



Volume 13 - 07

www.FlyingClub1.org

July 2013



FROM THE FRONT SEAT

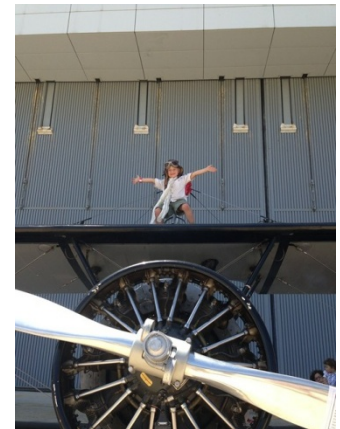
Steve Beste, President

Peter Richter soloed his trike last month with trike instructor Ron Dixon. Now that he's signed off to fly it himself, he will put lots of hours on it as he lives only five minutes from its hangar in Front Royal. Lucky Peter!



Father's Day Fly-in at Shreveport North. Dick and Aimee Martin flew up there this year, as did I. See his account in this issue.

Become A Pilot Day at the Udvar-Hazy Museum always has about 50 aircraft on display. This year, our kind of flying was well represented by **Michael O'Daniel** and **Brian Goff** with their PPGs and **Jay Aceto** with his PPC. **Chuck Tippett** showed up as usual with a Stearman and says he put 200 kids in and out of the pilot's seat. The picture below shows his grandson Ryder Tippett, age 3, doing the entire wing walk routine on the Stearman. He says he wants to be a wing walker when he grows up. **Tom Simmons** was scheduled to go but had carburetor trouble.



Poker Runs. The PPG Poker Run was blown out. I won the airplane/trike Poker Run myself, but that's because I was the only participant. This was a disappointment to John Corradi, who had Pleasantdale mowed for us, and to Bill Conn, who stood by at Berryvale for us. As a club, we've abandoned so many flying events that I'd hate to give up another. But I can't keep asking these airport owners to put themselves out for us if we don't show. Next year, please make an effort to show up, and we'll find out if this is still an event we will support. **Tom Simmons** planned to go but had carburetor trouble.

Fallen Oak. Remember that B&B I talked about in the [March newsletter](#)? The one with the lawn big enough to land on? **Andreas Weiss, Peter Richter**, and I flew down there the week before it closed. Ron Dixon drove in with gas, Peter soloed, and we had some rare flying. See the article in this issue. **Tom Simmons** planned to go but had carburetor trouble.

Historic film. **Larry Walker** sends this link to an amazing [short film from Sundance](#). In 2005, an 83 year-old World War II pilot is surprised to see 16mm footage of his 1944 Spitfire crash for the first time.



Memorial Fly-in Saturday, August 3rd. We'll be having our annual memorial fly-in and games on the first Saturday in August. Those of you who came to the event last year will remember what fun it was. Water balloon drop and spot landing contests lead the bill. **Jim Heidish** will have a pilot brief at 8:30 that morning. The Sky Divers will be on hold for the event. The usual Club meeting and barbecue will be at 11:00. If you want to practice beforehand, Jim will have the course set up the previous Saturday. Contact him for details. But if any of you are English, bear in mind the sentiments in this old Flanders & Swann song, *The English*:

And all the world over each nation's the same
They've simply no notion of playing the game
They argue with umpires, they cheer when they've won
And they practice before hand which spoils all the fun.
The English the English the English are best
I wouldn't give tuppence for all of the rest

Fly safe. But fly,
Steve



June Aloft

By Dick Martin, Club 1

A lot of the time I fly by myself, which is great. But it's even more fun when I have company in the second seat of my little Allegro light sport airplane. This June gave me some welcome opportunities for social flying.

Women Can Fly

“Women Can Fly” is a new organization associated with the “Ninety Nines,” a national organization for women pilots. Concerned that only 6% of U.S. pilots are women, “Women Can Fly” tries to interest young women in flying and in aviation careers. In coordination with the Virginia Department of Aviation, “Women Can Fly” events are taking place in Warrenton, Lynchburg, and Hampton Roads this spring. The first was at the Warrenton-Fauquier County Airport on June 8.

