

# U S U A FLYING CLUB 1 NEWSLETTER

December 1987

## FROM THE LEFT SEAT

by Steve Osten

Last month's club meeting and a subsequent Board of Directors meeting have dramatized the role of Whitman Strip and its importance to us as a flying club. No field, no club. It's almost that simple. I have seen the flying population active at Whitman Strip inexorably growing over the last couple of years. The increase in traffic forces us to address problems that didn't exist when only two or three aircraft were active at any time. The result has been the formulation of more restrictive flying rules for Whitman Strip. I am one hundred percent behind the new rules and I implore you to take them seriously. They were put in place with only one goal in mind: to save Whitman Strip as a center of ultralight aviation.

The other thought I'd like to leave with you is: it's getting cold out there. Winter flying poses unique difficulties that you need to keep in mind. The first and most dangerous is hypothermia. Keep yourself protected and, at the first sign of shivering, get yourself back on the ground and head for the hot cocoa. Next in importance: don't forget your normal good safety practises just because it's cold and uncomfortable. Don't let stiff fingers or a chilly breeze cause you to shorten your pre-flight or to mix your gas and oil improperly. Learn about dew point and the kinds of conditions which cause carburetor icing. Your engine can inexplicably go to half-mast when icing conditions exist and force you to use that emergency landing area you've been carefully picking out (naturally) as you fly along.

Finally, I wish you all a happy holiday season and the best possible flying weather throughout the new year.

Fly Safely!

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## **ADVISORIES**

The November club meeting was pretty eventful. In addition to the election of 1988 officers, there was a rousing discussion of flying behavior at Whitman Strip. Both items have resulted in action of interest to the membership.

The slate of officers selected by the nominating committee was placed in nomination. Our treasurer of many years, Dave Maitland, declined to serve. Steve Osten, our outgoing president, volunteered his services as Treasurer and he was added to the slate. After not very much

discussion, the slate was elected by acclaim. The 1988 officers are:

President - Paul McClung  
Vice President - Tom Simmons  
Secretary - Rob Brooke  
Treasurer - Steve Osten

The discussion of flying behavior at Whitman Strip resulted in the convening of a meeting of the Board of Directors to determine whether any Club action was indicated. The Board met at Steve Osten's house on Thursday, November 12, and it was resolved that the flying rules for Whitman Strip be rewritten. Included with this issue of the

(ADVISORIES, cont.)

**NEWSLETTER** are the new rules for Whitman Strip. The background and explanation of them is covered by an article by your Editor.

### **THE OTHER SHOE**

by Tom Simmons

There has been quite a bit of conversation in recent months about the current state of the aviator's art, such as it is practised on weekends at Whitman Strip. This conversation has been subdued, for the most part, until the November meeting of USUA #1, when the inevitable other shoe dropped. Members and guests in attendance at that meeting had harsh words for the flying procedures they had witnessed, and the issue quickly became emotional instead of remaining moot. It was clear that some action would have to follow.

The action that did follow was a meeting of the Board of Directors of USUA #1 to determine if new rules and procedures for Whitman Strip were really necessary. With nostalgic regrets and a sentimental fondness for "the good old days", it was determined that a newly-defined set of minimum standards for flying safety was required, and those standards are published elsewhere in this newsletter. The content of these new rules are not a part of this discussion (there are, in fact, fewer than before). I would like to touch, instead, on the implications of their acceptance by all pilots who use Whitman Strip.

There needs to be more than a change of rules at Whitman Strip; there needs to be a change of attitude. After all, if the old rules had been strictly observed, we might never have experienced a problem. To truly solve the problem we face now, the new rules need to be faithfully observed by everyone. And there, as they say, is the rub.

How will resident and guest pilots react to the new rules? How will

the rules be enforced? The answers which we find for those two questions will determine whether USUA #1 will continue to be the happy flying and quaffing club that it has always been, or turn into a group of mutually hostile "cops and robbers".

In reference to the first question: it is important to recognize that the formulation of our new rules - which Mr. Whitman has fully endorsed - was not an act of self-righteousness on the part of the Board. Far from it. We have flown by as loose a standard of flying safety as any other pilots; and we will feel the pinch of restriction as keenly as anyone. The situation, however, was simple: we have all been flying irresponsibly and now we will have to stop.

Even if you don't believe, as some do, that our current flying habits will eventually lead to a fatal accident, and even if you don't believe, as some do, that the FAA is hiding in the trees observing us, we hope you will agree that if the present situation continues, sooner or later someone somewhere will file a complaint with someone somewhere, and the only area airport dedicated primarily to ultralight flying will be lost. In the meantime, there is no question that we are providing a dreadful example for new pilots, while convincing our more experienced guests that we are a group of flying clowns.

