

January 1989

FROM THE LEFT SEAT

by Rob Brooke

As I write this, the New Year's Day snow is on the ground, the ceiling is about fifty feet, and flying seems beyond possibility. But it's not the farthest thing from my mind. In fact, no day goes by that I don't think of one of my last flights, or one of my next ones, or of my plane, or of Whitman Strip, or of the flying season to come. Since it's the New Year, let's think about resolutions. Flying resolutions.

If you're already flying and taking advantage of what the club offers in fellowship and flying activities, resolve to continue and more, to get involved, to contribute to the planning and the directions the club is taking.

If you're already flying, but not getting a chance to enjoy what the club's doing, resolve to change that and to try to improve our fun with the pleasure of your company.

If you're a pilot but not flying because you have an equipment problem, resolve to get it fixed in 1989 and get back in the air. We miss you.

If you are not a pilot yet, resolve to start solving all the problems which are standing between you and flight. But just one at a time. Money, no plane, where to keep it if you had it, flying lessons, each of these is a single problem. Resolve to solve 'em one at a time. The solution to one drives the solution to the next.

My resolutions? Well, I've got 1988, a year of little or no flying, to make up for, so I've got a bunch. Fly the planned club events whenever humanly possible. Fly back to Mexico Farms. Fly to Tangier Island in the middle of the Chesapeake Bay. Try to fly to one of the events of the new Virginia USUA Club #6 at Hampton, Va., if their schedule and ours permits. Try to make at least two EAA 186 monthly Luncheon Flights in 1989.

Well, weather and schedule being what they are, I won't do all that stuff, but I'm sure going to try!

Fly Safely!

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ADVISORIES

Your newsroom is having fun with a new breed of word processor, hence the altered (but not much) format of the newsletter. The thing is a hacker's dream, so you may be offended by many whimsical formats in the months to come. The major

stunts for this month are the big ba-a-ad banner, and page numbering. Will wonders never cease?

As happens every year at this time, everyone in the club except George Lutz is behind in his dues. Well, that is not literally true, since new members as of December will be

(Advisories, cont.)

considered as paid up for 1989, since they paid so much for so little in 1988. As before, check the address label on your newsletter. If a dollar sign appears by your name, our records indicate that your dues for 1989 are unpaid. You will continue to receive newsletters through March, but if you haven't paid by then, your window on the ultralight world of Northern Virginia will quietly close. Mail your hard-earned money to the Editor (address on the info sheet) or better yet, bring your checkbook to the next meeting, pay your dues and drown your sorrows at Chi-Chi's.

At the back of this newsletter is a questionnaire concerning your preferences in what the club is doing. Please take the opportunity to fill it out and send it in (or bring it to the next meeting). Sometimes the people who have the responsibility of planning the club's affairs feel like they're "flying blind". This is your chance to raise the ceiling enough to get them on VFR, for a change.

WHITMAN STRIP

Was it Mark Twain who said, "Reports of my death have been greatly exaggerated."? The same syndrome is at work where Whitman Strip is concerned.

Whitman Strip is not yet history. In fact, the latest reports are encouraging rather than depressing. Ed Whitman has stated that flying from the field is again permitted. The situation with Fauquier County is not yet resolved, but Ed has stated his intent to bring this difficulty to a satisfactory conclusion, meaning the continued operation of the airport.

There has been a great deal of talk and conjecture about what has been going on, but most people feel that accommodation with the County is

not only possible but likely, if there is any desire to keep the airport open. There now seems no doubt that that is Ed's desire. It is to be hoped that this scary business will wind up ended to everyone's satisfaction.

As has been pointed out before, we should take special comfort (and lesson) from the fact that the airport has not been placed in jeopardy by the way we use it. No one is trying to shut down Whitman Strip because a bunch of outrageous loonies are upsetting the neighbors or having too visible a good time. We have, on the contrary, become pretty conscientious flying citizens. This has cost us a very small measure of freedom but has demonstrably improved our chances to continue flying.

In spite of the generally optimistic tone of this report, the field is not yet "out of the woods". The club must go on about its business as if Whitman Strip will go on forever, but until Mr. Whitman and Fauquier County reach complete agreement, there remains a significant chance the field will close. A resolution is expected this month, but it could drag on.

For now, keep your fingers crossed, but go on down and fly whenever the weather's nice enough for you.

