

U S U A FLYING CLUB 1 NEWSLETTER

October 1987

FROM THE LEFT SEAT

by Steve Osten

I have been doing a lot of thinking lately on the proposed alterations to FAR 103 offered to the FAA by the USUA. I have some personal reservations about the possible losses of freedoms implicit in those changes and I wanted to share them with you, get you thinking.

I am, after a lifetime of observing government excess, always suspicious and uneasy about granting an agency of the government any more power over my personal rights than it already has. It seems to me that may be what we are up to with our proposals for change to FAR 103. We say we want to widen the parameters of the sport - allow the planes to be heavier, go faster, carry more gas, carry two people - but we seem to be offering a trade for those capabilities. What it seems to me we are trading, at least in principle, is some of the rights and freedoms we currently enjoy. While it is true that someone currently practising the sport will be unaffected by the new regulation, if adopted, someone new to it will definitely have some requirements to meet.

I think each of us needs to ask himself a few questions before he takes a position either for or against the proposal: Are we giving up more rights than we are willing to, in order to legalize more capable craft? Is it a dangerous precedent for us to volunteer to hobble ourselves with increased regulatory restriction in the form of mandatory pilot and vehicle registration? Are we just acting out of a sense of fear that, if we don't step forward with suggested restrictions, we'll be saddled with even worse? Are fundamental issues like personal freedom at stake here, and should we be objecting on principle? What justification is there for interfering with anyone's rights to do what he wants, if he's not impinging on the rights or safety of others? Is anyone unhappy with the regulatory climate in which we are already enjoying the sport?

I expect that there will always (refreshingly) be different ways of looking at this issue and different positions taken. I have taken mine; I hope you will think good and hard as you go about the process of taking yours.

Fly Safely!

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ADVISORIES

Please welcome new member Tom Allder. Tom is from McLean, Va. and is considering the purchase of a Quicksilver MXL.

Your attention is called to the events in the schedule for October. There are three special events worthy of consideration: the Mexico

Farms Fly-in, the Winchester Fly-in and the Club's own season end bash at Whitman Strip. Mexico Farms is a monumental cross-country, twice as far from Whitman Strip as Winchester (105 mi.) but a worthy goal. There will be ultralight competition of the "fun" variety as well as camping available at Chuck Popenoe's (USUA #4) place in the near vicinity. Chuck will welcome

(ADVISORIES, cont.)

any itinerant ultralight pilots and, we are told, will be able to provide ground transport to and from. If it looks attractive, fly up on Saturday (gas stop at Winchester), camp out with Chuck and fly back Sunday afternoon. The flying in the Cumberland area with the Fall foliage coming on is said to be spectacular!

The Winchester Fly-in is a biennial event and known to many of the Club's pilots already. A sheet of ultralight rules specified by the airport is included with this issue of the NEWSLETTER.

The season end fly-in and bash at Whitman Strip will be a daylight affair, getting under way at 10:30 am. Bring your own food/drink, costumes optional. There will be charcoal grills provided for those who don't eat raw meat. This is the last planned event of the flying season so be sure to come.

DATUS PROPER

It is with sadness we report the death last month of Club member Datus Proper while on a camping trip on the west coast. Datus was an institution at Whitman Strip. He and his Volksplane always joined Club activities with boundless enthusiasm. A unique individual with a great love of flying, he will be missed by all of us who knew him.

ON A CLEAR DAY

by Tom Simmons

Following what must certainly have been one of the most grueling summers in recent history, we seem to have lucked into a Fall of almost idyllic proportions. The air is so calm, the visibility so astounding, that I feel certain we can expect a good deal of cross-country flying during the coming months. Frankly, I would like to encourage it.

One of the last hugely successful

cross-country flights of USUA #1 was the flight to Deep Creek last year. The flight was led by Rob Brooke and the gaggle consisted of eight ultralights and one Volksplane. Two Phantoms later joined the group there.

Although we have not had those kinds of numbers in more recent cross-country flights, there have still been some fun flights among groups of two or three (an aborted flight to Winchester's Fly-in had five ultralights). And for Club members who are not very experienced in cross-country flying, this weather is a wonderful opportunity to arrange flights with other pilots who are.

Cross-country navigation, while a little daunting to some, is pretty easy to get a handle on after only a couple of tries. Altitudes and airspace regulations should be mapped out before going airborne, in order that your principal job as pilot can be that of looking for landmarks.

That and enjoying the view! The flight back from Deep Creek was one of the most memorable I have experienced. The air was perfectly still and the required altitude changes and course corrections were great distances apart. An occasional look at the instrument panel was all that was needed. For the rest, it was pure sight-seeing - with the air so clear that I could easily see the Washington Monument and those godawful USA Today buildings from where I crossed the Potomac, which was over Woodbridge.

