

# USUA FLYING CLUB 1 NEWSLETTER

June 1990

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## FROM THE LEFT SEAT

by Tom Simmons

I had hoped by this time to be able to report that the 1990 flying season was off to a rousing start. Instead, however, I must tell you that one of the occasions I had hoped to consummate has been and gone without, I'm afraid, any participation by USUA #1.

On May 19th & 20th, USUA #6 held their season opener at Hummel airport, and although our club was specifically invited, the weather vagaries of the last two months seem to have dampened our enthusiasm for long term flights.

All, however, is not lost. Our own mid-summer fly-in is due to occur on the 23rd & 24th of June, and we may yet bring our clubs together for that. I will be sending invitations to USUA #6 and USUA #4. If any other clubs are within striking distance and ought to be included, please let me know. It would be quite enjoyable to use our fly-in as an opportunity to return some of the hospitality that has been extended to us in the past.

No particular events or competitions are planned for the fly-in; if anyone has an interest in helping to organize some, he should contact me or Jim Laurenson. Also, to act as proper hosts for our guests requires a certain amount of work. Anyone who feels that he can volunteer some time to help out will be gratefully received.

Our June meeting will be held on June 3rd at Whitman Strip. As I am confident that you will have received this newsletter long before then, let's put the fly-in on the agenda for discussion at that meeting. See you there.

Fly Safely!

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## ADVISORIES

We have finally found what brings ultralight pilots out to the field, and it is not flying. It's cameras!

On Sunday, May 20th, under the guidance and tutelage of Paul McClung, a public television station filmed a segment on ultralight flying. Even pilots who haven't flown seriously for years - like Paul McClung - were there in force.

It was strangely nostalgic to see so many planes and pilots out at one time. Much

the way the club was several years ago, when any weekend day with any possibilities whatsoever would yield a bumper crop of eager aviators.

Ted Wachtmeister was featured in the segment as certainly the most color-coordinated among us. And several other of the interviews gotten are sure to delight and amuse us at some future presentation of the "final cut."

Now if only we could get people actually flying.

## LESSONS LEARNED: PART II

by Jim Laurenson (and Everyone Else)

This is the second in a series of articles describing "interesting flights" (IFs) and the lessons learned by ultralight pilots I have been lucky to know either in this area or in my old stomping grounds (air?) of western Massachusetts. With the 1990 flying season coming in like a lion, these articles -- along with a similar series by Dave Loveman in Ultralight Flying! -- should be useful for reminding all of us (novice and expert alike) of the fallibility of humans and their machines. (Remember, there are two kinds of pilots; those who have had an IF, and those who will.)

To recap a few points made in Part I about these articles, remember that: (1) strict anonymity will be maintained (assuming the regular payoffs keep on coming -- small bills please); (2) only IFs that have been described to me directly by the pilot will grace these pages (remember this next time you're telling me a great story at Chi Chi's!); (3) I'm interested in the whole range of IFs (from very minor or only potential IFs, to . . . well you know); (4) these articles depend on you (call or write me, or take me aside -- pen and paper, or word processor, are always handy); and (5) they could help prevent serious injury or even death (including mine -- hey, I know what some of you are thinking, but don't; who would write these articles?).

IF #2, 3 4 & 5. These IFs are so related that they demand combined presentation. Also, they all occurred at the same airpark (although the lessons learned certainly apply elsewhere).

The airpark has a short runway and a long runway. The pilots had approximately 20 to 100 hours of air time. When these IFs occurred, wind conditions were fairly calm.

On several different days (although on one day there clearly was a domino effect), the pilots decided to land on the shorter of the two runways. They also decided to land toward the hangar (hangout?) area. In some cases, they were following more experienced pilots after a cross-country event. After touching down at approximately mid-field, the ultralights continued rolling until impact was made with various "objects" in front of the hangar area (e.g., people, other ultralights, cars), or, in one case, the pilot (who was deadsticking at the time but had sufficient speed) pulled up, turned, and stalled down nearby -- wrecking the ultralight but avoiding possibly serious damage to people and things. Luckily, no one was injured in any of these IFs.