As to the second question: well, there is no enforcement procedure except peer pressure. When any pilot breaks a rule, it will become the needless and unwanted responsibility of some other pilot, probably a Board member like me, to offer some sort of (I hope) gracious and constructive criticism. This criticism need not venture into the shadowy area of opinion, mind you. It should stay within the parameters of the few stated rules. But it will, nonetheless, be an unpleasant duty and I, for one, want to do as little of it

(THE OTHER SHOE, cont.)

as possible. I frankly hope I won't even have to do it once.

So, in essence, this windy dissertation is less the lecture that it seems and more a plea for mercy. We're all adults; let's take the responsibility for our own flying. The bottom line is: I don't want to have to waste my energy telling you that you're flying like a dickhead. I'm going to need all the energy I've got to keep myself from flying like a dickhead.

### NEW PLANE

by Rob Brooke

I am sorry to have to report that no progress of consequence has occurred since the last time I wrote this column. A sailing weekend, the press of business at my place of employment and the recurrence of a chronic back problem have all conspired to slow the pace of aeronautic fabrication to almost a standstill.

There is a result in all this, however, which is worth discussing. I haven't finished cleaning and painting all the steel parts yet and it is now too cold to paint outdoors. This is going to have repercussions in my potential for progress during the winter months. I will not be able to complete the fuselage until the steel cage is painted, so I'm facing the delay of the assembly of the total airframe until late March or April. Bummer.

Fortunately, I have sufficient painting done that I will be able to fabricate both wings and I will be able to go ahead and cover the individual pieces of the tail feathers and permanently rivet on the hinges. I can also fit the landing gear to the cage and finish off the fabrication of engine and muffler mounts and any number of small stand-alone jobs. Then (it says here in small print), when I finally do get the cage painted, I should be able to get through to the covering and painting stages

"like a dose of salts".

### BOARD MEETING

On November 12, a special meeting of USUA #1's Board of Directors was called to assess reports of unacceptable flying behavior at Whitman Strip, to determine whether the continued operation of Whitman Strip was jeopardized by the kind of flying reported and whether some Club action was desirable.

The following is the consensus of the Board:

That the reported flying behavior, given the steadily growing number of flight operations at Whitman Strip, will, indeed, put the continued operation of Whitman Strip at risk;

That the loss of Whitman Strip as a site of ultralight aviation will put at risk the health of USUA Flying Club #1 as an active flying club;

That a new set of rules governing flying at Whitman Strip be promulgated in the next issue of the NEWSLETTER;

That every pilot-user of Whitman Strip be asked to read and sign a copy of the rules and that the signed copy be remitted to the Secretary of USUA #1;

That all users of Whitman Strip take the responsibility, not only to fly in accordance with the rules himself, but to undertake to inform any other pilot operating outside the rules of the error of his ways.

Here endeth the minutes of the Board meeting. What follows is an explanation of the new rules. Please refer to your copy at the back of this newsletter:

Rule 1 - This rule, by holding the ultralight pattern east of the power lines, does away with the need for a restricted area over the Adkins farm. You won't be flying over the farm under 1200' AGL.



(BOARD MEETING, cont.)

Rule 2 - If you do not yet know what a standard left-hand pattern is, how to enter the pattern and how to depart from it, find out from a flying friend who does or go look it up in any flight instruction handbook.

Do not take off or land on the east-west (parallel to Rt. 611) runway unless the north-south runway is unusable due to severe crosswinds. You are the arbiter of what constitutes "severe". If you believe that to attempt to take off or land on the north-south runway would be hazardous, only then should you use the east-west runway. Inspect the normal north-south pattern with great care to avoid conflict.

Rule 3 - This rule embodies the greatest change in philosophy in the use of Whitman Strip. Unless you are either landing or taking off, any aerial activities in the vicinity of Whitman Strip are to be conducted above 1200' AGL. This altitude is comfortably above the regular GA pattern altitude and high enough that the noise of ultralight operation should not annoy those who live near the field. Contour flying is expressly prohibited. Touch-and-goes on the north-south runway are still permitted, provided that the approach to the runway is made from a standard left-hand pattern.

You may ask, what constitutes "in the vicinity" of Whitman Strip for purposes of this rule? Visualize the size of the pattern that a Cessna 172 might fly in order to land at Whitman Strip. The area which lies within that pattern is certainly "in the vicinity". The real thrust of this rule is this: if you want to fly around the patch, practise maneuvers, show off for your friends, do it well above GA pattern altitude or do it somewhere else. The rule for Whitman Strip is now just like it is for Hartwood Airport. Keep your plane hangared there, take off from there, land there but do your

cavorting around the sky somewhere else.

Rule 4 - Route #611 closely borders the south end of the normal-use runway. This road is in regular use by people going to and from their homes and farms. Nothing is more likely to generate a complaint by one of our neighbors than being surprised by an ultralight zipping across his bow at windshield height. If he then loses his cool and drives into the fence or another car, it wouldn't take much of a lawyer to convince the court that it was the ultralight's fault.

