



Volume 06 - 12

[www.FlyingClub1.org](http://www.FlyingClub1.org)

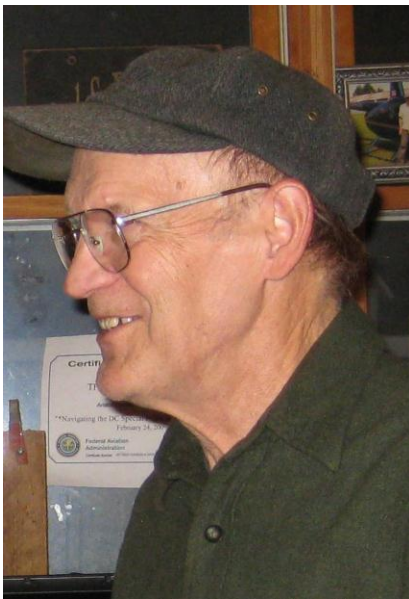
June 2012



## FROM THE FRONT SEAT

Steve Beste, President

**Flying Flying Games.** This is the famous Norden bombsight from WWII. I am installing one on my trike before the next Club 1 games day. I haven't yet figured out how to mount it, but I'll turn that detail over to J.D. (A&Ps can do anything.) The root of the matter is that I desperately need help with my water-bombing skills. This will give me the edge I need to get my balloons at least within a hundred feet of the target, something I completely failed to do last month. This baby plus a few cable ties, and I should be ready to go.



Kudos to **Jim Heidish** (left) for organizing the airplane and trike games at the May meeting. Indeed, Jim organized whole day, including building the memorial table that honored our departed members.

After Jim put games on the agenda, **Brian Goff and Michael O'Daniel** (on right) stepped up in a big way and organized games for the PPG crew. In addition to the usual bomb drop and spot landings, they set

up a *slalom* course! (Try and do that, airplane drivers.)



See a photo spread of the day later in this issue (pages 6–12!!). But also visit **Fred Junqueira's** great [online gallery](#) of the day.

**Gyroplanes.** I took advantage of a business trip to St. Louis to take a couple hours of gyroplane lessons from Greg Gremminger in Ste. Genevieve, Missouri, 90 minutes south of St. Louis. Besides being the U.S. Magni importer, he's a past president of the Popular Rotorcraft Association and was head of the ASTM gyroplane committee. He's also written lots of technical articles about gyros, which you can see on his [website](#). He seemed like the go-to guy if you wanted a gyro lesson. My brother Jay joined me. We had taken trike lessons together back in the day, so we made a buddy trip out of it.



*Greg Gremminger*



*Steve and Jay Beste with Magni gyroplane*

As a trike pilot, my main question was whether gyros could handle the mid-day turbulence better than trikes. They *DO!* I went up for one hour at 11:00A.M. on a sunny day with the wind gusting between 6 and 12mph—I estimate. It was sufficiently windy and gusty (and cross) that I would not have flown my trike. If I had, it would have been uncomfortable. Greg didn't give it a thought. Off he went with a new student (me). Indeed, the gyro did not bounce around at all. Well, on one downwind, we were clearly in a thermal, as the gyro climbed 75 feet. But there was no bounce. It just cushioned upwards gently. We did our training at 60–70mph, but this is also a cross-country machine. Greg says he cruises at 110mph.

That said, this is a \$90,000 toy, and you have to build it yourself (250-300 hours), since the FAA has not yet extended the Light Sport rule to gyroplanes. Greg and the other gyro manufacturers are working on that, since gyros are big in Europe. He said there are only about 20 Magnis in the country. But this is clearly the solution to mid-day turbulence and it was easy to fly!

Fly safe,  
Steve





## German Embassy Delivers the Goods by Luft-trike

*by Andreas Weiss*

When I'm not flying my trike with Flying Club 1, I'm a consular officer in the German Embassy in Washington. I first noticed Harry's passport application because he was born in a tiny hamlet in Bavaria near the tiny hamlet where I myself was born. With that in common, I made a point to chat him up when he came in to sign some papers. Imagine my pleasure in finding that he is also a pilot, though not an active one, and that he has a farm in Rappahannock County. I told him about my trike, one thing led to another, and he mowed a short (very short!) landing strip near his house, taking care to fill in the gopher hole near the top of the hill. When passports for his family were ready, I delivered them by trike, which was great fun for all of us and probably a first for the Foreign Office. Naturally, I immediately proposed to the embassy that they should purchase a trike for my use, as it clearly was an essential business tool with great public relations value. To my astonishment, they declined. But Harry may yet get some kind of aircraft. This story has had so many surprises already that I'm sure there will be more. Just a reminder!



