

# U S U A FLYING CLUB 1 NEWSLETTER

September 1987

## FROM THE LEFT SEAT

by Steve Osten

I am really concerned about the Club and its use of Whitman Strip. Over the last month or two, it has become increasingly apparent that those of us who use the field are behaving in a very lazy and self-centered way. Admittedly, Whitman Strip is an informal operation without a lot of rules and procedures. That, in itself, is appealing. We fliers, taken as a group, are probably more freedom-oriented than the average person, so lack of regimen and rules meets with favor with us. All the more reason that those of us who use Whitman Strip, in whatever sense, step up to the responsibilities that that freedom imposes.

Whether you store your plane at Whitman Strip and fly there all the time, fly there occasionally or simply drive in now and then to view the action, you have responsibilities. Keep the place clean. Waste containers fill to overflowing and no one undertakes to cart them off to be emptied. Fly with respect. Take a look at last month's NEWSLETTER and you'll see that Ed Whitman is getting fed up with irresponsible "sensational" flying behavior. Be careful with your treatment of fuel containers. There's a lot of gasoline stored in one way or another at the field and it must be treated as the volatile and dangerous substance that it is.

Sounds like quite a lecture, doesn't it. It's not meant to be a lecture so much as a reminder. Whitman Strip is the only flying field in the whole metropolitan area which is welcoming of and dedicated to ultralight aviation. We owe it, not only to Ed Whitman but to ourselves, to keep that field "healthy and happy". Preservation of Whitman Strip is going to take more than "lazy and self-centered" use. Take a look at Whitman Strip and your use of it. At any time, it is obvious what you need to do to keep it healthy. Do it!

Fly Safely!

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## **ADVISORIES**

Please welcome new members Glenn Baumgartner, Lance Haines and Tom Mangan. Tom and Lance are from Falls Church and Glenn is from Springfield. As the cliché goes, "Welcome to the Club!".

Last month's NEWSLETTER pointed out the impending Rule Making by the FAA which would establish a "Super-TCA" at Washington National-Andrews AFB. The deadline for comment, originally set for August 17th, has been extended to September 17th.

Please accept this reprieve and write the FAA if you wish to comment on the appropriateness of taking this giant bite out of our airspace. The address is:

Federal Aviation Administration  
Office of the Chief Counsel  
Attn: Rules Docket (AGC-204)  
Docket No. 25304  
800 Independence Avenue, SW  
Washington, DC 20591

On August 20, a meeting of the Club's Board of Directors was held. While much of a boring and inconse-

(ADVISORIES, cont.)

quential nature was discussed, one item got considerable attention, namely Ed Whitman's dissatisfaction with the flying behavior at Whitman Strip. As a result, the Rules for operation at Whitman Strip have been reworked to proscribe the things Mr. Whitman objects to. A copy of the new rules is included with this issue of the NEWSLETTER. You will notice that Rule #4 refers to a restricted area. On the back of the rules is a drawing which shows the restricted area. please separate the rules from the rest of the NEWSLETTER and hang on to them as part of your regular flying equipment.

On Saturday, Sept. 19, another Club Cross-country flight will be held. Paul McClung, the Program Chairman, has set Front Royal Airport as the destination. This should be an easy flight which offers some mountain scenery and exposure to a different field. The distance is not much different than to Orange County Airport and the navigation is easy. Takeoff time is 10:30 am.

### **CHUTING THE BREEZE**

by Tom Simmons

During the first three years of my ultralight flying, I was only dimly aware of the possibility of attaching a parachute to my airframe, and even then, I hadn't given much thought to the idea. I had more or less accepted as fact that, on long flights, I would continue to regard the distance to the ground with some reservation and cast occasional nervous glances at the wings to see if any gremlins were there, cutting fabric or unhooking clevis pins. It was not until I joined USUA #1 that I realized that I was one of the few, not one of the many, who lacked this protection from structural failure and so, last Spring, I bought a BRS parachute, second hand.

Other pilots who lack some parachute recovery system. in my

opinion, should get one, even though the chance of structural failure on a well-maintained and inspected ultralight is remote. But the particular point I am addressing here is aimed at pilots who have a BRS parachute that is a few years old and who may have thought about having it inspected and re-packed. I have just undertaken that process and am very pleased with the results.

