

U S U A FLYING CLUB 1 NEWSLETTER

December 1989

FROM THE LEFT SEAT

by Tom Simmons

This newsletter is a milestone, of sorts. It marks the final issue that will be published under the auspices of Rob Brooke, USUA #1's newsletter editor for the past three years.

It is a milestone that I believe should not go unnoticed; I think it is fair to say that the newsletter is the most tangible thing members receive from their annual payment of dues, and during the last three years, they have been getting a bargain.

Rob's contribution to the newsletter has been far more than the simple grunt work of entering the articles into his word processor, getting the damn thing printed, collating and stapling it and sending it off to members with the stunning regularity of a true compulsive. He has also been responsible for most of the content, whether by actual authorship or by wheedling articles out of other members.

In particular, his articles on navigation (republished in Ultralight Flying!), and on building his Kolb airplane, are the closest we have to instructive scholarship in our newsletter and have contributed greatly to making it a substantial publication. I can only hope that additional contributions from Rob will continue this tradition.

Editorship of the newsletter was the single orphan of last month's elections; no single individual was willing to commit to such a staggering amount of work. It was ultimately, if reluctantly, accepted by Paul McClung, Jim Laurenson and myself, on a rotating basis.

It comes as no surprise to me that it will take the work of three of us to live up to the expectations created by Rob's remarkable tenure.

Fly Safely!

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ADVISORIES

At the November meeting, in the best spirit and traditions of USUA Flying Club #1, the 1990 slate of officers was chosen. Kicking and screaming, the following selfless public servants were dragooned:

President - Tom Simmons

Veep - Tom Alder

Sec/Treas - Charlie Maples

Seriously, club leadership requires a voluntary contribution of energy and time, as well as a sense of responsibility. Somehow, there are always people willing to shoulder the burden. The rest of us are always in their debt.

In the name of the membership at

(Advisories, cont.)
large, the NEWSLETTER extends best wishes to the new (or continuing) officers and looks forward to another active and enjoyable flying season. Thank you for your willingness to serve!

No December newsletter would be complete without the friendly reminder that the new year will be soon upon you and that dues are payable for 1990. Fifteen dollars is still the bargain rate for continued membership in this happy band. Your offerings should be made payable to USUA Flying Club #1 and sent to:

Charles Maples
4656 Conwell Drive
Annandale, VA 22003

IN AND ON THE AIR by Tom Simmons

Okay, one more little plug for radios, and then I promise I'll stop. To those who have been flying in contented silence all these years, this talk of radios must seem a bit of a harangue. However, please take my relentlessness as enthusiasm, not prejudice.

Since getting "wired" with a radio from Sporty's, Jim Laurenson has adopted the habit of leaving notes on his car stating his departure time and flight plans. On two occasions, I have been able to contact him from a distance of nearly forty miles, plane to plane, and make effective flight plans via radio. For me, this has meant two flights with the pleasure of another pilot's company, but without the hassles of having to coordinate our arrivals at Whitman Strip.

In addition to the safety of radio communications at busy airports, and the recreation of conversing between planes during flight, this new dimension of radio-as-flight-coordinator has many practical extensions. Pilots departing from

different airports can make more precise plans to link up in the air, or at another field. Plans can change without lousing up everyone's day. And, radios borrowed from pilots not flying can be used to coordinate with ground crews in cars. (This is ultralight One Zero Tango calling One Zero Volvo!)

On a recent flight to Front Royal, which included Ted Wachtmeister, Tim Hanson, Jim Laurenson and myself, crosswinds and turbulence made the flight home look marginal. From the ground, it was impossible to tell if the conditions would improve at altitude, or if the 2-axis MX's should stay grounded.

Ted and I, with the benefit of our 3-axis systems, headed east to check the air. And I continued to send weather reports via radio back to Jim and Tim, with the final recommendation that they not attempt to fly through the turbulence and headwinds. They were able to make an informed choice without doing the usual sphincter isometrics.