*From left to right: Andreas Weiss, Matthias von Feilitzsch, Heribert von Feilitzsch*

## Father's Day Fly-in at Shreveport North (62PA)

You should go to the big fly-in at Shreveport North (62PA) just north of Gettysburg. It's the biggest gathering of light flyers in the East outside of Florida. If the weather is good, expect over a hundred aircraft of every kind—airplanes, trikes, gyros, PPCs, and PPGs. Best of all, the logistics are handled. Gas can be purchased on the field, as can food. They even have a bunkhouse with showers for cheap. Check out:

- The [flyer](#) for the event.
- This [description](#) of it, with video and gallery.
- The [official video](#).

**If you're new**, this is the place to form a vision of how light flying could fit into your life. Walk the flight line. Talk to the pilots. Hear their stories.

**If you already have an aircraft**, check out all the others. Fly to the many nearby airfields. Hear the stories.

The airfield is a 2½ drive from the Washington area, about a 2-hour flight from the Warrenton Airpark at 55mph. Steve Beste is loosely organizing a fly-out. Email him if you want to be included.

### *Getting Past the Frederick Class D Airspace*

The Frederick Airport is now tower-controlled, 0700-2100 every day. Skyvector isn't showing it yet, but [AOPA](#) is. Here's their chart. How do you get past this?

- **Go around it.** There's a narrow slot to the southeast between the Class D and the SFRA. Or, if P-40 is small (see below), go to the north.
- **Go over it.** The top of the Class D cylinder is 2,800' MSL. Since you probably don't have a transponder, it would be a courtesy to the controller to tell him the altitude at which you are over-flying his space. Otherwise, he'll worry that you're a rogue in his space that he has to route traffic around. Say this: "Frederick Tower, experimental trike four-two-alpha-tango five miles southwest, overflying Class D at three thousand feet, southwest to northeast."



- **Go through it.** If there's traffic, don't. You'll just make the controller's job harder. If you do, brush up on your radio techniques for controlled airports.
- **Land there.** Frederick is half way between the Airpark and Shreveport North. Land and take a rest. Make it the occasion to practice your radio skills for controlled airports. Note the very high frequency, though, 122.725. You'll want to pre-set this on your radio, lest you be spinning the tuner knob when you should be flying.

### ***Getting Past P-40***

P-40 is the prohibited airspace around Camp David, north of Frederick. When the President is there, it expands. (Technically, R-4009 becomes active.) Fortunately, the President is rarely there. Here's how you deal with it.

1. Plan an alternate route so that if P-40 is big, you're prepared to go around it.
2. Just before your flight, call 1-800-WX-BRIEF. Tell the briefer where you're going and ask, "Is P-40 big?" There's your answer. You should *call* instead of using the internet because the calls are recorded. If the President suddenly shows up and P-40 goes big while you're underway, your call will establish that you made a good-faith effort to comply with the rules.



