



Volume 07 - 12

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

July 2012



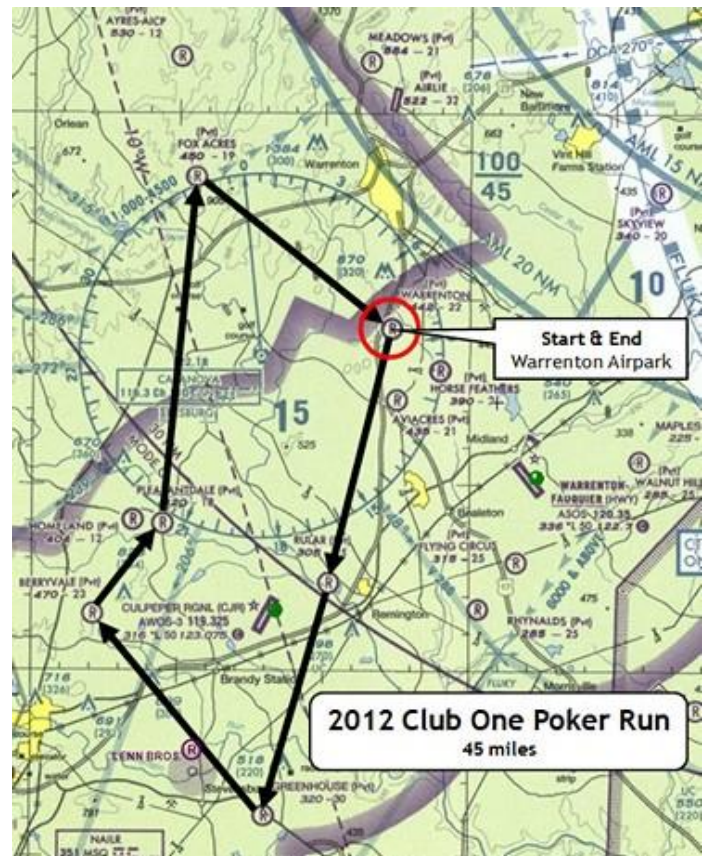
## FROM THE FRONT SEAT

Steve Beste, President

With the arrival of June, the flying season has begun in earnest. There were lots of events to fly too.

### Poker Runs

Both the PPG and airplane/trike poker runs were blown out on June 2nd, but the airplane/trike event was a big success the next Saturday. We had two new grass airfields this year, which always makes it fun: Berryvale (VA30) and Pleasantdale (4VA9). Berryvale is an aviation community where the houses have attached hangars. Pleasantdale is a farm field that John Corradi mowed just in time for the postponed event. It was my favorite field of the day because it's so unusual. It's up-and-down hilly with tall trees on a hill at the west end. So you land to the west and take off eastwards. It was no problem for the light aircraft you see in the picture, but Dick Martin thought it was a bit tight for his Allegro. We had seven aircraft, the largest turnout in my 5 years of doing the event. Many thanks to the airfield owners for letting us in, to Chuck Tippett for making the arrangements at Berryvale, and to Dick Martin for putting out the boxes Friday night. See more pictures at <http://sbeste.zenfolio.com/p308373502>.





*Bob Jacobs, Tom Simmons, Art Felt, Loyd Peterson, Steve Beste at Fox Acres. Jim Heidish and Dick Martin not shown*

*Pleasantdale (4VA9)*

### **Private Fields: Stay Out!**

I want to remind everyone that we are NOT welcome to land at any of the fields on this year's Poker Run. We have permission only for the event. This applies to Horsefeathers and Avi Acres, too. Maintaining a good relationship with these landowners is something that Chuck Tippet, Tom Richards, and I pay close attention to. Please don't mess things up by landing on those fields without talking to the landowner first and getting specific permission.



### **Lenn Bros**

For years, Kaye Lenn and his brothers have given us an open invitation to land on their [farm strip south of Culpeper](#). But they're elderly. This year, when I called about the Poker Run, Kaye said that their mower was broken, and he wasn't sure when they'd fix it. I got the sense that this may be the end for the field, generous as the Lenn brothers have always been. If you're going to Lenn's call first and check on the condition of the field. 540-399-1035.

## SPOT Brigade

Flying back to Front Royal after last month's club meeting gave me pause since the wind there was rowdy, as it often is. I hung around the Airpark until 6:00 p.m. and got home with no problem. Cleaned the bugs off the trike; putzed around; had dinner; phoned Linda. WRONG order! She was alarmed because I had told her about the wind problem at Front Royal, and that I was leaving. Not hearing from me, she called some of you asking. The very next day, I bought the SPOT satellite tracker that Dick Martin wrote about in the March, 2011 newsletter. The price is now down to \$100, though the annual subscription is still \$150. But Linda reports that it has greatly eased her mind when I was off on the Father's Day fly-in. I recommend it. Thank you, Dick Martin for suggesting it to both of us.