### Lessons learned:

(1) Always land in the direction away from people, unless you are absolutely sure that your ground roll will end well before anyone or anything. This means touching down on the first quarter of the field and preferably into a headwind. Touching down after the quarter mark means that dangerously little field is available for rolling, and calm or tailwind conditions mean a greater ground roll will occur compared to headwind conditions. (I'm sure air density and other atmospheric conditions mean something here too, but I never could figure out or remember that stuff.) If

before touching down you are not absolutely sure your ground roll will end in time, then simply add power and go around for another approach. The admiration you will get for being a safe pilot will be well worth the extra time and fuel, especially compared to the damage that could occur and the embarrassment that certainly will occur otherwise.

(2) Never deadstick on a short runway (if given a choice) or toward people or things. Deadsticking, although a practice heartily encouraged because of the IFs it can help avoid, can result in highly varied touchdown points. Always choose the longest field and land into the wind and in a direction away from people or things.

(3) Followers, don't always follow the leader. If you don't feel comfortable conducting a particular maneuver (e.g. because you've never done it before), then don't! Wait until conditions are ideal, and then practice it first.

(4) Leaders, remember who might be following you. You might make it look easy -- too easy.

Any other lessons to learn from this? Let me know. Also, please send, call in or tell me your stories! Help reduce IFs... and maybe save a life.

Jim Laurenson  
14383 Saguaro Place  
Centreville, VA 22020  
Phone: 703-266-9532  
(or in the air near Whitman Strip on most good weekends)

FROM THE FLIGHTDECK: As we all sit around and ponder the pros and cons of a \$62 billion B-2 Stealth Bomber, it may be amusing to reflect upon the method used by the Army Signal Corps to acquire the first military airplane ever purchased: a Wright Flyer, two-place, vintage 1909.

Although the base price of the airplane had been established at \$25,000, the final price was to be determined by a speed test conducted between Fort Meyer and Alexandria - an area which was relatively idle real estate at the time. Orville and his passenger crossed a starting line at the fort, flew to Shooter's Hill in Alexandria, where the cornerstone for the present-day Washington Monument had just been laid, then turned around and flew back.

For every mile an hour above 40 that the flyer achieved, the Wrights were to get an additional \$2,500; for every mile an hour below 40, \$2,500 would be deducted.

The official speed of the test flight was calculated at 42.58 MPH. As no contingency had been made for fractions, the War Department rounded down to 42, marking the last time in history that the American military establishment ever negotiated with a contractor to its own advantage. The Wrights received \$30,000 instead of \$32,500, and if the Joint Chiefs have managed the savings with judicious fiscal policy, it should now be enough to replace a toilet seat in the Pentagon.

## HEADING FOR "THE HAWK"

by Tom Simmons

Burning with the inner fire of malt beverages, ultralight pilots will hatch the damndest plans. And after a scientific and concise study (undertaken at Chi Chi's) revealed that Kitty Hawk is actually on the Washington sectional, a group of us have determined that we must fly there this summer.

The romance of the calling is undeniable; it is almost sensual even to imagine overflying the same terrain where, some 87 years ago, man first realized his primordial dream of personal flight. Plus, in these days of TCAs, 30-mile radii and the general commercialization of our common airspace, it is refreshing and enervating to be reminded that the pioneers of flight were more like us than the current avatars of the air.

All of this, coupled with the fact that Kitty Hawk is on the Washington sectional, gives the calling a quantifiable, if not seductive, allure.

Due to the fact that, even the next day, many of the celebrants still considered the idea to have merit, it will probably actually occur - best estimates are for August. A rough flight plan has been "finger flown" on the sectional.