# The Memorial Day Fly-In



*Photo: by Brian Goff*



*Photo: by Brian Goff*



*Photo: by Brian Goff*



*Photo: by Jay Aceto*





*Photo Spread by Jay Aceto*



*Bob Jacobs*



*Ami Abramson*



*David Newman preparing for flight.*





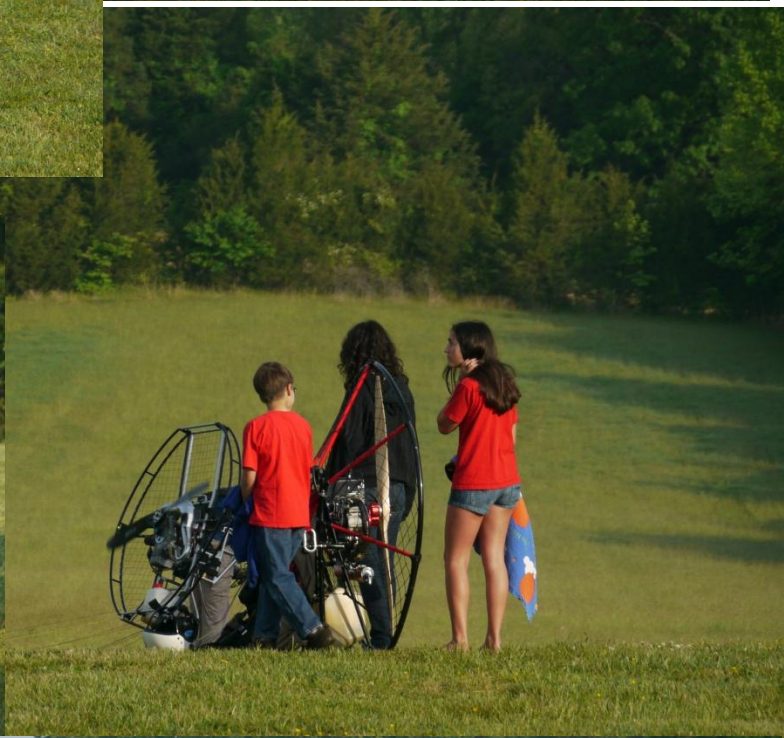


*David Newman*





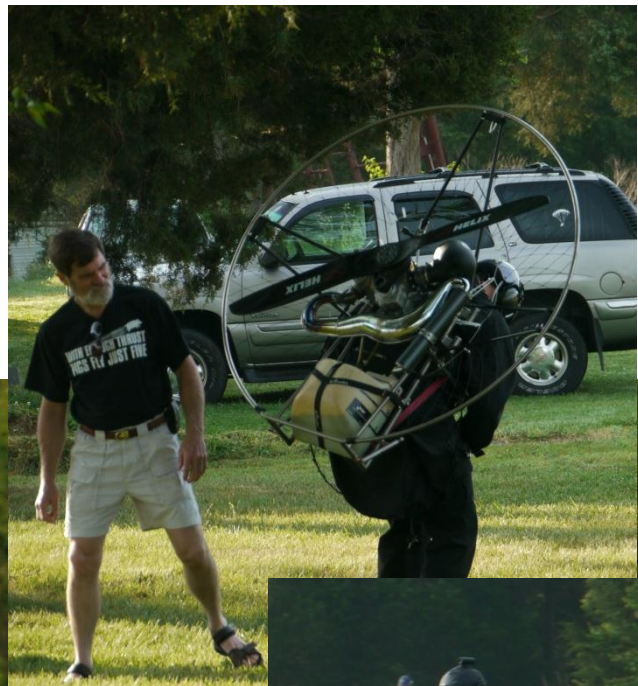
*Photo Spread by Sierra V. Aceto*

















## Meeting Minutes

**May, 2012 Minutes**

**Flying Club One and Memorial Fly-In**

Saturday May 5, 2012

Warrenton Airpark

Warrenton, VA

### **Selling 50/50 tickets before meeting**

#### **Call to Order**

*President*, Steve Beste called the meeting to order at 11:10 A.M.

25 members present.

### **CONNECTIONS**

#### **Visitors & New Members**

Frequent visitor, Gary Edgecomb, flew his Kolb in from the Gordonsville, VA area with one passenger and invited two other friends to drive up. Joy and Eric Reinchel from Alexandria, VA, ride motorcycles and are interested in Ultralights.

GA instructor/examiner, John Olinder said he is looking into LSA and may become Sport Pilot examiner.

Old member from the 90s Jerry Casper is back and looking to start flying again.

New member Jim Turk said he is still getting check-out in his Kit Fox IV 1200.

#### **Old members**

Many of the members said that they were flying this past month and looking forward to all the summer Fly-In events and activities.

### **SERVICE PROVIDERS**

Recap our standing list of service providers:

- PPG instructor and dealer:  
**Michael O'Daniel**
- Fixed wing instructor: **Chuck Tippet**

- Welder: **Tom Kotsch**
- A&P mechanic: **JD Ingram**

### **REGULAR REPORTS**

*Secretary*: Jim Heidish reported that the April Minutes were published in May Club Newsletter and approved as published.

*Treasurer*: Jim Birnbaum reported: April Income: \$161.00, Expenses: \$84.80, The Flying Club 1 Checkbook Balance: \$2846.75.