THOUGHTS ON A NEW FLYING MACHINE

by Jim Gildea

There are many choices to be made when considering the replacement of one's faithful flying machine. I guess first you need a reason to even contemplate putting "Old Dobbin" out to pasture. In my case, deteriorating fabric and a distinct lack of performance in cross country speed have finally caused me to think about something more capable than a 20HP trike. I have long felt an affinity for aerobatics, with few opportunities to indulge, given the high cost and rare availability of aerobatic rentals.

(New Machine, cont.)

As a licensed pilot, I have no problem considering things other than ultralight. Time to go a bit higher/farther/faster. I endorse the efforts of those who would defend ultralight access to all airports, but let's look at the record: ultralight pilots have never had 100% access to general aviation airports and they never will. Even as a licensed pilot on an aircraft that was clearly an ultralight, I had problems getting insurance, thus limiting my access to airports. My trike was not built by a recognized ultralight manufacturer and most insurers would not accept a home-built ultralight as an insurable vehicle.

Flying an airplane, all public use airports are open to me, and because of where I work, I have the use of a very capable cross-country aircraft. Nonetheless, there remains a very large gap between what I want to do and what I am equipped to do. A Piper Arrow is very good at going places; it's useless at looping, rolling and dirt field landings. An experimental trike is very good at landing anywhere at all, and might even make the take-off if the grass is only two feet high. The 35 mph cruise is a bit tiresome, though. This leads us to the requirements for a new aircraft: aerobatic, trailerable, able to operate out of a dirt field (ie. Whitman Strip), licensed aircraft, affordable, good cross-country speed and....home-buildable.

My idea of home-buildable is still forming, but includes such things as materials that I am familiar with, techniques that I view as reasonable to learn or practise, and - most of all - completeness. I do not wish to spend time chasing down materials or obscure tools. All this really gets down to a kit with pre-welded fuselage, aluminum wings, fabric covering and a 45 to 65 HP two cycle engine.

This is not very limiting. There are many aircraft that meet these requirements, both ultralight and experimental. Cross-country speed: anything that meets or exceeds the ultralight speed limit fulfills this requirement, since, for long trips, I get in the Arrow and go. What is affordable? I think that we all have different limits there, but looking around at used aircraft and desired performance, I don't see "aerobatic" going cheap. I have always felt that you get what you pay for, so let's set a limit of \$10,000, a lot less than a Pitts Special, but quite a bit for a box of parts that will take a year or more to put together.

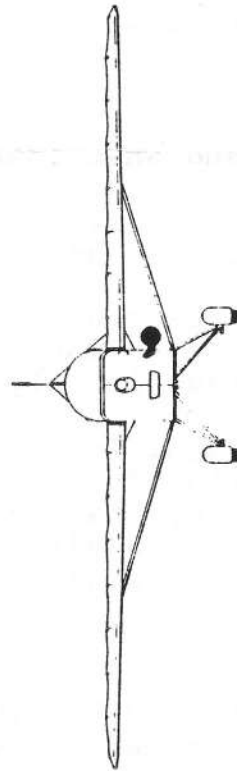
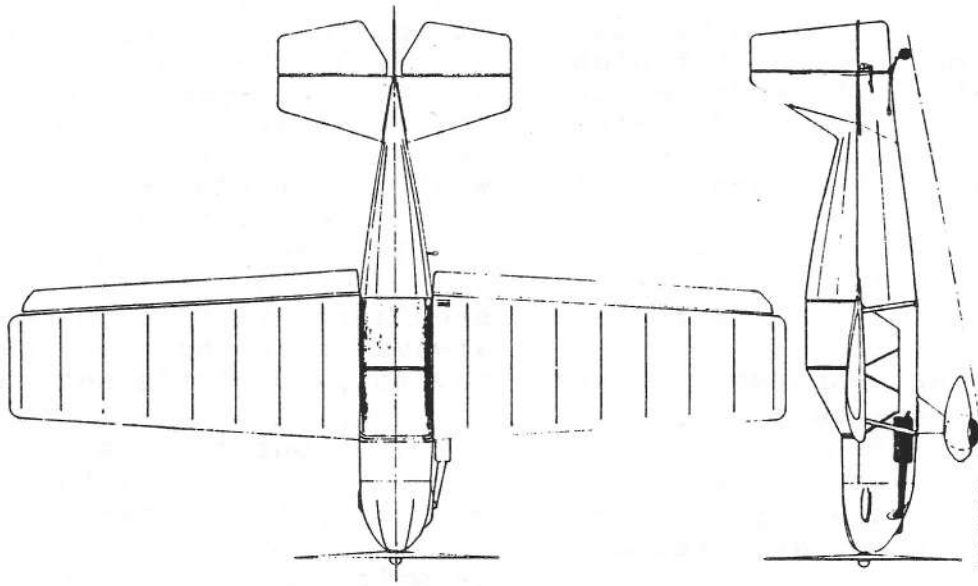
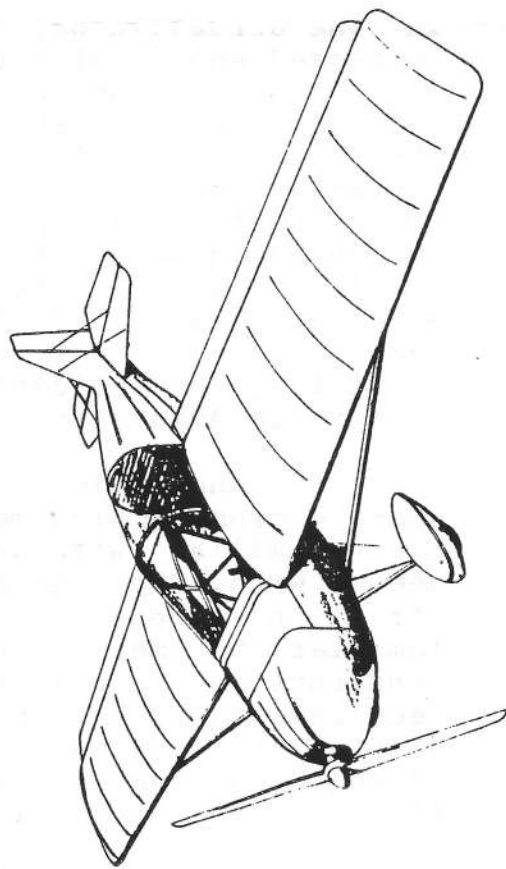
So which box of parts is it going to be? I've seen several aircraft that approach my ideal in magazines and even at fly-ins. Information packages were ordered for the Kitfox, Avid Flyer and the Rans line. Kitfox is a neat aircraft - very nicely made, but apparently lacking in the aerobatic department. I was impressed enough with the Avid Aerobat and the Rans S-9 to go ahead and order the construction manuals. The Avid Aerobat looks good and is probably the more versatile of the two. Short field operations with two on board are possible, however, aerobatics are limited to one, so why have two seats? The manual is very complete and I think the aircraft is quite buildable, as is the Kitfox, an Avid clone.