Departing from Whitman Strip, our gaggle of killer bees will press forward for Tappahanock (stopping at Fredericksburg only if winds interfere with fuel economy). By itself, that leg of the trip gets rid of one whole side of the sectional, which smacks of real progress. From Tappahanock we can

head to either Williamsburg or Hummel, again depending on the fuel considerations caused by the prevailing weather.

Williamsburg to Hampton Roads seems to be achievable under any conditions we would be likely to fly in; Chesapeake would get us a little farther if we can make it.

From there, we are practically home. If the conditions are optimum, we might choose to fly down the Outer Bank, which would be sublime. It is, however, important to remember that the Wrights chose their location because they could count on 30 mile an hour winds from the sea. The alternate flight path would probably carry us along the edge of the Great Dismal Swamp, a piece of real estate certainly not named by land developers. (If it were located inside the Beltway, today it would be called Bog Mews, or Gator's Landing.)

Airports between Chesapeake and Kitty Hawk (including Kitty Hawk) do not indicate fuel availability, so contingency plans may still need to be made. On some trips, some of us have found that carrying reserve fuel tanks is helpful.

Also, it is expected that the flight - each way - will be a very long day of flying. Pilots interested in joining the party may wish to provide input on how long we should expect to stay down there. Anything more than a long weekend requires a bit more planning.

If anyone needs outside inspiration to make this trip, I would highly recommend a re-reading of the Wright



Brothers' story. It is truly better than fiction, leaving the reader amazed that manned, powered flight was ever invented at all.

There are several fine books out on the subject, but I would recommend "Wilbur and Orville" by Fred Howard. This book covers not only the first flights, but the aftermath, which is even more unbelievable. (In those pre-Information Age days, many chose to disbelieve that the Wrights had actually flown, and for as long as 12 years afterwards, people supported other candidates whose aircraft could not have physically achieved flight.)

### FLIGHT PLAN

June 3 - Club meeting at Whitman Strip, 10:30 AM.

Mystery Flights this month:

June 3 (Sunday)

June 9 (Saturday)

June 17 (Sunday)

Scheduled flights this month:

June 2            Aqua Land - Clifton

June 16            Monticello

June 23 & 24      Whitman Fly-in

### CLASSIFIEDS

It must be flying season; everybody seems to have a plane to sell.

CHINOOK ULTRALIGHT - 66 hrs, instruments, brakes and winter or summer comfort with customized, removable doors. \$4,800, with BRS \$5,300. Perfect condition. Call Bill Fore, (703) 662-5581.

QUICKSILVER MX - Rotax 377, ultraprop, lower tail kit, flexshaft, strobe. Night hawk sails, Stitts coated. 100 hr. overhaul, with new pistons, performed in July '89. All upgrades added. Steerable nose-wheel by coax cable (one of a kind). Very actively used and maintained. \$4,395, firm. Call Woody, (301) 879-1995.

CUYUNA ENGINE - 30 HP, recently overhauled, with shaft. Also spare parts for MX (almost everything but wings and tail). \$600 takes it all. Call Brant or Tina, (703) 642-3643

ROTAX 277 - geared reduction drive, throttle cable, brand new 60/29 propeller. Zero hours since complete overhaul. Best offer. call Tom Simmons, (703) 548-3347.

\* \* \* 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

MEMBERSHIP APPLICATION

Dues: \$15.00

NAME: \_\_\_\_\_ DUES INCLUDED: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

PHONE H: (\_\_\_\_) \_\_\_\_-\_\_\_\_ W: (\_\_\_\_) \_\_\_\_-\_\_\_\_

UL'S OWNED: \_\_\_\_\_ USUF#: \_\_\_\_\_

USUA#: \_\_\_\_\_ EXAMINER? \_\_\_\_ 2-PL? \_\_\_\_ EAA#: \_\_\_\_\_ AOPA#: \_\_\_\_\_

FAA RATING: \_\_\_\_\_ DEALER: \_\_\_\_\_

INTERESTS: \_\_\_\_\_

Robert B. Chapman  
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Aldie, VA. 22001



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Herndon, Virginia 22070

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