*President*: Steve Beste reported that he was invited to ride along in the right seat of the D.C. Skydivers jump plane and has a full report with photos and flight track charts of the very exciting flight in the May Newsletter. Steve said he was contacted by a marketing outfit that is looking for pilots to take an online focus group survey pertaining to the marketing of a new aircraft. They will pay \$200 for your time, and it is taken online from your computer. See Steve if you are interested.

*Safety and Training Director*: Dave Riedel said that all the members should read the very informative Club Newsletter article that Steve Beste wrote and photographed about the operation of D.C. Skydiving. It should add to the safety of anyone flying in or out of the Airpark. He also said it is best that you take time to view the different phases of the Skydiving operation so as to know when you have a window open to takeoff or land.

*Membership Director*: Jim Birnbaum reported that we have 50 paid up members.

*Warrenton Air Park Owner*: Tom Richards reported that the concrete hanger is getting a new metal roof and it will be painted red and white checkered like the other hangers. He said the trim looking grass at the Airpark is the good work of Dave Riedel and Brian Goff. Also, Brian donated \$740 to cover the cost of

the new 0 turn mower. The funds were from a volley ball game held last fall at the Airpark.

**Old Business**

None

**New Business**

None

**Program**

None

**MONTHLY PROGRAM** - None

**50/50 Drawing** – Winner **Ed**

**Olbon** donated his winnings to the Club.

**Adjourn**

*President, Steve Beste* adjourned the meeting at 11:50 A.M.

**Cook Out**

Everyone enjoyed the first cookout of the season prepared by **Pete Bastien**.

**Memorial and Flying Contest**

The Memorial was presented in a special designed display that anyone could read it at

their leisure. The Contest part consisted of a Fixed (Ultralight, LSA & GA) Wing/Trike and separate PPG contest. Spot landings and bomb drops were the main features of the event, with the winners getting a special certificate.

The Winners of the PPG contest:

Syrus Mesdaghi - Bean Bag (Bomb Drop), and Brian Goff - Spot Landing.

The Winners of the Fixed (Ultralight, LSA ) Wing/Trike contest were:

Tom Richards - Water Balloon (Bomb Drop), Steve Beste - Spot Landing.

In the GA category: Tim Lurke - Water Balloon (Bomb Drop) and Spot Landing.

Submitted by **Jim Heidish**, *Secretary*





**Activities**

**2012 FLYING CLUB 1 ACTIVITIES SCHEDULE**

Designated Club meetings will be held the first Thursday of each month in the Centreville High School, Union Mill Rd., Centreville, VA, at 7:30 PM. Others will be held at 11:00 AM at the Warrenton Airpark as shown in the 2011 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

**2012 Club Activities Schedule**

<b>Date</b>	<b>Activity</b>	<b>Location</b>	<b>Description</b>
Thur, January 5th, 7:30PM	Club Meeting	<a href="#">CVHS</a>	Conversation, Club business meeting, and program.
Thur, February 2nd, 7:30PM	Club Meeting	<a href="#">CVHS</a>	Conversation, Club business meeting, and program.
Thur, March 1st, 7:30PM	Club Meeting	<a href="#">CVHS</a>	Conversation, Club business meeting, and program.
Sat, April 7th, 11am	Club Meeting	<a href="#">Airpark</a>	Club meeting and cookout at Warrenton Airpark
Sat, May 5th • 10am - Memorial ceremony • 11am - Club meeting & cookout	Memorial, Club Meeting, & cookout	<a href="#">Airpark</a>	Memorial ceremony and cookout at Warrenton Airpark
Sat, June 2nd • 7am - PPG Poker Run • 8:30am - Airplane & Trike Poker Run • 11am - Club meeting	Club 1 Poker Run and Club Meeting	<a href="#">Airpark</a>	Club 1 Poker Run and Club Meeting at Warrenton Airpark
Sat, June 16th	<a href="#">Father's Day Fly-In</a> at Shreveport North (62PA)	<a href="#">62PA</a>	The largest ultralight fly-in in the mid-Atlantic states. Club 1 fly-out from Warrenton Airpark
Sat, July 7th, 11am	Summer BBQ and Club Meeting	<a href="#">Airpark</a>	Monthly meeting and Summer BBQ at Warrenton Airpark
Sat, August 4th, 11am	Club Meeting	<a href="#">Airpark</a>	Monthly meeting and cookout at Warrenton Airpark
Sat, September 8th, 11am	Club Meeting	<a href="#">Airpark</a>	Monthly meeting and cookout at Warrenton Airpark
Sat, September 15th	Club 1 Fly-out to Trikefest East at Shreveport North (62PA)	<a href="#">62PA</a>	Club1 Fly-Out from Warrenton Airpark
Sat, October 6th	Club 1 Fly-in and meeting	<a href="#">Airpark</a>	Monthly meeting, Club 1 Fall Fly-In and cookout at Warrenton Airpark
Sat, October 27th	Club 1 Color Run Fly-Out	<a href="#">Airpark</a>	Club 1 Color Run Fly-Out at Warrenton Airpark
Thur, November 1st, 7:30pm	Club Meeting	<a href="#">CVHS</a>	Conversation, Club business meeting, and program.
Sat, December 8th 4:30pm - 9pm	Club Meeting / Holiday Party	<a href="#">Airpark</a> Club House	Monthly meeting and Holiday Party.

