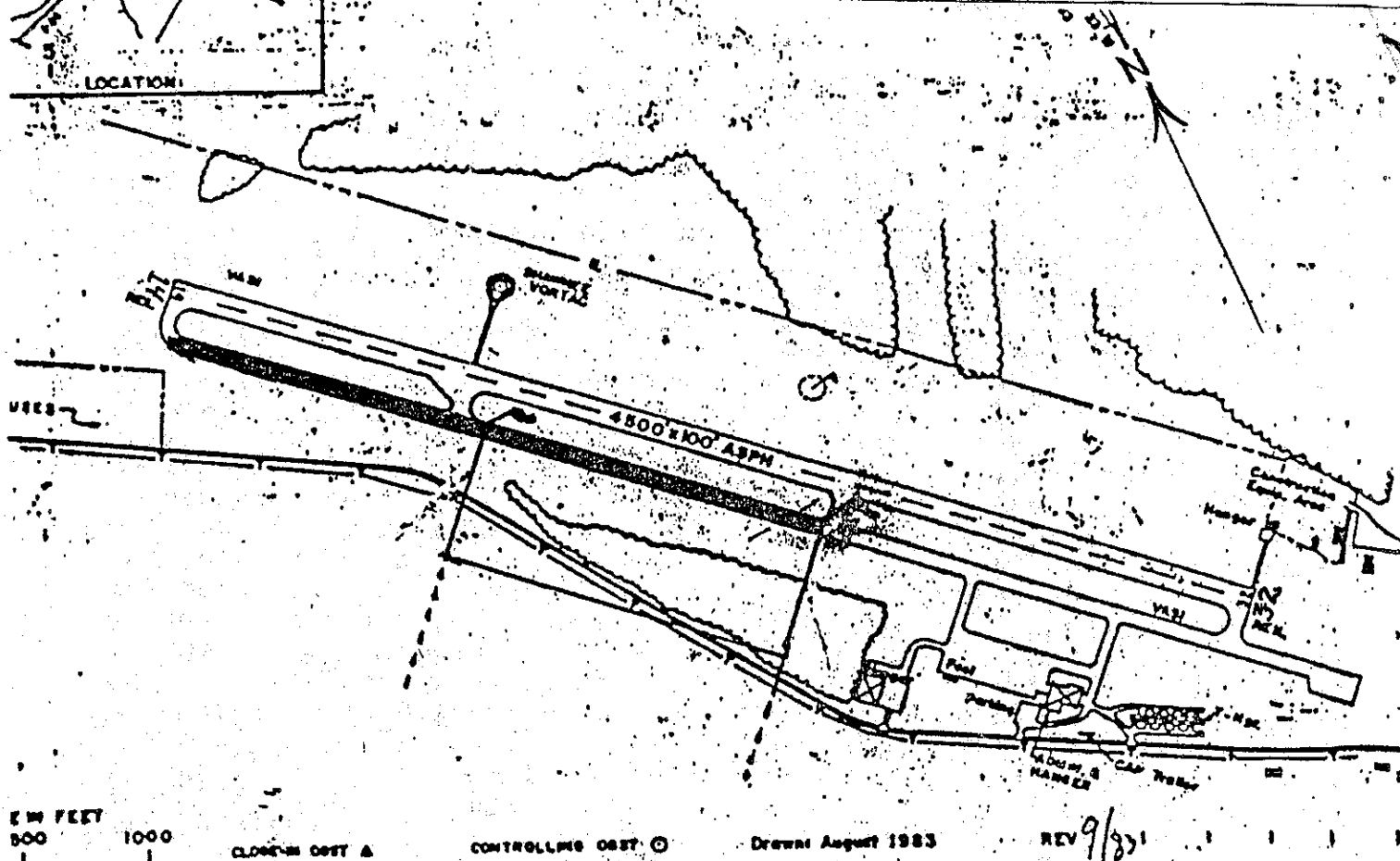
Tony Anger (703)273-4707
or (703)273-3408

'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

'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



**ULTRALITE TRAFFIC PATTERN
WINCHESTER MUNICIPAL AIRPORT
WINCHESTER, VIRGINIA**

1. Ultralites will use the parallel taxiway for take-off and landing as indicated on the chart. At no time will any other part of the taxiway be used for taking off and landing.
2.
 - a. Ultralites will yield to aircraft on the taxiway and will not attempt to land when aircraft are operating anywhere on the parallel taxiway.
 - b. Ultralites will not take off or land when aircraft are taking off or landing on the runway.
 - c. To comply with paragraphs a. and b. above, Ultralites in the traffic pattern will maintain 500' AGL and remain well clear of the runway and taxiway until there are no aircraft taking off or landing and the taxiway is clear.
 - d. In the event of an emergency Ultralites are authorized to use the runway.
3. Traffic pattern altitude is 500' AGL for the Ultralites; entry to the pattern to be made on base leg.
4.
 - a. RH traffic pattern when landing on parallel taxiway to Runway 14.
 - b. LH traffic pattern when landing on parallel taxiway to Runway 32.
5. First turn after take off minimum 200' AGL; departing pattern execute 45-degree turn to X-wind leg after first turn.
6. When departing traffic pattern area maintain 500' AGL until well clear of the airport General Aviation aircraft traffic pattern.
7. Ultralites, when operating in close proximity to the airport, are required to have strobe light on.
8. Ultralites will be operated at all times in accordance with FAR Part 103.