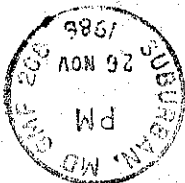
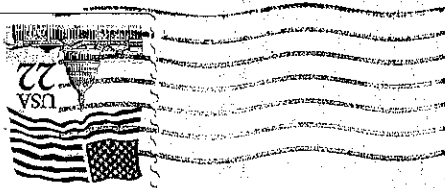


Robert B. Chapman
4013 Novar Drive
Chantilly, Va. 22021

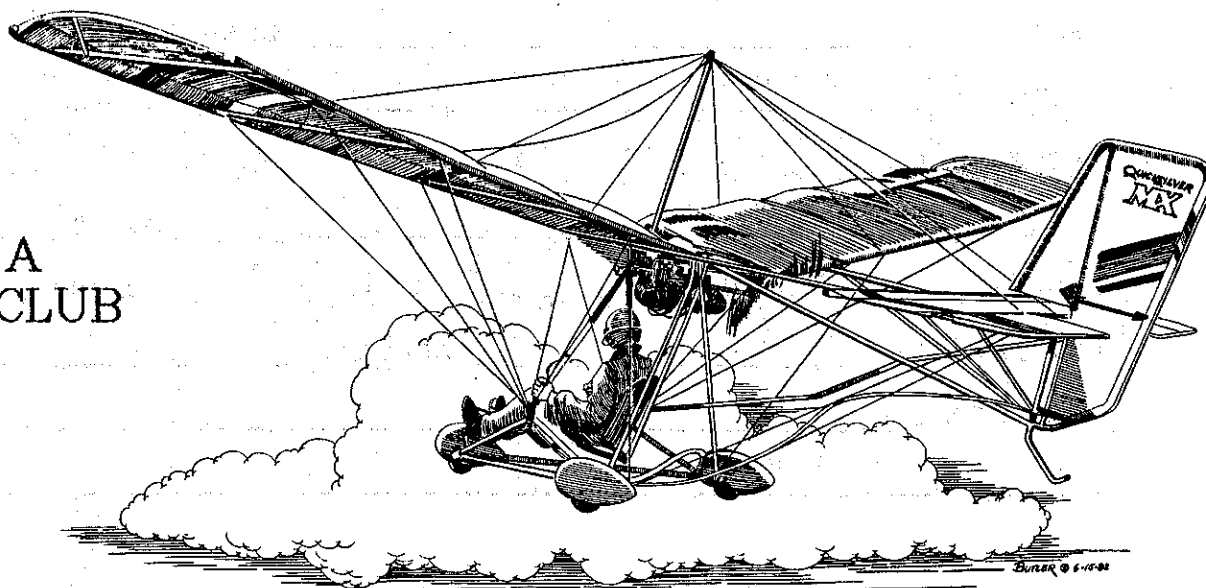


Robert Brooke, Editor
1809 McAuliffe Drive
Rockville, Md. 20851



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.

* * * * *

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

December 1986

FROM THE LEFT SEAT by Paul McClung

At the November meeting, a new group of officers were elected to take the responsibility for the continued health and activity of the Club. I use the word "new" advisedly, for the only new officer elected was the President, Steve Osten. This is, then, my last "From the Left Seat" as Club President. I would like to thank the other officers and trusty board members who have given me so much assistance during 1986. As for the officers, I must not have made it too hard on them for they have all volunteered to serve again.

The year was truly a banner year for the Club. An active ultralight flying field, two hangars built, multiple fly-ins, a great Club cross-country flight and a whale of an annual party are just the stand-outs in what has been an active flying year! Membership is at an all-time high of 65 active dues-paying members. The Club has affiliated with USUA (albeit at the cost of our association with the EAA), taken a new name and is enjoying the fruits of the resurgence of ultralight aviation. More and more of the Club's members are actively involving themselves in the activity for which the Club exists - flying ultralights! It always gives me pleasure to welcome a new face to the Club, but it positively thrills me to see the new face in the air, flying an ultralight.