Cross-country flying is a great way to build confidence as a pilot, gain experience and proficiency, and have a good time with other Club members. Although Rob Brooke has inexcusably left himself without an airplane, many other Club pilots have extensive cross-country experience. October and November are looking like the perfect opportunity to get out of the pattern and go the distance.

HANGAR LIST

A number of people have expressed an interest in hangaring a plane at Whitman Strip. Paul McClung, by agreement with Ed Whitman, is maintaining a list of those who are interested. The list is as follows:

Gus Bonanato
Ed Boynton
Stephan Francois
David Hiers
Jim Kelly
Jim Laurenson
Dave Maitland
Tom Mangan
Steve Osten
Tom Simmons

Anyone on the list who has changed his mind or anyone not on the list who is interested in hangar space at Whitman Strip, call Paul McClung, (703)860-2919, Reston, Va., and make your wishes known.

NEW PLANE

by Rob Brooke

The construction of the Kolb Firestar is now underway. I am finding out that a project like this often proceeds only by the good-will and helpfulness of others. Good friends have already helped with the loan of 1.) a pneumatic pop-riveter, 2.) a small but sufficient air compressor (doing double duty pop-riveting and spray-painting welded steel parts) and 3.) one bay of a 2-car garage wherein I plan to do large scale assembly and covering.

I have started the job pretty much in the order dictated by the manual - constructing horizontal and vertical stabilizers, elevators and rudder. All of these parts are fairly easy, requiring cutting tubing to length and pop-riveting it together to form the structure.

I was fairly rapidly confronted, however, with the need to clean, prime and paint various welded steel parts supplied with the kit. The parts are supplied as they come

from the welding shop, covered in a black protectant oil, requiring shaping of some rough edges, drilling holes but mostly requiring cleaning down to bright, shiny, silvery steel. This is a dirty, tiresome and arduous process in which I have discovered the usefulness of the "Nyalox" brush (works like a wire brush wheel chucked in the electric drill - only it's nylon bristles impregnated with aluminum oxide) and Scotch Brite scouring pads. It's slow going but satisfying to get the parts shined and painted. They cannot be incorporated into the structure until these steps are taken or they will soon be victim to rust.

As cold weather will be coming soon, I am trying to get as much of the steel cleaned and painted as I can. I will be able to drill and pop-rivet when the air gets nippy but I don't want to try to paint in the cold. I am using 2-part primer and paint, so set-up and clean-up for a spraying operation is significant. The amount of paint to be used must be calculated carefully since running out requires stopping to mix more and what's left over can't be used another day.

I'm starting to accumulate a lot of painted steel parts, so next month's report should show a little "ankle bone connected to the leg bone" progress.

So far, both kit and plans continue to prove sufficient. To be sure, there are some minor errors - typically the calling for a pop-rivet that is too long or a welded part that is "not quite" as specified in the plan, but nothing disastrous yet. I did have to drill out one too-long rivet but I managed to get it out without damaging the elevator I was working on. Now, I check the appropriateness of each rivet length called for by the plan.

I was, at first, frustrated by the disorganization of the directions

(NEW PLANE, cont.)

and plans. Everything seems out of order. Now, I'm not so sure that's a bad thing. I find myself reading an instruction to perform an operation and then, because of distrust of the directions, I check every other thing in the plans that could remotely be affected by what I'm about to do. It slows me down somewhat but I have really learned how this airplane goes together and how everything relates. So far, everything I have needed to know is there; I've just had to dig a little to understand it.

To be continued.

FLIGHT PLAN

Oct 1 - Club Meeting.

Oct 4 - Mexico Farms Fly-in and Pancake Breakfast. Mexico Farms Airport, Cumberland, MD.

Oct 24/25 - EAA 186 Fall Foliage Fly in. Winchester (VA) Municipal Airport. Sunday Pancake Breakfast.

Oct 31 - Halloween Fly-in and Season-end Party. Whitman Strip.

CLASSIFIED

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.

WITH APLOGIES TO
THE FAR SIDE GARY LARSON



ULTRALIGHT TRAFFIC PATTERN

Winchester Municipal Airport
Winchester, VA

1. Ultralights will use the parallel taxiway for takeoff and landing as indicated on the chart. No other part of the taxiway will be used for takeoff and landing.
2. a. Ultralights will yield to aircraft on the taxiway and will not attempt to land when aircraft are operating anywhere on the parallel taxiway.
b. Ultralights will not takeoff or land when aircraft are taking off or landing on the runway.
c. To comply with a. and b., ultralights 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, ultralights are authorized to use the runway.
3. Traffic pattern altitude is 500' AGL for ultralights, entry to the pattern to be made on the 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 takeoff, minimum 200' AGL; departing pattern, execute 45 degree turn to X-wind after first turn.
6. Departing traffic pattern area, maintain 500' AGL until well clear of conventional aircraft traffic pattern.
7. Ultralights operating in close proximity to the airport are required to have strobe light on.
8. Ultralights will be operated in accordance with FAR 103 at all times.