## CLASSIFIEDS

Ads will be run twice and then dropped unless resubmitted, or renewed by telephone or e-mail. Please advise the editor: **Autumn Aceto** ([alaceto@gmail.com](mailto:alaceto@gmail.com)) when the ad is no longer needed.

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**FOR SALE — Zodiac 601 XL ( 650 XL) partially completed kit.** Kit includes Constructed Tail Surfaces and Fuselage, to include Landing Gear with Wheels and Brakes, Dual Brake Peddles kit, Dual Control

Stick kit and Instrument Panel. The wing kit and engine is needed. The wing kit is available now pre-drilled. It The plane will take a Rotax 912S, Jabiru 3300, Continental 0200, Lycoming 235, Corvair or VW conversion engines. All documentation and registered plans are in the package. Asking \$7500 or

best offer above \$6000. Note this is a Light Sport class aircraft. It is available built, IFR Certified at Southeast Light Sport for \$99,900.

(SouthEastLSA.com). See

<http://www.zenithair.com/zodiac/xl/> for details of aircraft: Contact: Larry Walker, 540-347-7609

Flight Test Report: Steve Flattum flight tests the Zodiac and reports:

*“The CH 601 XL / CH 650 family of airplanes are a delight to fly. Simple and easy to fly ith a great view and they are very comfortable for long flights. The airplane is very strong and it isw backed by a company that has been around for a very long time.”*

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**FOR SALE — Partnership - Taylorcraft BC-12D (1946) - available.** Aircraft is hangared at

Warrenton Airpark. The Taylorcraft is flown about 65hrs/year and should be flown more. Annual, hangar, insurance, maintenance and repair are shared costs, while fuel is individual responsibility. Tom Richards and Jim T. Hill are looking to add one or two partners to replace a leaving partner. Please contact Tom Richards ([\(703\) 568-3607](tel:7035683607)); [warrentonairpark@yahoo.com](mailto:warrentonairpark@yahoo.com) or Jim T. Hill for details.

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**FOR SALE — 1978 Weedhopper Ultralight** for sale: JC24C model; no engine; just frame. Will need new sails. Contact Mark Ripberger for more details. Sold “as is” \$400.00  
[ripbergerm@darden.virginia.edu](mailto:ripbergerm@darden.virginia.edu)  
434-589-8311

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**FOR SALE — 1947 Cessna 140. C-85 and Ceconite wing.** Low time, both airframe and engine. Always hangared since major restoration in '94. Can email pictures. \$20,000. Woody Weaver 540-786-8085

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**Aviation Magazines “Ultralight Flying”**  
All twelve monthly issues for most years between 1989 through 2008—almost 20 years. Not mint, but good readable condition, \$50.00 cash. Call or e-mail for more details. I live in Annandale VA. [Dsax289@aol.com](mailto:Dsax289@aol.com)  
Ph# 703-503-8289



**Membership Dues Policy**

The period of membership follows the calendar year—January through December.

The renewal period starts on 1 October with regular dues at \$20.00 and family dues at \$25.00.

Members who have not paid their dues by the end of March will be dropped and will not receive the Newsletter or Membership Roster. New Members joining after 1 July will be charged half-price.

Please mail payments to Flying Club 1, 8570 King Carter Street, Manassas, VA 20110.

Payment can also be made at the regular monthly meeting. Please include the Membership Application form on the next page with your payment. This will be used to ensure that our records are current.

