

August 1989

FROM THE LEFT SEAT  
by Rob Brooke

Those of you who were at the July meeting and doubtless many others of you, now know that I am no longer flying out of Whitman Strip. Owing to an unfortunate animosity having arisen between me and Ed Whitman, I have been "disinvited". I have spent the four weeks since those events thinking long and hard and the result is that I feel I must resign as President of USUA #1. I am taking this opportunity to announce my resignation, effective the end of the August meeting.

I want to share my reasons with you. First, by my being removed from the Northern Virginia scene, it is going to be harder and harder for me to be a part of the club's flying activity. I need to be a part of that to generate in me the enthusiasm which is needed by your president. I can feel it dwindling already. Second, I feel a considerable personal animus toward Ed Whitman. For as long as significant club business revolves around Whitman Strip, I am not in a position to provide "fair and impartial" leadership. Third, every time I get involved in club business, I wind up re-experiencing the loss I feel in leaving my old "flying grounds". I am, after all, in this for recreation and enjoyment, not pain and distress.

I have talked all of this over with Tom Simmons, who will be taking over as President after the August meeting. I commend him to you. He is a man of insight and good judgement who also, in the first flush of enjoying his new Quicksilver Sport, is possessed of all the necessary enthusiasm. He wants to "tear up the sky"! I believe you couldn't do better.

I resign with regret. I wish that things could have been otherwise, that the year work itself out without upheavals and distress. But things being as they are, I believe this to be best, both for the club, and for me.

Fly Safely!

\* \* \* \* \*

ADVISORIES

There are a number of scheduled flights coming up which, if you are flying, you should consider. On July 29 (raindate the next day) a flight is planned to Kentmorr Airport on Kent Island across the Chesapeake. Kentmorr is a community of flying enthusiasts whose homes have hangars instead of carports and share a runway in common. Sounds like heaven. The flight is scheduled so as to allow refueling

stops and still get to Kentmorr for lunch. If you are interested in making this flight, please study the information sheet included at the end of this newsletter. For information, call Tom Simmons, Alexandria, 548-7420.

On August 12, a mystery Cross-country is planned from Whitman Strip with the special goal of having "as many as possible" of our flying membership in attendance. If you don't fly anywhere else this

(Advisories, cont.)  
year, try to make this one.

On August 19/20 (rain date the following weekend), we make the most ambitious flight of the year, Tangier Island in the middle of the Chesapeake Bay. It is a long flight and a daring one, all the way to Hummel Airport, where we refuel and meet elements from USUA #6. Then off for Tangier Island and lunch at Mrs. Crockett's, a noted island beanery, and return to USUA #6's field where we will spend Saturday night camped out. Sunday will be devoted to the return flight. Ground support will be available. If you are desirous of making this BIG cross-country, call Tom Simmons, Alexandria 548-7420, or Rob Brooke, Rockville, MD, 279-2816. Planning ahead is a must.

#### WHITMAN HANGAR LIST

There was a meeting of the USUA #1 Board of Directors on July 11. The purpose of the meeting was to deliberate on the relationship of the club to Whitman Strip airport and its proprietor, Ed Whitman. The only resolution of the Board coming out of that meeting was an acknowledgement that the hangar list being maintained by the club was of no effect and would be discontinued.

The hangar list has been maintained for several years by Paul McClung. It was established with the agreement of Ed Whitman, but has not had his continuing support. The Board's sense of the matter is that Ed Whitman wants to make the decisions as to who shall be granted hangar occupancy at Whitman Strip, as is his right.

It is the Board's resolution, therefore, that the hangar list is officially defunct. The Board deeply regrets disappointing those who have placed their hopes for a hangar situation in this list.

However, having been repeatedly embarrassed by having offered expectations which have not been supported by Ed Whitman, it has no alternative.

The situation as it now stands is simple. If you want to hangar your plane at Whitman Strip, talk to Ed Whitman.

#### FOR PILOTS ONLY by Lew Clement

There is a painting which, although I've seen it only once, I will never forget. I think it was by Frank Wooten, the noted British aviation artist. The entire frame is filled with towering cumulus clouds, with deep canyons between. The clouds are golden in the sun and fade into deep blues in the canyons. Slightly below center and a bit to the right in one of those canyons is the small image of a transport aircraft of World War II vintage, dwarfed by the awesome grandeur surrounding it.

I recently saw a photograph taken by Al Carpenter (USUA Club #6) that gave me some of the same feeling as the Wooten painting. A small white aircraft is flying high above the viewer with high cirrus clouds filling most of the frame. There is such a variety in the texture and shading of the clouds that it takes a moment to recognize that this is not also a painting. In both the painting and the photograph, there is a quality of aloneness amid a majestic beauty not often seen. I think John Magee's "High Flight" must have been inspired by such memorable experiences.