I understand that over 200 people signed up to participate. Attendees were given classroom presentations on aviation, airplanes, and learning to fly. They then had a chance to visit with representatives of various groups, including local flight schools, the Ninety Nines, the Virginia Department of Aviation, and FAA air traffic controllers. They then lined up for free flights with volunteer pilots, including me.

About fourteen planes offered rides. I took my passengers by the Airpark, then up to the town of Warrenton, then around Casanova, and back to Warrenton-Fauquier airport. Each ride took about 20 minutes. A couple of passengers had taken previous orientation flights and were able to take the controls. For the rest, I explained how the controls work, the instruments, the GPS, the traffic pattern, and the radio. After landing, each passenger was photographed and given a certificate. I gave 7 rides with everything from a senior citizen to a seven year old. They all seemed really happy with the experience.

This kind of flying is fun and great for the ego. It also seemed worthwhile to be introducing young people to general aviation.



"Women Can Fly" promotional event at Warrenton-Fauquier County Airport. This passenger doesn't look convinced.

Father's Day Fly In

For 24 years, a sister club of ours – the Mason-Dixon Sport Flyers – has held a Father's Day Fly-In. The event attracts 70 to 100 planes to Shreveport North, a private airstrip near Harrisburg, PA. Co-sponsors include Capital Area Light Flyers (Club 4) of Frederick, EAA Chapter 122, the local Boy Scouts, the American Legion, and various restaurants, stores, and clubs.

RVs and planes start arriving Friday, and there was a prime rib dinner for early arrivals sponsored by the American Legion Friday evening. Saturday night a steak dinner was planned. From Club 1, Steve Beste arrived early Saturday in his trike and my wife Aimee and I arrived in the Allegro at mid-day.



Dick and Aimee Martin with Steve Beste at the annual Fathers' Day Fly-In at Shreveport North.

The opening was right out of a small town county fair. There was a parade of antique sports cars, followed by a parade of farm tractors, followed by a parade of huge motorcycles. Then a very solemn honor guard from the local American Legion and Boy Scout troop presented the colors and the national anthem. Then came the best part – the teddy bear drop. Three ultralights overflowed the strip dropping lots of little teddy bears. Then the kids were released in a mad dash onto the strip to claim their teddy bears.

Naturally there were all kinds of airplane contraptions to look at. Pilot games and competitions were planned for Saturday afternoon.

Shreveport North is about 90 miles north of the Warrenton Airpark. It's an easy flight although you have to avoid the Dulles Class B airspace and Camp David. The airstrip is just beautiful – well manicured grass, wide, flat, and roomy.

Next Father's Day we hope to return and try camping under the wing.

Fallen Oak International

By Steve Beste

In January, Andreas Weiss and I stumbled across Fallen Oak, a Bed & Breakfast in Virginia's Blue Ridge Mountains. As we walked the lawn, we realized that we could land our trikes here! In the instant, a plan was born, realized now, five months later. In June, my trike partner **Peter Richter** and I flew down there with **Andreas Weiss**. Trike instructor Ron Dixon drove up from Lynchburg. While Andreas and I enjoyed the pool at the B&B, Peter soloed at nearby Woodridge airport. It was thus a fine day for everyone, but especially Peter.

Those of you who came to the February Club meeting remember that I passed out [an airport diagram](#) and asked how you'd fly there. Here's the real thing, all 1,000 feet of it, looking west.



It looks a lot smaller from the air than it does on the ground. But it proved to be easily landable. Even with two people, as Peter and I found on our arrival. We all agreed, though, that we wouldn't try taking off with two people. The trees at the near end of the runway are 80' tall. For the trip home, Ron drove Peter to Woodridge, and I picked him up there.

