

From the left seat

At this time of year, when Jack Frost would do a good deal more than just nip at your nose if you were in the air, there is precious little flying activity (at least open cockpit stuff!) to report on. But it is a good time to put our mental hangers in order.

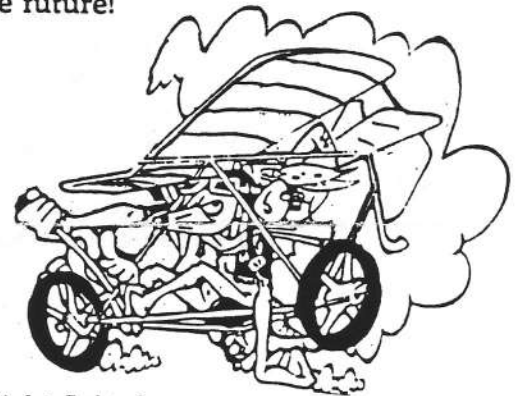
First off, many thanks to Jim Gildea for correcting our misconceptions about radio procedures. The two channels reserved for flight-testing use (123.40 Mhz & 123.45 Mhz) were recommended to me by the GA pilot who sold me my radio; I had no idea that we were infringing on assigned airwaves. It is perhaps to be regretted that neither the owner's manual, nor the FCC in granting my license, offered any hints about where proper procedures could be studied.

Second, Jim's additional remarks about electrical systems were well taken. But if accurate, I'm afraid that boat has already sailed for most of us. Any plane that uses electrically powered instruments - or strobe lights - is already acknowledging that capability. It was my impression that ultralights were specifically excluded from the Mode C requirements because they are not considered by the FAA to be aircraft. Anyone got a definitive answer on this?

Most important, Jim's article, in response to articles by me and Jim Laurenson, demonstrate that the newsletter can be an effective forum for the exchange of ideas. At the same time, we all benefit from the sharing of our collective experience.

Many thanks to Jim, and also Lew Clement, for their generous submissions. I hope we will see more contributors to the newsletter in the future!

Fly safely!!



Cold Comforts

Who lets a little winter weather interfere with their ultralight flying? Certainly not the redoubtable dawn patrol of USUA #1.

I do not know for certain who first broke the cherry of the 90s, but it was probably Tim Hanson, who made a frigid flight over a snow-covered Whitman Strip during the holiday week.

Next, on January 6th, Tim and I winged it to Wachtmeister International, logging the first cross-country of the new season.

But on January 14th, it suddenly became like a summer weekend at Whitman Strip.

Jim Critchfield was driving around in his Avid Flyer (fuel line problems kept him on the ground). I arrived at about 10 o'clock, much to the joy of Eddie, who has soloed successfully (God help us!) and was sweating for a flying partner. Tim Hanson drove up next, with "Morning Glory" Jim Laurenson not far behind. John Shalestock arrived minutes later, and even Charlie Maples made an appearance, though only to scrounge a bolt for his Mooney.

In no time at all, we had a pattern that would strike fear into the heart of even the most intrepid air traffic controller.

The winter air is truly a prodigy. I have never considered the Sport to be a short-field airplane, but it virtually leaps into the thick winter air. And the climb-out is a wonder to experience.

Hanson, Laurenson and I flew over to Hartwood for a visit. And upon our return, Shalestock joined Laurenson and me for a trip to Wachtmeister's. By this time Jim Laurenson and I had become hardened winter flyers, but I think we just about froze poor John Shalestock to death. We won't know for sure until he thaws out enough to talk - probably around the middle of April.

All in all, it was a gorgeous, sunny day and perhaps a portent for an active flying season in 1990.

Let's all hope so!

Whitman Strip Redux

All the signs point toward it being a strange winter. The geese are still flying South (or maybe they're already on their way back North). And the Fauquier County Board seems to be flying in all directions.

Most USUA #1 members are aware that Ed Whitman declined to attend two previous County Board meetings at which his contractor's storage yard permit was under question. This was beginning to frost board members, who think Ed ought to take his storage yard permit more seriously. Now, Ed doesn't really want a contractor's storage yard, you understand, but the county thinks he ought to have one because he has so much stuff stored in his property. Except the county also wants to *deliberate* on whether or not Ed should be awarded his storage yard, based on what use he intends to use it for, which is nothing specific, since he doesn't really want one in the first place. Is that perfectly clear?