I hope each of you may have one of these moments. A small number of pilots are fortunate to witness such unique scenes more than once during their flying careers. I assure you that you will never forget these rich moments and they alone are enough to make you want to continue flying.

(Pilots Only, cont.)

It might be a particularly vivid rainbow seen in its entirety, or a "flyer's cross" as the shadow of your plane is cast on a cloud in the center of a halo, or the serenity of a flight in the quiet evening. Each vision or experience is unique to that pilot. No one else in the world is seeing just what you see at that moment. And, since these circumstances are transitory, no one else will ever see that exact sight again. They are your treasures alone to carry with you forever.

The ultralight pilot is not excluded from these opportunities. Although my time aloft in an ultralight is still quite limited, one of my richest experiences was that quiet flight in an ultralight during the few minutes after sunset when the blue of evening was starting to fill the valleys below.

We all fly to maintain our skills as pilots and our proficiency in certain aircraft. I hope as we fly we can also be aware of these rich and unique experiences when they occur - which are ours alone. If there is a bond among pilots, perhaps it is in the knowledge that God has given these awe-inspiring flights only to us.

#### MYSTERY FLIGHT DELIGHT

by Tom Simmons

July has turned out to be a memorable flying month; just half way through and already I've enjoyed two of the best flying trips in my six years as an ultralight pilot.

The first was the July 1 & 2 trip to Luray, Bridgewater, Waynesboro, Gordonsville (deserted) and Orange, with a brief but dramatic view of Monticello along the way. That trip was flown by Rob Brooke, Tom Alder and myself, and it was nothing short of spectacular.

The second great July flight was the Mystery Flight of July 15. Again the weather favored us with conditions that were about as good as they get in these climes: some haze, but very little wind and a beautiful, sunny day. For a short while, it looked as though only Jim Birnbaum and I would fly the friendly skies, but we were very pleased to be joined by Mike Dietrich, who flew in from New Market, and then Jim Laurenson and Tom Alder, both of whom arrived fashionably late.

We five departed at 11:15 or so, with Shannon Airport in Fredericksburg as our first destination. A very pleasant 45-minute flight took us right past Hartwood where we waved from a distance to a few jumping Jarheads, and into historic Fredericksburg.

About three miles from Shannon, a passing Piper got on Unicom to warn all traffic in the vicinity that there were five ultralights in the airspace, intentions unknown. This was only my second flight with my new radio hook-up, so it was with no small joy that I took to the airwaves in a clear, proud voice and announced that I was "Ultralight One Zero Tango confirming the flight of five ultralights at 2000 feet approaching the pattern to land at Shannon." I also broadcast our downwind, base and final turns on the radio, and we landed in a nice tight line that occupied the active runway for only a few brief minutes.

After gassing up, we were off to cross the Potomac in search of a putative ultralight airpark in Maryland. What we found was Burgess, an apparent Zenair ritual burial grounds.

The remains of a macadam runway are somewhat visible through the grass. There is an abandoned trailer at one end with a variety of signs posted on it that seek to restrict



(Mystery Flight, cont.)

or ban most human behavior. And there are several shrouded carcasses of what must have been ultralights in another life. But no activity presented itself, so we saddled up and headed for Aqualand Cliffton, on the Maryland side of the Route 301 bridge.

The sun on the water was beautiful, even from a few thousand feet up. The airport itself sits right next to the bridge toll, just inland from an inauspicious marina. When we touched down, we were greeted by a family of curious bikers from Deale, who were camping out for the weekend. One of them, a veritable tatoo poster-boy, volunteered to find the FBO so we could buy gas.

A few minutes later, a big Santa Claus of a man drove up and inquired gregariously if any of us was sober. We allowed as how we could probably find one of us that was, and the man offered, "Well, you just take that blue truck over there, and you can get gas at the truck stop."

This was an unusual offer of hospitality, but before anyone could respond, he had a second idea. "Or you could just walk through the trees here, 'cause the truck stop's only just over there."

Finally, as an afterthought, he offered the best alternative. "I suppose you could just taxi down the runway and go through the clearing there and pull right up to the gas pumps." And so we did. Like a line of new ducklings, we taxied down the runway, waddled through a small clearing in the perimeter bushes, and pulled up to the pumps at the truck stop, much to the amused gawking of the regular patrons.

After gas and a nice lunch, we headed off again, this time north to Maryland Airport, east of Indian Head.