This GPS plot from [Everytrail](#) shows our course. Originally, we were going to fly it clockwise from our home base in Front Royal to Fallen Oak at the lower left corner. We'd pick up **Tom Simmons** at the Airpark. But that morning, a surprise storm system blew up from the southeast, drenching everything east of the mountains. That and some carburetor problems grounded Tom. So we two trikes flew west of Massanutten Mountain, dodging scud from the storm's fringe.



These clouds always looked thicker in the distance than they were close up. As a result, we landed at the two airports on our route (Shenandoah Valley and Eagle's Nest) and checked the weather. Andreas' iPad was a marvel, showing us the radar picture and the observations at various airports. This told us we were not flying into a thunderstorm. But nothing told us whether the clouds were high enough to let us over the Blue Ridge. Or what the situation was at our destination. For those, we went low-tech.



Near New Market, heading south through scud at 800' AGL.

We landed at Eagle’s Nest and *looked* at the pass through the mountain, which was right in front of us. Then we called Jim Colburn, the innkeeper, and asked him to look out his kitchen window. Were the clouds above the mountains? Any fog? When it looked good, we went. 25 minutes from Waynesboro to Fallen Oak, through the spectacular Wintergreen Valley, with dramatic clouds on the mountains. Low tech works just fine.



Peter and Andreas arrive at Fallen Oak

Alas, the storm was not done with us. Four hours later, another chunk of it came in with the heaviest and longest downpour I can recall. We enjoyed the smell of it from the B&B’s big screen porch, but were anxious about the trikes. They were tied down in the lee of some trees, and we had removed the electronics. But they were getting drenched.



Storm gone, sun out, Andreas hangs his stuff out to dry. We teased him that he made this fancy B&B look like the low-rent district. Fortunately, the trike wings act like roofs over the machines, so the seats were only damp, not sponges. The bright sun dried everything out quickly.



Andreas Weiss, Ron Dixon, and Peter Richter

At five o'clock, it was time for me to ferry the Safari down to Woodridge, five minutes away. Here, I'm perched on the edge of the croquet pitch, a terrace at the top of the field. Between that boost, the sloping field, and a slight headwind, I was off in no time, rising into one of the most beautiful valleys I've ever flown in. With the slanting light, the day was as perfect as you could wish.



The next morning, Andreas left early, returning to Front Royal by the way we came. He doesn't like to fly in the bumpy air that we get later in the day. Even the superb B&B breakfast that the rest of us ate later couldn't entice him. Come the event, he need not have worried. Peter and I flew home the long eastern way via Orange and the Airpark. The air was glass smooth even at noon when we finally got back to Front Royal. That's a rarity here in Virginia, so Andreas bet the odds right. But Peter and I won the trick with the smoothest flying I've had in months. That storm system turned out to have been our friend. It drenched everything east of the mountains. All that cold water absorbs a lot of solar energy, so the thermals were all weak, none rising above 1,500 feet. Add in a high half-overcast, and we had perfect conditions.



Andreas taking off uphill but down-sun. He's aloft in a quarter of the runway.

We stopped at Orange and the Warrenton Airpark, Peter getting radio practice and lots of practice navigating by the chart. As he wrote, "I was thinking about the amount of useful experience I got flying to Fallen Oak that most other student pilots don't have a chance to get. Cross country, weather, charts, radio, short field landings, trike tie down. Lots of learning packed into a great weekend."

And good company and good food to boot. Who could ask for more? Alas, Fallen Oak has now closed. After 12 years, Jim and Genna are retiring for the second time. It's a lot of work, and they're done. We got there on their next-to-last weekend. Fallen Oak is for sale for about \$880,000. Please buy it and re-open it for us!

Meeting Minutes

June 2013 Minutes

Flying Club One meeting

Saturday June 1, 2013

Warrenton Airpark

Warrenton, VA

The Poker Run was canceled for lack of participation!