Well, Ed went to the third and FINAL (we *mean* it this time!) meeting on his storage yard in December, and was again asked what use he intended to make of it. With characteristic diplomacy, Ed referred the question back to Board Member McNair, whom he refers to as his "farm manager," a designation not calculated to please. The board declined to vote at that time, and left the matter in limbo.

Ordinarily, the status of Ed's storage permit should be about as important to USUA #1 as the age of horses' teeth, but with a logic as unerringly scientific as that used to determine the existence of witches, the County Board has determined that the future of Whitman Strip should be predicated upon the rectification of every complaint they have ever had against Ed Whitman in his whole, long life. So we pilots have been on tenterhooks for some time.

Well, there is good news at last! In a secret vote (because they were embarrassed, according to Ed) the county voted to grant Ed's storage permit. Now, the next thing they need to deliberate on is whether or not to grant building permits for the hangers. You know, the hangers that have already been built now for between two and six years.

The word at this point is that things should progress smoothly toward a happy conclusion. Exactly who originated this word is not entirely clear. Probably the same person who first called the "Titanic" unsinkable.

Getting ready for the 90's.

Although the administration of USUA #1 moves along at speeds sometimes associated with glacier races, nonetheless, in the coming months we will be organizing an Activities Committee and putting together a schedule for the 1990 flying season. In the hope that some of these events might be attended by two or more pilots (an improvement over last season), I thought I might open my initial thoughts to comments by the membership.

In years past, the Activities Committee has selflessly devoted as much time as it takes to drink two cases of beer for the planning of detailed calendars rife with scheduled trips. And for two straight years, the meeting of the Activities Committee has been better attended than most of the events themselves.

However, last year a new concept was introduced: the mystery flight. And the beauty of the mystery flight is that the destination is determined by the pilots on the field at the scheduled time of departure. One of the best flights of 1989 was a mystery flight (Whitman to Shannon to Burgess to Aqualand to Maryland to Whitman).

That prompts me to recommend that the new calendar have more room for mystery flights than any other kind. Why announce destinations that might not prove popular or weather-wise; let's just dedicate the weekend to flying, and go where the spirit moves us.

Of course, any overnight flights require advanced planning. And some destinations (such as Tangier Island, for me) have the quality of a goal for some pilots. But maybe more pilots would show up on a typical weekend if they were not previously committed to a particular destination.

Well, that's my idea. Please feel free to agree or disagree. Send me your thoughts, or flights you'd particularly like to make:

Tom Simmons
311 North Pitt Street
Alexandria, VA. 22314

1990 CLUB DATES

March 31 rain date April 1

Mystery flight, any flight that arouses curiosity because it is unexplained, inexplicable, or secret.

April 21

Another mystery trip.

May 19 and 20

Down to USUA Club # 6

June 2

Anywhere the winds will take us.

June 23 and 24

Whittmans campout.

July 7 and 8

Down thru the Shenandoah valley

July 14-22

N.Y. Fly-in, Corning.

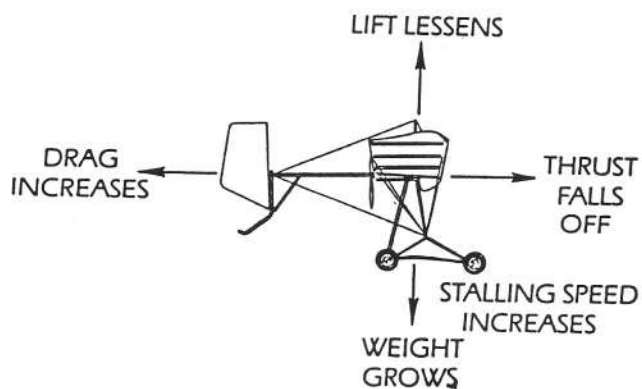


Figure 8.21 Effects of over eating.

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.

1990 Chapter Officers		
President	Tom Simmons	703\548-7420
Vice- President	Tom Alder	703\356-9133
Secretary\Treasurer	Charles Maples	703\941-8167
Member at large?	Jim Lawrenson	703\266-9532
Newsletter Editor	Paul McClung	703\787-0631

*** 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: Charles Maples USAU Flying Club 1 4656 Conwell Drive, Annandale, Virginia 22003

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MEMBERSHIP APPLICATION

Dues: \$15.00

NAME: _____ DUES INCLUDED: _____

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FAA RATING: _____ DEALER: _____

INTERESTS: _____

JAN/FEB 7 1990

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THE NEWSLETTER

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