## The sky divers have a weather station

Do you need to check the weather at the Airpark? The sky divers have a PC with an internet connection. Chris Whitley is generous about letting pilots use it to check the weather. Flying back to Front Royal after the May meeting, thunderstorms were coming in from the west. Seeing the radar picture, I diverted a bit to the north. Thank you, Chris! The station is in the private area of their operation, where they pack the parachutes. Please ask permission before entering that space. And if parachute packers are at work, wait until they finish. You do not want to distract them at their work!

## Father's Day Fly-in

The annual Father's Day Fly-in at Shreveport North was a huge success, with the best weather in years. Alas, only Andreas Weiss, Loyd Peterson, and I were there from the club, though both of our Virginia trike instructors trailered in—Terri Sipantzi and Ron Dixon, as did Gary Edgecomb from Gordonsville with his Kolb.



*Steve Beste & Andreas Weiss at Shreveport North*

Andreas and I flew up from Front Royal Friday evening, stopping at Laura's Landing (22MD) where Neil and Laura Wright welcomed us. It's the halfway point, but useful only to those of us who are based west of the mountains.



*Andreas' gear in the back seat*



*Steve with gear alongside*

Saturday morning at 6:30, a bunch of us made a tour of local airfields—Lazy B, McGinness, and Baublitz (look them up). The Susquehanna River south of Harrisburg was spectacular in the morning sun and calm air. It was worth the trip up there. The approach to McGinness is straight across the river. Flying doesn't get any prettier than this. We were joined by my young friend Jake Riley, who you may remember from my first newsletter. He flew his Cessna 150 from Long Island, leaving at 3:00am and joining us at Lazy B. He came to find out what trikes were all about, flew once around the pattern with Terri Sipantzi, and declared that trikes were not for him! That was probably smart.

He owns a 150, flies a Challenger and a Quicksilver, and is looking for an aerobatic RV 4. With all those airplanes, he's not likely to keep up his weight-shift skills. That could be dangerous, given that every trike control is the reverse of what it is on an airplane.



*At Lazy B (OP8): Andreas Weiss, Terri Sipantzi, Jeremy Sipantzi, Jake Riley*

Besides the pleasure of friends and flying, I got some clever ideas on how to fix a cooling problem on my trike. That's another reason why these fly-ins are so valuable.

## **Become a Pilot Day**

For the second year in a row, Tom Simmons flew his Quicksilver into Dulles International for the Smithsonian's *Become a Pilot Day*. Once again, Chuck Tippet used his transponder—and his slow-flight skills—to escort Tom in and out. Consider doing this yourself next year. You apply in April. Just Google *Become a Pilot Day Smithsonian*.



*Big iron shared the Dulles taxiway with Tom Simmons' Quicksilver*

### **Campbell Field (9VG)**

The next week, Brian Goff and Michael O'Daniel drove to the legendary Campbell field in the lower Delmarva peninsula for a PPG fly-in. See Brian's account later in this issue.

### **An iPad for Your Aircraft?**

Check out the EAA webinar on ways that the iPad is being used in aviation. It's about 90 minutes at <http://www.eaavideo.org/video.aspx?v=1689513854001>. Andreas Weiss and Don Sheehan are already flying with iPads—and they're flying open-air trikes!

### **Navmonster is No More**

I'm sorry to report that the Navmonster weather and flight-planning website has closed. It's not an alternative, but check out Baloonists' Weather at <http://www.ryancarlton.com/?loc=KHWY&units=MPH&tempformat=0>. It gives hour-by-hour wind forecasts at the altitudes we fly, albeit only for the current day.

Fly safe,  
Steve



## Campbell's Field

*By Brian Goff*

Campbell's Field was amazing! Michael and I arrived Friday afternoon; when we got there, we were welcomed by Shane Watts and the Morgantown, PA, folks who coordinated the fly-in. The airstrip is between two large farm fields with a north/south runway. Michael and I were happy to find a bathroom with a shower at the field.

Friday evening, we took off in between thunder storms and stayed right over the airfield. To the east is the ocean with lots of small islands and to the west is the Chesapeake Bay. Friday flying was short lived with rain moving in, so we fired up the grill and cracked the beer open!

Saturday morning, we woke up to smooth air! We took off and headed out to the ocean side. The coast is gorgeous. We found an abandoned house on an island and lots of wrecked boats. The wildlife was abundant with bald eagles, grey herons, hawks, clams, skates, and of course, deer. The winds aloft were blowing about 15MPH, so we didn't get too far from the field. After about an hour, we headed back for breakfast.

Saturday afternoon, Michael, Jeff, and I decided to thermal over to the bay side. The thermaling part was fun and took us to about 1,500–2,000 feet. I think Michael made it to 5,000 feet. Once over the bay, with the winds coming out of the west, it smoothed out and made for a great afternoon showing off our flying machines to the locals. The Bay Shore was great; sandy beaches and lots of amazing houses along the water. After about



an hour of shore flying, gas was getting low, so we decided to thermal back to the field. We had yet again another crazy ride home. I believe all of us experienced a wing collapse at some point on the way back. We all landed safely and got ready for the evening flight.