Rule 5 - This rule doesn't mean that you are expected to go out and weigh your ultralight or clock its maximum speed in level flight. It does say, however, that if you are flying in egregious violation of the FAR's, you are not welcome to practise that art at Whitman Strip. What constitutes "egregious"? Any violation which can be seen by anyone to be outside the regs is egregious. Flying a two-place ultralight? It better have N-numbers or you had better be teaching a flying student under the FAR 103 waiver.

Rules 6 and 7 - These rules are there to help remind you to be neighborly and to keep the field usable by everyone. Just landed? don't dust off your hands and call the flight "ended" until you've pushed your plane over to the fence and out of the way. If you hauled your plane in on a trailer, find some place to put it together which will not obstruct access to the hangars and taxiway. And when you leave, try to leave the field cleaner than you found it.

To sum up, Whitman Strip is a valuable resource. Its most important role is to provide a place where planes can be hangared and a runway for taking off and landing. Our very ability to fly depends upon the continuation of Whitman Strip in that role

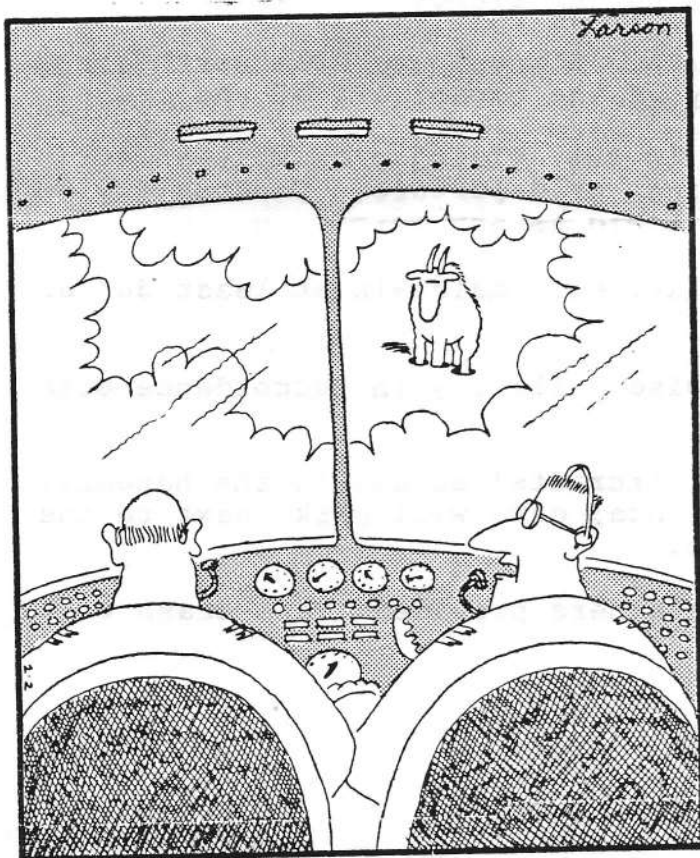
In the past, it has also been a

(BOARD MEETING, cont.)

flying playground where the pilot's natural exhibitionist tendencies could be given their head. Sadly, as more and more ultralight pilots use Whitman Strip as the center of their flying activity, the "flying playground" aspect must be sacrificed. Otherwise, we stand a good chance of losing the whole thing.

### FLIGHT PLAN

Dec 3 - Club meeting.



"Say ... What's a mountain goat doing way up here in a cloud bank?"

### **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 - 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 - '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 - '84 Phantom ultralight, hangared at Whitman Strip, 440 Kawasaki w/ gear drive, 62" prop, ballistic chute, brakes, strobe, orange/yellow/black, immaculate. \$5200. Steve Zeamer (703) 349-9089.

## 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. Pattern altitude for ultralights is 500' AGL, for other aircraft, 1000' AGL. The ultralight pattern should always be kept east of the power lines adjacent to the field.
2. Always fly a left-hand pattern. Always use the north-south runway unless a crosswind is beyond the capability of the craft.
3. No flying below 1200' AGL in the vicinity of Whitman Strip unless in the pattern for landing or departure. Contour flying anywhere in the vicinity of the field is not permitted.
4. On final or departure over Rt. 611, maintain at least 30' of altitude over the road.
5. Pilots, ultralight and otherwise, will fly in accordance with all applicable FAR's.
6. Do not obstruct taxiing aircrafts' access to the hangars. Aircraft will park next to the fence; cars will park next to the fence or west of the hangar area.
7. Don't litter. Use trash containers provided. Take trash with you whenever convenient.

\* \* \* 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

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

# THE NEWSLETTER

USUA  
FLYING CLUB  
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