Next year will be even better. Leaning on the experiences of this year, your officers will be planning an activity-filled flying season for 1987. As past president, I will continue to serve you on the Board of Directors, and I can promise you, there will be plenty to do. There is one thing you can try to do and it is the one thing necessary to keep this Club strong and healthy. **FLY!** Fly as much as you can and as publicly as you can. If you're not off the ground yet, make 1987 the year you solve that problem. **FLY!** Anyone who ever dreamed of "breaking the bonds of Earth" who sees you fly will be inspired!

Finally, I'd like to give special thanks to a major unsung hero of 1986, Ed Whitman. No one is more responsible than Ed for the great year we have had. Whitman Strip has been the focus of our flying season and Ed himself the soul of welcome and hospitality. He has selflessly stood up to every challenge we and circumstance have thrown at him. The runway is always mowed; hangars have been raised; are you hungry, why come on and have some lunch; what can we do to make it better - that's what we've been hearing all year at Whitman Strip. It is hard to imagine a better place to fly and we owe it all to Ed Whitman. Thanks, Ed, for a great year!

Fly Safely!

* * * * *

ADVISORIES

Please welcome new members Datus Proper of Arlington, Va. and Gustavo Bononato of Alexandria, Va. Datus is already known to many of us, having accompanied us on sundry cross-countries in his Volksplane. Gustavo has a Weedhopper and is anxious to join the Whitman scene.

Elections of 1987 Club officers were held at the November meeting. As could have been predicted, those few hardies willing to volunteer were those who were nominated and those who were nominated were those who were elected. Congratulations to the elected slate:

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

and thanks for your energy and commitment. Steve Osten will be looking for a Program Chairman and a Safety Officer for 1987, so if you have urges in either of those directions, get in touch with him, (703)644-5514.

HOW MUCH DOES A TRANSPONDER WEIGH?

Gleaned from the front page of the Washington Post several weeks ago: In the wake of the Air Mexico disaster in the Los Angeles area, the FAA is proposing a rule which would require all aircraft within 30 miles of certain high-density airports, including the National-Andrews AFB TCA, to carry altitude-recording transponders. No mention was made of ultralights but one assumes they would either 1) also have to carry transponders or more likely 2) be prohibited from the airspace. A quick peek at your sectional will tell you that, if enacted, this rule will end ultralight flying anywhere east of Quantico and north of Aqualand all the way to

the Chesapeake Bay and as far north as Damascus, Md. The good news is that it will probably take two years to enact such a rule. So if you you have been fond of flying in the area south of the TCA over to the Bay, you'll have at least two more years to tear up that portion of the sky.

WINTER BOREDOM ANTIDOTE

by Tend Tuit

What's the most taken for granted item on your airplane? What piece takes the worst abuse on every flight? What part is it, without which your plane is just an overweight hang-glider? Where does the rubber meet the road? You guessed it - the propeller. Care? What care? Just leave it on until it disintegrates and then buy another one, right? Well, it doesn't have to be that way.

If you wish to spend the money, you can get a composite prop and forget maintenance forever, or at least, that's what the brochures say. But a goodly number of us fly with wooden props and that's the group this article is intended for.

Propeller maintenance consists mainly of three things: maintaining a good resilient varnish covering on the wood, repairing small nicks in the leading edges and re-balancing the prop after changes are made. These three are essential. Less essential but important are cleaning off the "bug-splat" and putting on a coat of wax from time to time. Once the prop is in good shape, it's easy to keep it that way, but what to do with a prop badly in need of an overhaul?

The best thing (only thing?) is to take the prop back to bare, clean wood and completely refinish it. If your plane is a pusher, this will also mean removing all traces of oil from

(Boredom Antidote, cont.)

the wood since the exhaust has been lubricating it steadily. Here are the steps to take:

1. Using your favorite preparation (Zip Strip, etc.), remove all finish from the propeller. Follow directions on the can.

2. If the wood is oil-impregnated, rub with a rag kept soaked in naphtha or carbon tetrachloride (do it outside, the vapors are not good for you). Let the wood dry. Repeat until the wood is totally dry and free of oil.