But both the Avid and the Kitfox share a construction method which I am unfamiliar with and therefore uneasy with. The Rans S-9 uses construction methods that are largely familiar to me, it has a superb construction manual and meets all requirements I have previously listed. It also has a better list of engine options and inverted flight capability ...!

So I ordered the S-9. It should arrive in January. At some future time, I shall announce the S-9 Coloring Contest, an opportunity for

RANS

S-9



DESIGNED AND DRAWN BY: RANDY SCHULTER 2000
RANS TO HIGHLY VARYING NO. 2000

(New Machine, cont.)

readers to break out their Crayolas and take a shot at winning a few bucks. Meanwhile, I have for sale an Avid Flyer Aerobat construction manual and a used-but-not-abused trike with a 20HP Cuyuna with Rotax reduction drive. I'll be happy to demonstrate it next spring.

FLIGHT PLAN

Jan 5 - Club Meeting, 7:30 PM,
Washington Gas Light Co. Spring-
field Center.

Feb 2 - Club Meeting, 7:30 PM,
Washington Gas Light Co, Spring-
field Center. Tom Gunnarson, Wind-
star Aviation, guest speaker.



1989 ACTIVITIES QUESTIONNAIRE

For each of the questions below, please circle the alternatives which most reflects your opinions or desires. If several alternatives are attractive to you, circle them all. Feel free to add alternatives or provide additional written suggestions. Please put your name on the questionnaire; it will help tell us "where you're coming from".

MEETINGS

1. At meetings, I'd like programs like:
 - a.) Commercial flying videos.
 - b.) Videos of our own club activities/flying.
 - c.) Guest speakers like John Ballantyne, Tom Gunnarson.
 - d.) Ground school.
 - e.) Airplane maintenance lectures.
 - f.) No programs, just business.
2. At meetings, I'd like more say in:
 - a.) Club activity plans.
 - b.) Dues.
 - c.) Meeting times.
 - d.) Don't care.
3. I'd like meetings to start at:
 - a.) 7:30
 - b.) 8:00
 - c.) 8:30

ACTIVITIES

1. I'm interested in:
 - a.) Fly-ins/hangar parties at Whitman Strip.
 - b.) Summer weekend camp-outs at Whitman Strip.
 - c.) Short cross-country flights (30-50 mi.).
 - d.) Competitions.
 - e.) Long cross-country flights (60-100 mi.).
 - f.) Fly-ins away from Whitman Strip.
 - g.) Field trips like the Garber Facility tour.
 - h.) Unscheduled local flying at Whitman Strip.
 - i.) Work days and hangar-building at Whitman Strip.
 - j.) (You name it)
2. The activity most important to me is:
(Select three alternatives from the question above and list them in order of importance to you, most important first.)