As I look forward to next year's flying, I see my radio playing an important part in my schedule of activities. More than seven of our members are already on the air, and at least four to seven others seem to be planning to get in on the fun.

Here's to the good times!

RADIOS AND REGULATIONS by Jim Gildea

Flying ultralights into airports with anything from Cubs to Kingairs in the traffic pattern makes radio communication a very good idea. The ability to talk with fellow pilots on a long cross-country or get runway, traffic and weather information can make those expensive little radios seem like a bargain. The better hand-held radios can also provide navigational information,

(Radios/Regs, cont.)

thus giving you the same capability as many general aviation aircraft. But, just like general aviation aircraft, you gotta pay attention to the rules and regulations.

November's club newsletter had some misleading and just plain illegal recommendations on radio use. For starters, an aircraft radio station license is required! This is a very easy, no-cost item to obtain; most hand-held radios come with the application (FCC form 404) in the box. It takes five minutes to fill it out, if you're slow like me, and needs a stamp for the post office. It includes a temporary permit so you can use your new toy immediately, while the bureaucracy ponders your permanent permit.

Next, just like general aviation (again...), there are frequencies assigned to particular users. According to the Airport/Facility Directory, published and regularly updated by the government, Whitman Strip has been assigned the common traffic advisory frequency (CTAF) of 122.90 Mhz. That means use this frequency to yell at each other about who's on base or final when in the vicinity of Whitman's.

The only frequency for air-to-air communication is 122.75 Mhz. Use this to talk to your buddies while en route somewhere; when you get somewhere, use the UNICOM frequency listed on the chart for that airport. Do not ever use the frequencies listed in the newsletter; both 123.40 Mhz and 123.45 Mhz are assigned to flight testing use and it is not cool to interrupt agencies assigned to those frequencies.

As far as hooking your radio to your aircraft electrical system, there is far more potential for trouble here than simply blowing up the radio if you hook it up backwards. Whitman Strip is just within the 30-mile TCA veil around DCA (the National-Andrews-Dulles airport complex). This means that

all aircraft operating out of Whitman Strip must have transponders with Mode C altitude reporting unless the aircraft qualifies for a waiver by not having an electrical system. I know it sounds crazy, but call the FAA if you don't believe it. If you have a voltage regulator and a battery, that may sound like an electrical system to the Feds. My advice is to stick to the internal battery in the hand-held radio.

Well, now that you know that radios are a good idea and electrical systems are not, what sort of radio should you get? As both a pilot and an avionics technician, I have had a chance to evaluate a number of the current production hand-held radios. My choice for the best and easiest to use is the Bendix/King KX-99. It both communicates and navigates, as well as picking up the NOAA weather broadcasts. It will scan any or all of the aircraft frequencies, operation is easier than most of the others and it comes with a good selection of standard accessories. Ask Steve Osten how he likes his.

At Avionics Technology Corporation, where I work, the KX-99 is available below suggested list price and, we will give club members an additional discount for quantities of three or more. Call (703)369-2124 or drop by the shop at Manassas Airport to see a demonstration of the KX-99.

NEW WINGS

by Lew Clement

There it sits, glistening, sleek, still. The last bolt has been tightened, the last rivet inserted, the last piece of safety-wire tightened. Now it's ready. Over the past months, you've spent most of your waking hours thinking and working to build this beautiful airplane. It is now complete. You know every nerve, every piece of metal, length of wire, instrument on this machine. You've spent so

(New Wings, cont.)

much time on it, it has become a part of you.

Now comes the next step, the whole reason you built it - to fly! You look at it with admiration, with anticipation. At the same time, in the back of your mind, there lingers a concern. Did you do everything right? Is every bolt tightened properly? Did you forget anything? Will it fly?

Of course it will fly, you tell yourself. You did build it properly. You followed the manual exactly. You consulted when necessary. But, persists that little voice, did you overlook anything? No, you say, I double checked, I went over and over everything. Everything is right.

But before you can fly, someone else must look at it - an FAA inspector - to see if he can find anything wrong.