## July–Page 7

Saturday evening, we flew the ocean side. We flew a few miles out toward the ocean, but never quite made it. The islands and bays are very extensive, so when we reached the island end, we turned around. We would've had to climb a few thousand feet to safely cross the bay to the ocean, and with a decent head wind, we decided to explore along the coast back inland. A tailwind was blowing, so we reached the shore line in a few minutes. We flew north and then headed back over to the field.



The sun was dropping so Michael and I climbed high to glide in without our motors. Michael killed his motor at 3,000 feet, and I at 2,000. The scenery was amazing, and it made for one hell of a way to end a great day.

Sunday morning, we were feet up at 0615. We flew the bay side again, only this time we headed north to a few islands we had seen on Saturday afternoon, but hadn't had enough fuel to safely reach. The coast was completely untouched! Not a house, person, or boat to be seen. We saw tons of horseshoe crabs and lots of bald eagles. After fighting the wind up the coast, we finally hit another large bay crossing and decided to turn and head back south. We screamed down the coast and cut back inland to the airfield. The winds were picking up, so we landed and called it a weekend.

I will post a video on YouTube at a later date. You can look it up by logging onto YouTube and searching for (spin2329) Till next time!

*Brian Goff*



## Meeting Minutes

### June, 2012 Minutes

#### Flying Club One meeting and Poker Run

Saturday June 9, 2012  
Warrenton Airpark  
Warrenton, VA

The Annual Poker Run of the Fixed Wing/Trike group was held early morning before the Club Meeting. The PPG group held their event on Saturday, June 2<sup>nd</sup>, but it was cut short by bad weather. There were eight pilots flying to six different fields to pick up cards. The total distance of the course was 45 miles. **Dick Martin** held the winning hand.

#### Selling 50/50 tickets before meeting

#### Call to Order

*President*, Steve Beste called the meeting to order at 11:20 A.M.  
19 members present.

### CONNECTIONS

#### Visitors & New Members

None

#### Old members

**Tom Richards** said he was planning to fly in the Poker Run, but his Taylorcraft had a broken tail wheel spring assembly and even though Janet's C-150 is now at the Airpark, he thought it wouldn't do very well on some of the grass fields.

**Pete Bastien** has taken on the big job of installing new wires in the electrical systems of his aerobatic Pitts bi-plane.

### SERVICE PROVIDERS

Recap our standing list of service providers:

- PPG instructor and dealer:  
**Michael O'Daniel**

- Fixed wing instructor: **Chuck Tippett**
- Welder: **Tom Kotsch**
- A&P mechanic: **JD Ingram**

### REGULAR REPORTS

*Secretary*: **Jim Heidish** reported that the May Minutes will be published in June Club Newsletter and will be reviewed at the next meeting.

*Treasurer*: **Jim Birnbaum** reported: April Income: \$87.00, Expenses: \$181.11, The Flying Club 1 Checkbook Balance: \$2752.64

*President*: **Steve Beste** that the big Father's Day Weekend Fly-In event June 16th & 17th at Shreveport North Airport, PA, is being held just like in the past years. Everything was up for sale last year. Even though some of the property was sold, most of it including the restaurant, pool and bunkhouse will still be used for the Fly-In. Always a great weekend event at one of the best grass field around.

*Safety and Training Director*: **Dave Riedel** said that the D.C. Skydiving's jump plane is now landing on the Airpark's runway 33 Left from time to time to spread the landing noise footprint around (this is the runway the PPG pilots use a lot, especially for training). So be alert, and if the jump plane is not on the ground, look 360° before landing or taking off. Better yet contact them on the radio (ask the D.C. Skydiving ground operation for the latest radio frequency).

*Membership Director*: **Jim Birnbaum** reported that we have 51 paid members. He said that renewal emails are going out reminding members to pay their dues.

*Warrenton Air Park Owner*: **Tom Richards** reported that the new metal roof is almost finished and will like be the other hangers. He said that a lot of people are looking for flight



training at local airports. He said the he and a few other instructors are thinking about starting a flight school at the Airpark specializing in the light end of the sport.

**Old Business**

None

**New Business**

None

**Program**

None

**MONTHLY PROGRAM** - None

**50/50 Drawing**

**Ed Olbon** is the Winner again! He donated his share to the Club.

**Adjourn**

*President, Steve Beste* adjourned the meeting at 11:45 A.M.

**Cook Out**

Everyone enjoyed the great cookout thanks to **Jim Birmbaum**. He filled in at the last moment.

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

**Many thanks to Steve Beste for postponing the July meeting from the 7<sup>th</sup> of July to the 14<sup>th</sup>! The temperature reached 106° that day. Good call, Steve!**



*Construction on Fauquier High School in Warrenton, taken by Sierra Aceto from the back of Jay Aceto's powered parachute.*

**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— <i>moved to the 14<sup>th</sup></i>	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 with a great view and they are very comfortable for long flights. The airplane is very strong and it is 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 [ripbergem@darden.virginia.edu](mailto:ripbergem@darden.virginia.edu) 434-589-8311

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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/>”**