Without putting too fine point on it, we were not welcomed with open arms at Maryland Airport. In fact, the FBO used his arms to wave off as many of us as he could when we were on final to land. But with two of us already down on the ground, it seemed best to just land and see what all the fuss was about.

It's like this. According to their position, Maryland is a private airport, really just a flying school. In spite of the fact that the sectional shows them as a full-service public airport, and the runway is lined with about fifty planes (a well-endowed school indeed!). The sectional also indicates that their radio is tuned to Unicom 122.7, as well it may be. But they just don't bother to turn the darn thing on, so you can't get any information from them prior to showing up. And they don't like ultralights because they regard them as a safety hazard.

We accepted this load of manure with good grace, gassed up and left. (The FBO, a prince of a guy really, only let us buy fuel because he said the law required him to. While we were on the ground, he flew around in his little blue plane so he wouldn't be disgusted by the sight of us.)

The final leg of our trip took us west across the Potomac at Woodbridge, above the MOA and back to Whitman. Total trip time: six hours. More than four hours of it actually spent in the air. And with the exception of the troll at Maryland Airport, it gave us an interesting and friendly cast of characters besides.

If you were thinking about coming, but just couldn't get the lead out of bed, what can I tell you? You missed one of the great ones. Next time, set your alarm louder.

Here's to good times!

## FLIGHT PLAN

July 29(30) - Cross-country flight to Kentmorr Airport on Kent Island, MD. Takeoff from Whitman Strip at 8:30 AM.

Aug 12 - Max-out Mystery Cross-Country. Takeoff from Whitman Strip at 10:30 AM.

Aug 19/20 (26/27) - Cross-country flight to Tangier Island, VA for lunch, campout at USUA #6. Takeoff from Whitman Strip at 8:30 AM.

## CLASSIFIED

FOR SALE - Pioneer FlightStar, 3-axis, fairing, brakes, CHT, EGT, ASI, Altimeter, compass, tach, strobe, ballistic chute, Rotax 377. \$3900. Sean McCormick (703)941-3754.

FOR SALE - 1984 Quicksilver MX, excellent condition, always hangared, 125 hrs. TT, all flights/engine time logged, Rotax 377, freshly repacked ballistic chute, steerable nosewheel, disk brakes, \$3000. Steve Roth, Reston (703)620-6097.

FOR SALE - Phantom ultralight, engine rebuilt by Windstar Aviation, new sails, excellent condition, strobe, ballistic chute, hangared at Whitman Strip. \$4500. Call Steve, (703)349-9089.

FOR SALE - '84 StarFlight 2-place, Rotax 503. '85 StarFlight XC-280, Rotax 447. '88 Quicksilver MXL II, new kit, save shipping. Loss of hangar forces fleet reduction! Jim Kelly, (301)475-5519, 6-9 PM weekdays.

Welcome to Maryland's famous Eastern Shore and Kentmorr Airpark.

This airstrip was first opened in 1946 before the Bay Bridge was constructed and is just 2½ miles south of the old ferry landing at Matapeake on the Chesapeake.

