



FROM THE FRONT SEAT

Steve Beste, President

About fifty volunteers and two dozen aircraft gathered at the Flying Circus Aerodrome last Saturday for **Gotta Fly 2013**. Organized in conjunction with the Wounded Warrior Project, we gave rides to some of the servicemen who have been wounded serving all of us. The event was a long time coming, having been postponed twice – something all too common in our weather-dependent sport. Even at that, it had to close early as a line of rainstorms came through about 2:15. Nonetheless, a lot of people got rides, as you can see from this happy customer below.



Serviceman Brian and Tom Simmons aloft in his Quicksilver



Flying Circus Biplanes in formation

The morning shift. The original plan had been for PPGs, trikes, PPCs, and light airplanes to give rides from 7 to 10, followed by larger airplanes from the Flying Circus from 10 on. For various reasons, the tandem PPG rigs were not available, but we had a good lineup of others and the weather was fair.



Gary Edgecomb's Kolb, trikes from Art Felt and Pat Tyler, Tom Simmons' Quicksilver

Jay Aceto and his friend **Ben** brought their PPCs despite the strong southwest wind. Here, he barely makes headway as three bi-planes arrive. They had no problem with the wind, of course.

This picture shows one of the challenges of the event: getting aircraft of such different speeds to safely share the air and the field. Come the event, it was no problem. The Flying Circus pilots are used to formation flying, and the Club 1 pilots are used to the mix of aircraft at the Warrenton Airpark – PPGs plus ultralights plus a turboprop jump plane. Here, air boss John King laid out both the airspace and the field so as to separate different speeds of aircraft. Everyone learned a lot about each other, such that we were well practiced by the time the first servicemen arrived.

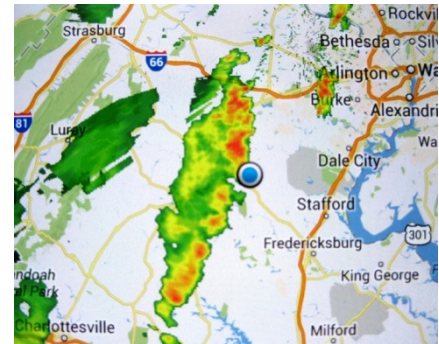


They arrived later than we had planned. The public does not understand the difference between 7am and 10am to us wind-limited flyers. They *do* understand the challenge of getting a family and caregivers out the door and off to Bealeton before 10am. It was probably unrealistic to expect an early crowd. By 10am, the wind was picking up and the forecast was for afternoon thunderstorms, so the trikes and PPCs left, leaving Gary Edgecomb and Tom Simmons as the only light flyers. It became an airplane-only event.

The mid-day crew. By 10am, quite a collection of airplanes had gathered at the field, including the several Stearmans that you see here. Newsletter editor **Lucy Ooi** brought her Aeronca Champ. John Corradi of Pleasantdale airport brought his Waco. (I learned that *WAYco* is a city in Texas, *WAHco* is the airplane, and that only a wacko would fly his Waco to Waco.) Even an Air Cam showed up from Leesburg, a rare bird, indeed. Servicemen and their caregivers started arriving, and the event began in earnest.



Rained out. The forecast called for a 60% chance of rain and a 42% chance of pop-up thunderstorms. That's a common summer forecast in Virginia, but it's hard to know what to make of it. Sometimes it rains where you are; mostly it doesn't. This time, it did. By 1:30 it was becoming clear that we were dealing with more than a few isolated rain clouds. By 2:30, a line of rain clouds drenched the field, as this radar picture shows. The aerodrome is the blue dot in the middle. The system was moving to the northeast.





As the rain came, everyone retreated to the large pavilion at the aerodrome, where food donated by Chick-Fil-A had been serving for some time. A sponsor of the event, they donated scores of sandwiches, delivered in heated carriers. The food was good, but the event was over.

The organizers and sponsors. No one deserves more credit for the event than **Dave Riedel**. Inspired by his experience of Nick Vogt, a wounded friend of his son's (see that story in [last September's newsletter](#)), Dave recruited pilots, enrolled the Wounded Warrior Project, found sponsors, and organized practically everything. His vision for the event inspired everyone. Here he is in the \$11,000 gator that he wishes were his (a loan from sponsor New Virginia Tractor).

Right behind Dave in this picture – and right behind him as an organizer, is **John King**, president of the Flying Circus. John immediately wanted to do the event. He volunteered the airfield, recruited pilots from the Flying Circus, and worked out all the safety arrangements. Just as hard a task, he made the schedule work despite the regular Circus performance schedule and the double postponement of Gotta Fly 2013.





Brian Goff

Brian Goff, our PPG instructor, brought energy and fundraising prowess to the event. In the end, he and others raised \$11,000. People and businesses were eager to donate. The money not spent is being donated to the Wounded Warrior Project.



Jim Heidish, our Club secretary and graphics designer extraordinaire, quickly came up with several designs for a logo for the event. He then produced the T-shirts and signage that you see in these pictures (paid for by the Wounded Warrior Project). The T-shirts were more than ornamental – they were part of the



safety plan. Black shirts went to volunteers; white and gray to servicemen and caregivers. No one went past the fence onto the flight line unless accompanied by a black shirt, someone who knows about spinning propellers.