3. Sand with 80 grit paper to remove all traces of old finish.

4. Inspect the prop carefully. All nicks and gouges should be repaired. Mike Stratman's baking soda and super-glue patch technique makes a quick and strong repair. Fill the blemish with baking soda. Drip super-glue on the heaped up soda until it is saturated (don't breathe the fumes). The amber-colored result can be sanded in 10 minutes. If the blemish is still not flush with the surrounding wood surface, repeat the process until it is.

5. If the wood is discolored as the result of exposure to weather (maple and birch tend to turn black), the surface can be scraped or sanded to clean it up. Take care not to alter the contour of the prop during the process. Most discoloration can be removed without the removal of much wood. If, after you have removed as much as you dare, there still remains discoloration, get a good commercial wood bleach and use it as directed. Wait for the prop to dry (24 hrs.).

6. After all repairs are complete and faired to the prop's contours, sand the prop with 80, 100 and finally, 220 grit. Vacuum the prop clean of all dust.

7. Mount a mandrel (1" aluminum tube, dowel, whatever will fit firmly) in the prop's center hole so the prop can be supported in a horizontal position in a vise. This will support the prop for varnishing and keep varnish out of the center hole.

8. Buy a pint can of urethane spar varnish. Spar varnish is intended for outdoor applications, has resins which stand up well to mechanical abuse and usually contains a UV filter to help resist the punishment of sunlight.

9. Using the most expensive, finest-bristled brush you can find, brush an unthinned coat of varnish on the whole prop (flip the mandrel to get to the other side). This coat will soak into the wood and dry to a rough appearance (clean the brush with great care). After 24 hrs., sand the prop lightly with 220 grit to smooth the first coat. Vacuum the dust and apply a second coat. This may be enough, but if a good gloss has not been achieved, after 24 hrs., sand, vacuum and apply a third coat as for the second. If you are using a good spar varnish full strength, this will certainly be enough.

10. After 24 hrs., sand the final coat lightly with 400 grit. The idea is to sand off little hairs and blemishes in the varnish and leave it silky to the touch.

11. It's not a bad idea to paint the blade tips some color. Travelling fastest, the tips take the worst pounding, so extra protection isn't wasted. Having the ability to add paint to one or the other tip is a good way to balance the prop. Last but not least, it looks classy. Mask both blades to get a good straight line, rough up the varnish on both tips with 220 grit, vacuum and brush on oil base enamel in your favorite color. Brushed enamel is better than spray can

(Boredom Antidote, cont.)

paints. It won't react with the varnish, the finish is more durable and you can mask with a simple line of tape when you're brushing - no overspray. Carefully remove the masking as soon as you're through brushing so the edge can "level" as much as possible. If one coat is not perfectly opaque, after 24 hrs., sand, vacuum, mask and brush on another coat.

12. As you are applying your favorite color to the tips of the prop, it's time to consider balance. Using your favorite balancing technique, after the tip color has been applied and has dried, check the balance. If one blade is light, re-mask and give the lightweight tip another coat of tip color. After 24 hours, check again. Continue until the prop balances (usually, one extra tip coat is enough).

13. Once the prop balances, you're almost through. Let the finish harden up for a couple of days. Then rub it with "0000" steel wool and apply a coat of the best automotive wax you can find. Look for a wax that is mostly wax, not cleaners, with a high percentage of carnauba wax in the preparation. Buff to a high gloss, remount the prop according to the manufacturer's instructions and fly without a

care for your wooden whirligig. When the bug blood starts to pile up, wash the prop with water and dish detergent, rinse, dry and re-wax. If you don't scarf a stone, you'll fly a whole season without any additional maintenance.

FLIGHT PLAN

Dec 4 - Club Meeting.

CLASSIFIED

'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

'84 Pioneer Flightstar, 75 hrs., instruments, floats, Pioneer ballistic chute, fairing, fully enclosed trailer. \$6000 or best offer.

Stephan Francois (301) 229-2406