The first thing you should know is that BRS has moved. They are no longer at the Lake Elmo address; their new address is:

1845 Henry Avenue  
Fleming Field  
South St. Paul, Minn. 55075.  
Tel (612) 457-7491.

When I explained my situation over the telephone, I was told the following: my parachute would be inspected and re-packed and, because my chute is several years old, the firing mechanism would be disassembled and rebuilt with new materials, new caps would be put on the canister and all of the improvements they have developed since my chute was made would be added to my system - all for \$45. Also, since my chute was originally sold to be mounted on a different make of ultralight - one which required a different cable length, they would simply trade cables with me so that I could mount my chute on my Weedhopper.

I cannot begin to say how helpful they were or how glad I was to hear that they really service and support their product. When I get my chute back, it will be essentially a brand new system!

Any pilot whose system is a few years old might well be encouraged to contact BRS in order to have this servicing done. It seems well worth the nominal cost.

I know that I will feel more at ease when I see my altimeter climb toward 4,000 feet MSL, knowing that I not only have a parachute mounted

(CHUTING THE BREEZE, cont.)  
on my airframe, but that there is even a great probability that it will work, if I need it.

### NEW PLANE

by Rob Brooke

Up until June, I did a fair amount of flying. Then I sold my beloved Quicksilver MXL to the McClung Air Force and became planeless. Like a mendicant pauper, I occasionally show up at Whitman Strip to mooch a little stick time but, except for that, I'm grounded.

But not forever. I have purchased a Kolb Firestar kit and will have it flying as soon as schedule and effort can make that happen. This is the first of a set of articles in which I will describe why I decided to change planes and my experiences in assembling the new one - kind of a product report.

So there I was, happy as a clam, tearing up the sky in my MXL. It is maneuverable, economical, trouble-free, strong, dependable; why change? Well, it's all Woody Jones' fault. He kept waving his Kolb Ultrastar at me and flipping it all over the sky and breaking it down and setting it up in the twinkling of an eye and, I confess it, I envied the man his airplane. I got a chance to watch it being built and a chance to watch it in flight and I was impressed. I believe the design to be stronger, more versatile, more maintenance-free than the "rag-and-tube" ultralight. The balancing consideration is that it's a whole lot tougher to build. Optimistic estimates suggest hundreds of hours of construction time, zillions of pop-rivets, Stits fabric, paint, Hell this is an airplane I'm building. But I want it.

Without going into detail on what I didn't like about my MXL and the Kolb Ultrastar, here's what I do like about the Firestar:

\* Three-axis maneuverability with

truly light and responsive controls.

\* Rigid design with built up wing, covered with relatively ultraviolet-proof fabric/paint combination.

\* 10-minute set-up from trailerable or garageable state. This sets the Kolb apart from all other ultralights.

\* Strong and flexible landing gear (I got Twinstar gear).

\* Soon-to-be-available full cockpit enclosure which should make flying a year-round activity.

\* Rotax power with gear re-drive. Also, the above-wing mounting permits a 66" prop.

The Firestar has arrived, in a thousand different pieces. I haven't started construction yet but I'm ready to start the product report. I have inventoried each shipment as it arrived and the first pronouncement is - the kit is complete. Not one thing missing (no, I didn't count the pop-rivets, I'm talking about big things). Further, I have already read the instructions to the point of dog-eared and I am confident that I have the information I need to build the plane. I have some complaints about the instructions: there are some minor problems with sequencing. You can't just start out building the plane by following the order in the instructions. Some steps are described out of order and the entire instruction book must be read and completely understood before the project is started. As I said before, the instructions are adequate, but they could be improved by a good technical writer.

End of complaints, so far. Now for the Kudos. Both the material quality and workmanship of the kit parts are excellent, as is the design. There is a considerable amount of steel-welding provided by the Kolb Company in the kit and it is all beautifully executed. The packing of all the various parts



(NEW PLANE, cont.)

was adequate and everything came through the hands of several different shippers unscathed. Some parts of the kit are jobbed out to other suppliers (Stits covering materials, A/N hardware) but everything arrived at near enough the same time that any builder in a frenzy to get started would not remain frustrated for long.