Jim Birnbaum, Treasurer  
Flying Club 1



## MEMBERSHIP APPLICATION - 2012



Type of membership:  New,  Renewal,  Regular,  Family membership

Name(s): \_\_\_\_\_

Name To Go On Your Name Tag: \_\_\_\_\_

Street or PO Box: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Telephone, Home: \_\_\_\_\_ Cell: \_\_\_\_\_ Work: \_\_\_\_\_

Spouse's Name: \_\_\_\_\_

Emergency Contact: Name: \_\_\_\_\_ Phone: \_\_\_\_\_

E-mail Address: \_\_\_\_\_

Aircraft Liability Insurance through: \_\_\_\_\_

Aircraft make and model: \_\_\_\_\_ N-Number (if any): \_\_\_\_\_

Pilot rating(s): \_\_\_\_\_

Club Activities or Services for Which You Volunteer: \_\_\_\_\_

Information from this application will be included in the club's membership roster which is distributed only to members.

**INSTRUCTIONS:**

1. *FILL OUT THE ABOVE FORM.*
2. *ENCLOSE A CHECK MADE OUT TO "FLYING CLUB 1".*
3. *SEND THE FORM AND CHECK TO:*

Jim Birnbaum, Treasurer  
8570 King Carter Street  
Manassas, VA 20110-4888

To join the national USUA, go to <http://www.usua.org>  
To join the national USPPA, go to <http://www.usppa.org>



## Flying Club 1 General Information

The Flying Club 1 is a nonprofit, recreational club dedicated to the sport of ultralight and light sport aircraft flying.

### 2011 CLUB OFFICERS & DIRECTORS

President: Steve Beste 703-321-9110  
Vice President: Dick Martin 703-242-2367  
Secretary: Jim Heidish 703-524-5265  
Treasurer: Jim Birnbaum 703-361-7478  
Director and Past President: Len Alt 703-945-9314  
Director At Large: Dave Riedel 703-815-4924  
Director At Large: Larry Walker 540-347-7609

### 2011 CLUB VOLUNTEER STAFF

Safety & Training: Dave Riedel 703-815-4924  
Membership: Jim Birnbaum 703-361-7478  
Club Artist: Jim Heidish 703-524-5265  
Librarian Dick Walker 202-363-4546

Newsletter Editor: Autumn Aceto 703-655-4137

e-mail: [alaceto@gmail.com](mailto:alaceto@gmail.com)

Web Master: Greg Palmer 703-912-3774

PPG Web POC Par Karandikar 703-201-8909

*A club is only as good as the members who volunteer to support its activities. The following listed activities with the club require member support in varying amounts. Please indicate on your membership application the function(s) (can be more than one) you will support as a Club member. All active Club members are expected to participate. However, members who live some distance away and cannot attend meetings regularly may prefer to support functions associated with Club weekend activities.*

**ANNUAL DUES** (Jan 1 - Dec 31) \$20.00. (Includes newsletter.) Family membership: \$25.00. After July 1, dues for remainder of year

are \$10.00. Family membership: \$25.00 (husband and wife). (A spouse who wishes to participate will please complete a membership application form.)

**NEWSLETTER SUBSCRIPTION** (without membership) is \$10.00 per year.

**CLUB WEB SITE:** <http://flyingclub1.org>

Note the change in web site. Flying Club 1 now has an officially registered name on the internet.

**MEETINGS** are monthly, year-round. See the web site for dates and places.

### SUBMITTING ITEMS FOR THE

**NEWSLETTER** Members and non-members are encouraged to submit items for this newsletter. Send submissions to Autumn Aceto, 9595 Sherburne Farm Rd, Marshall, VA 20115. E-mail is shown at left. Deadline for entry of items into the newsletter is 10 days before each meeting.

**Club Management/Administration:** Club Officers (elected, Directors and Staff). (Talk to current officer for more detail.) *Fly-ins:* Food supply, preparation; Facilities; Grounds; Ground Support. *X-country & outside events:* ground support. *Safety & Education:* Flight Safety & Training, New Member Mentoring, Library, Monthly Program Development. *Communications:* Membership, Newsletter, Web Site. *Fund Raising:* 50/50 Raffle. *Miscellaneous:* Meeting Facilities, Property Management, Clothing Sales, Tool Custodian, Ad Hoc Committees.

**“If you are interested in joining the U.S Ultralight National Organization go to their website for membership information at: <http://www.usua.org/>”**