Pete Bastien, Ami Abramson, and Peter Richter in black shirts





Gary Edgecomb, before the rain



Chuck Tippett

Fly Safe,
Steve



Take a Chart

By Steve Beste

When I go cross-country in my trike, I take a chart of the route. But the other day I got sloppy and regretted it. Don't do like I did. Understand that I'm completely out in the wind; there's no re-folding the chart once I'm aloft. I depend on whatever I have in my kneeboard. Going from Front Royal to the Flying Circus the other day, I folded the chart to feature the area around my destination. I figured I knew the area around my home base. As a result, the top left corner of my kneeboard looked like this that day as I flew home. Front Royal is about two inches off the chart to the left.

I always tell people, "Navigating to Front Royal is dead simple. You take off from the Airpark, see the Blue Ridge, and head for the only notch you can see. That's the Chester Gap. Fly through it, and there's Front Royal. Easy Peasy." You can't follow your GPS, because the straight line goes over the mountains. Instead, you have to dog-leg through the pass.

This was all dandy until that day I mentioned. It turned hazy. Taking off from the Flying Circus, I couldn't see the Blue Ridge at all, pass or no pass. The GPS gave me a general steer. I found the power lines where they cross US 211 on the chart above. I knew they also end up in Front Royal. But where was the pass? We had a strong SW wind that day, so flying close along the flank of the mountains looking for the pass would have been very bouncy. Finally, I got close enough that I could see the ridgeline. Two passes! Chester Gap and the I-66 gap? Maybe. Maybe not. If my chart had only extended to the ground I was flying over, it would have been easy. As it was, I made a bet and won it. But that's no way to grow old flying. Be sure your chart covers all of the terrain you'll be flying over.



AWOS Coming

By Steve Beste

The FAA is installing lots of AWOS weather stations in Virginia this summer. This is good news as it means we will be able to get reliable current weather from many more places than now. Better yet, the reports will be available over the internet. Here's the latest list and schedule from the contractor as forwarded by the Front Royal airport manager:

		Anticipated Completion Date
1	Brookneal	6/14/2013
2	William Tuck	6/28/2013
3	Chase City	7/12/2013
4	Lake Country	7/19/2013
5	Lawrenceville-Brunswick	7/26/2013
6	Blackstone	7/31/2013
7	Crewe	8/9/2013
8	Eagles Nest	8/16/2013
9	Bridgewater	8/23/2013
10	New Market	8/30/2013
11	Front Royal- Warrenton	9/6/2013
12	Gordonsville	9/13/2013
13	New Kent	9/20/2013
14	Hummel	9/27/2013
15	Tangier Island	10/9/2013
16	Lake Anna	10/18/2013
17	Lunenburg County	11/1/2013

Meeting Minutes

July 2013 Minutes

Flying Club One meeting

Saturday July 6, 2013

Warrenton Airpark

Warrenton, VA

Selling 50/50 tickets before meeting

Call to Order

Vice President, **Dick Martin** called the meeting to order at 11:15 A.M.

16 members present.

CONNECTIONS

Visitors & New Members

Magill Garriga, a student pilot that just moved to the area from Puerto Rico and has LSA and Gyroplanes training is looking for a Gyro instructor and hopefully to get a Gyroplane.

Old Members

Jim Birnbaum said his pilot's license had expired and he is getting re-certified in a new Cessna 162 Skycatcher and learning to fly with the hi-tech flat screens.

Trike pilots said to be sure to read the July Newsletter. It has an article about their adventures flying down the Shenandoah Valley.

SERVICE PROVIDERS

Recap our standing list of service providers:

- PPG instructor and dealer: **Michale O'Daniel**
- Fixed wing instructor: **Chuck Tippet**
- 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 June Minutes were published in the July Club Newsletter and approved as published.

Treasurer: **Jim Birnbaum** reported June Income: \$77.00, Expenses: \$737.15, The Flying Club 1 Checkbook Balance: \$2552.17

President: **Steve Beste** – not at meeting.

Safety and Training Director: **Dave Riedel** – not at meeting.

Membership Director: **Jim Birnbaum** said the Membership is holding at 50 and he still has a few with unpaid dues.

Warrenton Air Park Owner: **Tom Richards** said that he had no news on the problems with the county, so new hangar space will still be a ways off. He said that he might have some out of the weather space to tie down aircraft but no secure lock up hangars available. Tom is clearing the fence area along the main road so now you can see more of the Airpark as you drive by.

Old Business

With the Memorial Fly-in and Games coming up on August 3rd we took an informal poll to find out how many would participate in the game part. Turned out no one who was keen to fly in the games! Since the games would hold up the Skydiving operation (the Skydivers would miss a morning of revenue) we suggested and agreed that a poll be taken (by email) to ascertain that people will actually show up. If we get very little response, the games will be canceled. No matter what, the Memorial part will still be a table display like we had last year.

New Business

None

MONTHLY PROGRAM – None

50-50 Drawing

50/50-Winner **Peter Richter** donated it to the Club.

Adjourn

Vice President, **Dick Martin** adjourned the meeting at 11:45 AM.

Cookout

Dick Martin was the master chef.

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, August 3 rd , 11 am	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.
\$15K
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