3. I think the club's schedule of activities is:
- a.) Too ambitious, should be cut down some.
 - b.) Too sparse, needs more (you add it).
 - c.) About right.

NEWSLETTER

1. I'd like to see more:
- a.) Safety articles.
 - b.) Product reports.
 - c.) Members' flight experiences.
 - d.) Editorials.
 - e.) Cartoons/pictures.
 - f.) Stuff copied from other sources.
 - g.) Classifieds.
 - h.) "How-to" articles (Maintenance, x-country, etc.).
 - h.) (You name it)

2. I'd like to see less: (Select from above)

3. From the list in Newsletter question 1., I'd most like to see more (select three):

Thanks for taking the time to respond. Print your name somewhere on the questionnaire and mail to:

Rob Brooke
1809 McAuliffe Drive
Rockville, MD 20851

or bring it to the next meeting.

* * * 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.

1989 CHAPTER OFFICERS

PRESIDENT	Rob Brooke	301/279-2816
VICE PRESIDENT	Tom Simmons	703/548-7420
SECRETARY	Paul McClung	703/787-0631
TREASURER	Charles Maples	703/941-8167
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 - \$20.00; 1/2 page - \$10.00; 1/4 page - \$5.50; business card - \$3.00.

* * * * *

MEMBERSHIP APPLICATION Mail to: Rob Brooke USUA Flying Club 1
Dues: \$15.00 1809 McAuliffe Drive, Rockville, Md 20851

NAME: _____ DUES INCLUDED: _____

ADDRESS: _____

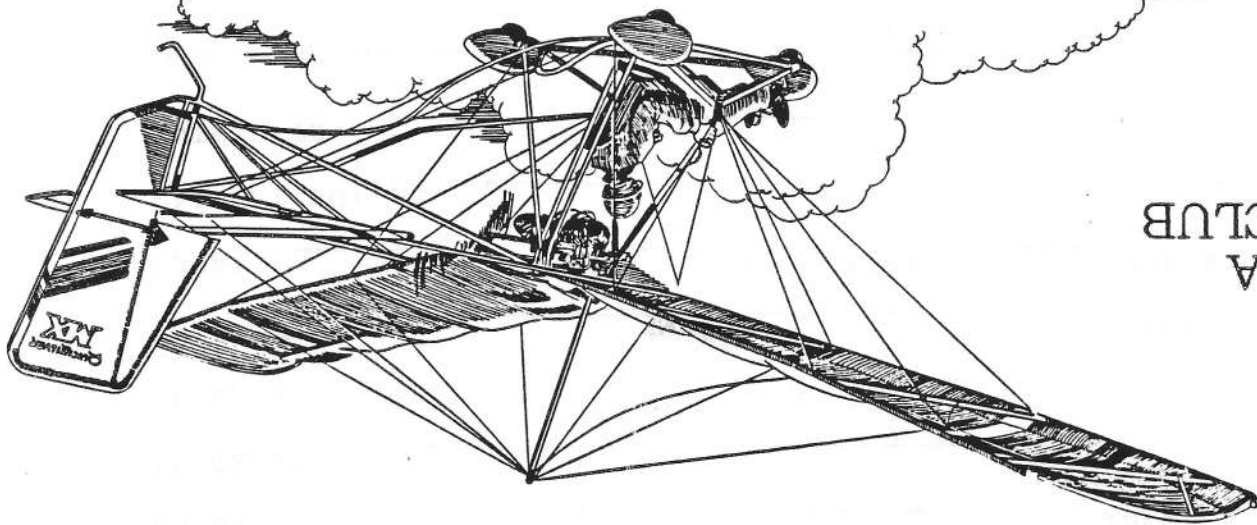
PHONE H: (____) ____-____ W: (____) ____-____

UL'S OWNED: _____ USUF#: _____

USUA#: _____ EXAMINER? ____ 2-PL? ____ EAA#: _____ AOPA#: _____

FAA RATING: _____ DEALER: _____

INTERESTS: _____



#1
USVA
FLYING CLUB

THE NEWSLETTER

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