Selling 50/50 tickets before meeting

Call to Order

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

17 members present.

CONNECTIONS

Visitors & New Members

Tom Wilson, a Trike pilot that just moved to the area from Arizona and is looking for a new Trike and hangar space.

Alvin Singh started flying PPGs when Jerry Starback was instructing and wants to get back in the air.

Old Members

Steve Beste was the only one that flew the Poker Run, and that was to put out the card boxes!

Rich Ramose said that he had his second PPG flight today and is really getting the feel of flying.

Tom Richards said he flew his Maule for the first time in six months, short flights, was OK.

Pete Bastien was giving **Jim Hill** cross-country instruction in the group TC.

SERVICE PROVIDERS

Recap our standing list of service providers:

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

- Fixed wing instructor: **Chuck Tippett**
- PPG, Ultralight, LSA and General Aviation flight instruction: **Grass Roots Flyers**
- Welder: **Tom Kotsch**
- A&P mechanic: **JD Ingram**

REGULAR REPORTS

Secretary: Jim Heidish reported that the May Minutes (taken by Steve Beste) will be published in the June Club Newsletter and reviewed at the next meeting.

Treasurer: Jim Birnbaum reported May Income: \$82.00, Expenses: \$101.84, The Flying Club 1 Checkbook Balance: \$3180.32

President: Steve Beste said the Poker Run was canceled because of a lot of last minute dropouts and pilots not showing up. He reminds the membership that the Gotta Fly Wounded Warrior Project (WWP) event that will host Wounded Warrior Alumni at the Flying Circus is now scheduled for Saturday July 27th. Dave Riedel will send updates to all pilots and volunteers that are participating in the event. For more information contact Dave.

Safety and Training Director: Dave Riedel said he has ordered 5 new fire extinguishers and the old ones that are in good shape will be recharged. When the new ones are in place we will have a safety demonstration of their proper use.

Dave referred to **Tom Richards** for the details of the Quicksilver ultralight engine out near the Airpark. Tom said the Quicksilver with a troublesome 618 Rotax RAVE (special variable size exhaust port) took off to the south and had the engine quit less a mile into the flight. Luckily, he was over the big green wheat field and made a dead stick landing settling into the high wheat and flipping over. The pilot was ok, but the plane was bent! Tom helped pull the plane out of the field. The stoppage looks like it was caused by a dry oil

injection tank. Also, Members noted that the Rotax 618 is not considered reliable and is better suited for snowmobiles.

Membership Director: **Jim Birnbaum** said the 2013 dues are still coming in. We have about 50 members that are paid-up. The Membership Roster is up-dated every month and has (2013) next to members name if your dues are paid.

Warrenton Air Park Owner: **Tom Richards** said that he had no news regarding ongoing problems with the county. He said that the Skydivers' are trying to reduce the noise from their big jump plane by reducing prop RPM and getting a new 4-blade propeller.

A&P mechanic, **JD Ingram** will be moving out of his hangar and out of the area. He will be finishing up jobs already committed to and may be available for select A&P work in the future.

The Skydivers' jump plane pilot is now living in Tom's home. Tom is on a clean-up drive and thanked **Dave Riedel** for helping to keep the Airpark's grass neat and trim.

Old Business – none

New Business

Lucy Ooi said a great event, *Women Can Fly* will be held at the WF Count Airport (HWY) on Saturday, June 8th. We need more women flying! Go to their website for more information. [Ed. I heard that over 100 women and girls showed up for free flights and that the event was a success! See Dick Martin's June Aloft article.]

MONTHLY PROGRAM – None

50-50 Drawing

Winner **Alvin Singh** donated it to the Club.

Adjourn

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

Cookout

Bob Eaheart cooked up a lot of his tasty specialties.

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

Activities

2013 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.