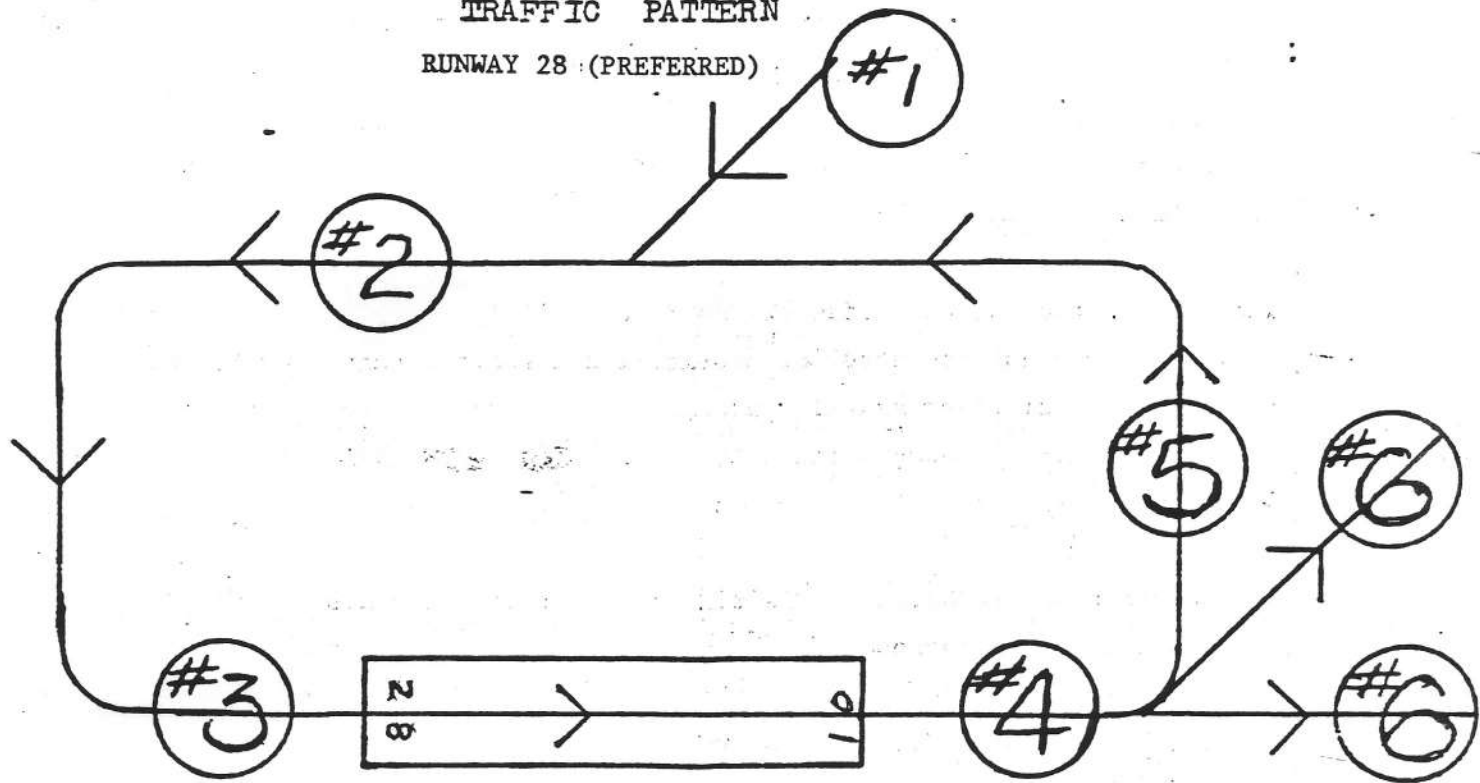
Kentmorr airstrip is privately owned by the residents and property owners along the southern edge of the runway. It is a purely recreational facility and is not operated for profit. The airport receives NO State, Federal, or local governmental funds and is supported entirely by the contributions of the owners and users of the facility. There are no landing or parking fees for transient visitors, nor are there tie downs provided.

We are happy to have you visit, whether it be the nearby marina, friends in the neighborhood, or the area in general. We DO ask that you follow a few simple rules established for courtesy and safety observation. Please follow the traffic pattern procedures described on the reverse and in our display case, avoid touch and go landing practice (it's hard on the grass), and primarily think about noise abatement procedures when in the area of any houses. This includes taxiing on the North side of the runway as well as maintaining at least 500' when overflying the houses along the beach to the North and the South of the airport and those at the East end of the runway.

The visitor parking area is located at the Northwest corner of the airport. If going to the restaurant and marina, please follow the grass path and gravel road to the road to the marina. Please avoid walking through residential yards along the airstrip.

Thank you, and we hope you enjoy your visit. Happy flying!

KENTMORR AIRPARK  
 TRAFFIC PATTERN  
 RUNWAY 28 (PREFERRED)



- #1. Enter in level flight, 45 degrees, abeam midpoint of runway at 800' MSL
- #2. Maintain pattern altitude until abeam approach end of landing runway
- #3. Complete turn to final at least  $\frac{1}{4}$  mile from the runway end
- #4. Continue straight ahead until beyond departure end of the runway
- #5. If remaining in pattern commence turn to crosswind leg beyond the departure end of the runway, minimum altitude 500 feet M.S.L.
- #6. If departing pattern continue straight out, NO turns before 2 miles from end of runway, unless above 1300 feet M.S.L.

OR exit with a 45 degree left turn, (minimum 500 feet M.S.L), beyond the departure end of the runway, NO further turns before 2 miles from end of runway, unless above 1300 feet M.S.L.

- NOTE: A. NO forced landing practice unless pattern can be complied with.
- B. All left turns within 2 miles of the airport.
- C. Use tetrahedron for landing runway.
- D. Preferred calm wind runway is 28.
- E. Preferred 90 degree crosswind runway is 28.
- F. Helicopters are requested to fly the airplane traffic pattern for safety reasons.

(OVER PLEASE)

\* \* \* 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

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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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# THE NEWSLETTER

USUA  
FLYING CLUB  
#1