The price is up several hundred dollars from the initially advertised one of \$4995. I was informed that almost all of that increase was attributable to an increase in the cost of Rotax engines. That's the breaks and, although I had to scramble a little to cover the unexpectedly higher price, except for the labor awaiting me (that's free, isn't it?), I have come close to swapping one plane for the other.

I swore to Tom Simmons (who is aching to do some of the long X-country stuff I used to do) that I'd be ready to join him next Spring. Well, we'll see. I'll keep you posted as it goes.

#### FLIGHT PLAN

Sept. 3 - Club Meeting.

Sept. 19 - Cross-country flight to Front Royal. Takeoff from Whitman Strip, 10:30 am.

#### CLASSIFIED

FOR SALE - '84 Quicksilver MX, fairing, brakes, CHT, ASI, altimeter, compass, tach, wheel pants, always hangared, 170 hrs TT. \$3500 or \$4000 with ballistic chute. Uncovered trailer available. Call George, Paul or Steve McClung, 703/620-3318

FOR SALE - Kolb Ultrastar. A.B.C. ballistic chute, Westach CHT, EGT and tach, wheel pants, wingtip strobes, Ken Brock 5-gal seat tank, UL II-02 Cuyuna engine with new Rotax gear redrive, 10 minute quick-fold system, excellent condition, always hangared, \$5000. Call Woody Jones, (703) 533-1474.

FOR SALE - '81 Quicksilver MX, 70 hrs TT, Cuyuna 430, 5-gal tank, ASI, ALT, CHT, tach, A.B.C. ballistic chute, wheel pants, always hangared, \$3000/offer. Call Lance Haines, (703) 280-4983.

FOR SALE - Pioneer Flightstar, very low time ultralight, floats, trailer, electric start, wing covers and more. Maintenance logs available, excellent condition. Leaving the country, must sell, \$4500. Call Stephan Francois, (301) 391-4431.

FOR SALE - 6 gal Quicksilver-type gas tank with fittings, brand new, \$40. Hall ASI with long mount, brand new, \$15. Call Rob Brooke days 301/640-5231, eves 301/279-2816

## W H I T M A N   S T R I P

Edward Whitman, Prop.

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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

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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. Observe the pattern when any other craft are in the vicinity.
3. Pattern altitude for ultralights is 500' AGL. Pattern altitude for other 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. Particularly, observe the restricted area (see drawing).
5. 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.
6. 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). When contour flying, avoid the active runway and the hangar area. Unless in the pattern while taking off or landing, do not fly over the hangars or runway below 500'.
7. Buzzing people, hangars, livestock, etc. is prohibited.
8. Keep the east-west runway clear for taxiing to all hangars.
9. Don't litter. Use trash containers provided. Take trash with you whenever convenient.



WHITMAN

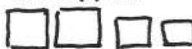
STRIP

WHITMAN



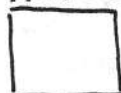
HOME

HANGARS



← STATE ROAD # 611 →

ADKINS



FARM



RESTRICTED AREA

\* \* \* 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.

1987 CHAPTER OFFICERS

PRESIDENT	Steve Osten	703/860-2919
VICE PRESIDENT	Jim Kelly	301/855-4046
SECRETARY	Rob Brooke	301/279-2816
TREASURER	Dave Maitland	703/792-2924
PROGRAM CHAIRMAN	Paul McClung	703/430-0216
SAFETY OFFICER	Tom Simmons	703/548-7420
NEWSLETTER EDITOR	Rob Brooke	301/279-2816

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\*\*\* 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 - \$20.00; 1/2 page - \$10.00; 1/4 page - \$5.50; business card - \$3.00.

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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: \_\_\_\_\_

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Robert B. Chapman  
Rt. 1, Box 51A (Lenah Road)  
Aldie, Va. 22001

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Rockville, Md. 20851

# THE NEWSLETTER

USU A  
FLYING CLUB  
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