Date	Activity	Location	Description
Sat, July 6th, 11am	Summer BBQ and Club Meeting	Airpark	Monthly meeting and Summer BBQ at Warrenton Airpark
Sat, July 27th	Wounded Warrior flights		By invitation only. Club-sponsored flights for wounded military veterans.
Sat, August 3rd <ul style="list-style-type: none"> • 8:30am – Memorial Fly; flying games • 11am – Club meeting and cookout 	Memorial, Club Meeting & cookout	Airpark	Memorial ceremony and cookout at Warrenton Airpark
Sat, September 7th, 11am	Club Meeting	Airpark	Monthly meeting and cookout at Warrenton Airpark
Sat, September 14th	Club 1 Fly-out to Trikefest East at Shreveport North (62PA)	62PA	Club1 Fly-Out from Warrenton Airpark
Sat, October 5th	Club 1 Fly-in and meeting	Airpark	Monthly meeting, Club 1 Fall Fly-In and cookout at Warrenton Airpark
Sat, October 26th	Club 1 Color Run Fly-Out	Airpark	Club 1 Color Run Fly-Out at Warrenton Airpark
Thur, November 7th, 7:30pm	Club Meeting	CVHS	Conversation, Club business meeting, and program.
Sat, December 7th, 4:30pm - 8pm	Club Meeting / Holiday Party	Airpark 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: **Lucy Ooi** (Ooi.Lucy@gmail.com) when the ad is no longer needed.

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.”

FOR SALE — Taylorcraft BC-12D (1946) - available. sale to club members only for a 10% discount from the \$22,500 asking price. Aircraft is hangared at Warrenton Airpark. The Taylorcraft is flown about 65hrs/year and should be flown more. Please contact Tom Richards ([703\) 568-3607](tel:7035683607); warrentonairpark@yahoo.com or Jim T. Hill for details.

FOR SALE — XAIR "H"



Two Seat Dual – Built in Radio – ELT – Wing Strobes
FAA Numbered – Experimental
Airframe has 26 hours and Engine has 1 hour
Engine – Jabiru 2200A Aircraft Engine – Air & Oil Cooled
85 HP.
Annual: Current.
\$18K
Contact Jim Birnbaum [703-361-7478](tel:7033617478) - Email N973XH@verizon.net

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 at \$25.00. Members who have not paid their dues by the end of February will be dropped effective 1 March and will not receive the Newsletter or Membership Roster. New members joining after 1 October will be charged \$20.00 or the family rate, if applicable and will be credited with full membership for the following calendar year. 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 2012 Membership Application form with your payment. This will be used to ensure that our records are current. A copy of the membership application is attached and also printed at the end of the Newsletter.

Jim Birnbaum
Flying Club 1
Membership Director, Treasurer

MEMBERSHIP APPLICATION - 2013



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 in the club's membership roster which goes only to members.

Instructions:

1. FILL OUT THE ABOVE FORM.
2. ENCLOSE A CHECK FOR \$20 (\$25 FOR A FAMILY) 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.

2013 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

2013 CLUB VOLUNTEER STAFF

Safety & Training: Dave Riedel 703-815-4924
Membership: Jim Birnbaum 703-361-7478
Club Artist: Jim Heidish 703-524-5265
Newsletter Editor: Lucy Ooi (“Wee”)
Ooi.Lucy@gmail.com

Web Master: Steve Beste,
president@flyingclub1.org

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

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

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

THE NEWSLETTER:

The newsletter is published by email on the first of every month.

SUBMITTING ITEMS FOR THE

NEWSLETTER Members and non-members are encouraged to submit items for this newsletter. Send submissions to Lucy Ooi at Ooi.Lucy@gmail.com at least one week prior to the end of the month.

If you are interested in joining the U.S. Ultralight National Organization go to their website for membership information at: www.usua.org

Likewise, if you are interested in joining the U.S. Powered Paragliding Association, the National PPG Organization, go to their website for membership information at: www.usppa.org