The next day arrives and with it, the FAA inspector. The examination is very professional and very thorough. You can be pleased that he found little wrong with your efforts. Less wrong, perhaps, than "not quite as complete as he would have liked" - a fuel line to be re-routed to avoid chafing, a couple of markings to be added. That's it. As soon as you receive your Airworthiness Certificate from him, you can fly.

Well, not quite. You've still got to do the engine break-in. Yes, you've started it, but you haven't done the full break-in run up yet, up to full power. And when you do that, you find that one carburetor isn't operating properly and you can't get full RPM. Now, some diagnosis, some adjustments until you get that carburetor functioning correctly.

Then, no more corrections, no more adjustments. Everything is running so smoothly that the next step

follows without hesitation. Climb aboard, strap in, fire up and find out how well your creation handles on the ground. It responds like a champion, following your directions surely - so well, in fact, that you take it onto the runway. You taxi with the tail in the air. Then you let it lift off the ground - just a foot or two - and feel control responses, and they feel right. A couple more runs down the runway and you're convinced that it is ready to fly.

All that is behind me now. The moment I've been working toward all these months is suddenly here. No time for excuses - no reason for any. One last thorough pre-flight, load up with fuel, strap on my helmet and take the runway. How sweet the engine sounds at full power! How quickly my airplane lifts off and stretches surely skyward. How sensitively it responds as if it knows, beyond my control inputs, what I wish it to do. I have the feeling that I've created a machine alive with a desire to fly.

Now is the time when this lovely machine and I really get to know each other. I learn how surely it rolls into a turn, how it feels in slow flight and on the edge of a stall. I learn what each noise and instrument reading mean, what its best cruise and climb speeds are, what the real stall speeds are - not what the chart says. My airplane is learning that I will fly it with respect and care as we share the hours we can spend aloft.

They call the flying we do in these small open planes "recreational flying". However, "recreational" is pallid when describing the feelings I experience when flying - the richness, the wonder and, sometimes, the awe; these are painted in bright, full colors that far surpass "recreational". These are the experiences that I look forward to as my airplane and I explore the magic and the wonders of the air.

* * * 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: _____



RULEMAKING ALERT!

Dear Member,

As a member of USUA, we'd like to be sure you are aware of the upcoming deadline for comments on the FAA's new proposed "Primary-Light" aircraft category.

This new rule proposal will be acted on by FAA after the September 7, 1989 deadline for public comment has passed.

This proposal, by its definition of aircraft of less than 1,000 pounds gross weight, will affect virtually every ultralight vehicle operator in the U.S. In substance, these proposals would require you to obtain training from an FAA certified flight instructor, hold a valid FAA airman certificate and severely restrict your ability to operate away from an airport. Although you would be certificated by FAA, your time in "Primary-Light" category aircraft (your ultralight) would not count toward a rating in other types of aircraft. And you will be required to obtain an FAA 3rd class medical certificate, because this proposal is tied to a new rule--the Recreational Pilot rule--which becomes effective August 31, 1989.

Even though Primary Category does not propose change if you are flying a "strict" Part 103 ultralight, you still will be affected because those around you are affected. Please take this opportunity to research the FAA initiatives and send your comment to FAA.

*To comment: Federal Aviation Administration, Office of the Chief Counsel, Attention: Rules Docket (AGC-10), Docket No. 23345, 800 Independence Avenue SW, Washington DC 20591.

*For copies of the Primary Category aircraft proposal: Federal Aviation Administration, Office of Public Affairs, Attention: Public Information Center (APA-230), 800 Independence Avenue SW, Washington DC 20591; or telephone (202) 267-3484. and ask for Notice No. 89-7

*For copies of the Recreational Pilot Rule: Project Development Branch, General Aviation and Commercial Division (AFS-850), Office of Flight Standards, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; or telephone (202) 267-8150.

Please see the May and July issues of *Ultralight Flying!* magazine for more comments on the Recreational Pilot rule and Primary Category proposal.

Michael Bradford