



Flying for Fun in Northern Virginia! [www.flyingclub1.org](http://www.flyingclub1.org)

Volume 13 - 09

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

September 2013



## FROM THE FRONT SEAT

Steve Beste, President

**Fly by Wire Challenger.** Here's something you don't see every day, a Challenger fitted with a fly-by-wire system. Instead of the control stick moving the ailerons, a joy stick controls these electric actuators which do the job. This was built by a young friend of mine who's a recent aeronautical engineer and tinkerer. He did it just because, well, to see if it could be done. He then put his life on the line testing it. He scared himself half to death. In the electronics between the joy stick and the actuators he had the gain too high, so a little bit of joystick movement made a big wing movement. Plus, there was no feedback to the stick whatsoever, unlike the fly-by-wire system on an Airbus. But with the actuators having 200 pounds of force, the roll rate was fantastic he says.

My nameless friend was worried about getting in trouble with the FAA. But a DAR friend of mine (who is also nameless – I thought I was just forgetting names in my old age but no – these people actually don't *have* names. They assure me.) Anyway, the DAR says that since the Challenger is an E-LSA, the owner can do anything he wants to it without it having to be re-inspected. This differs from E-AB (Experimental, Amateur-Built) in which a change of this scale would require an inspection by a DAR. And my DAR was absolutely certain that he would never sign off on this rig as being safe. So long live the E-LSA category, land of true experimentation.



And long live my young friend! His is the spirit of Lilienthal, the Wrights, and all the ultralight pioneers that made the risky flights so that we can fly safely today. I hope he ends up at a place like Burt Rutan's Scaled Composites, building the next outrageous aircraft with a band of brothers.



**Agama water rescue system.** I love those pictures of PPGs flying over water at sunset – the orange sky, the calm water, the far horizon. But I always wonder, “What’s going to happen to this guy if his engine quits and he lands in the drink? I wouldn’t like to be in the water strapped to 70 pounds of metal. Here’s the solution: the Agama water rescue system. For about \$340, you get a self-inflating device that floats both you and your PPG. So not only do you not drown, but you salvage your PPG, too. Click on the picture to go to their website and watch a video of this thing in action. Some guy actually jumps into a swimming pool with his motor on his back. Don’t try that at home, kiddos, but do consider getting one of these if you fly over water as we see Michael O’Daniel doing below.





*Michael O'Daniel in Mexico*

Fly safe,  
Steve



## A Newbie Point of View

*By Rich Ramos*

So in my first attempt at writing, truly inspired by watching my children express themselves through their writings, I thought I would attempt to put down some of my thoughts on being a new PPG pilot.



“WOW! Am I really flying?” Or more like “WOW, I AM really flying!” I think the first one was more like it but we would never admit it. The smell of the 2 stroke engine as it pushed me, the thoughts that were happening way too fast for me to even think straight, the sounds of everything were magnified, everything was happening all at once and it was completely overwhelming. My thoughts of “this is happening way too fast for me to compute.” Many months of kiting, many months of watching videos, many months of thinking to myself and saying to my family, “what have I gotten myself into”? Remembering those first steps on the initial inflation as the wing comes over my head. One of the things that came to mind is, “DON’T FALL RICHIE”... but then hearing the instructor tell you over and over... GO GO GO... then the famous words that rang out... GO TO POWER, GO TO POWER... one, two, three, six, ten, and my feet lifted off the ground. 10, 20, 30, 60, 100 feet... I’m really up here. Thinking to myself, “Control your breathing before you pass out Rich”. Thinking at the same time, “Do I have too much brake? Are my straps tight enough? WOW, I AM REALLY FLYING!” Hearing the sound of my instructor after months of working with me say, “OK Rich, you are doing great, ease off the gas and let go of the brakes so you can get into the seat” and

my first thought was, “are you kidding me???” He wants me to do what”? Being so excited, I ease up on the throttle, I let go of the brakes for what I think is an eternity ( all of 3 seconds ), try to get myself into the seat of this harness, which I am now questioning if it can hold my weight and work myself halfway into the seat. I’m really up here, the wind blowing on my face, the view over the trees which is now coming back into focus, my breathing settling but not for long as my instructor had me do a series of turns. Left 180 degrees, then right 180 degrees, trying to remember everything that we have practiced for months on the ground. Don’t forget when turning right you need to ease up a bit on the throttle. Then it came into view, my first fly over the Warrenton Air Park. AMAZING!! Hearing the voice in the radio say to me, “Rich, I want you to take a breath and relax, look at the sunset, enjoy the view”... WOW, I really am flying! The smile that washes over my face, the thoughts of living life instead of wasting it away on some living room couch, simply amazing!

For years, I can remember as a kid watching the Concord land in the late 70s, then as a young adult, being stationed on a heliport in Germany in the ‘80s, and then there are the countless hours spent at the Air and Space Museum wanting to experience flight. Even though my experience of being a pilot can only be counted one hand – 5 solo flights to date – still those words come to mind... WOW! I am really flying!



Thank you to all the wonderful people that I have met, and a special thanks to Brian Goff, that instructor whose voice I hear, even in my sleep, “GO TO POWER, GO TO POWER...”

## Train Tracks

By Steve Beste

Where do those tracks go? And look! There's a train! I wonder where it's going? I love following tracks in my trike, but I have the same questions when I'm stuck on 29 in Gainesville watching a train go by. If you see a coal train coming out of West Virginia, there's no mystery. But what's the story with these trains full of double-stack containers in Front Royal and Gainesville? The September issue of *Trains* magazine has the answer, and it will surprise you.



The mystery begins here on the north side of Front Royal with this double confluence of rivers and rails. I knew that the tracks at the top of the picture go to Gainesville because I've followed them there in my trike.



*Double confluence at Front Royal, looking east.  
Confluence of the Shenandoah River  
“Riverton Junction” on the Norfolk Southern Railway*

Here's the story from *Trains*. These tracks belong to the Norfolk Southern Railway. Their original business was hauling coal from southern West Virginia to the coal port at Norfolk. But after the railroad mergers of the past twenty years, they do much more than that. Last January, after millions invested in new intermodal terminals, NS began running container trains between Harrisburg and both Memphis and Texas, competing with truck traffic on I-81. It turns out that Harrisburg is a big warehouse and distribution site because a truck can start there in the morning, deliver to New York, Philadelphia, Baltimore, or Washington, and return within 8

hours. Being behind the line, the trucks never have to travel on the congested I-95 corridor. Therefore, the stack train you see in Gainesville heading for Manassas will not terminate there. It's coming out of New York or Harrisburg and is bound for Atlanta, Birmingham, Houston, or Mexico.



## Meeting Minutes

### August 2013 Minutes

#### Flying Club One meeting and Memorial Fly-In

Saturday August 3, 2013  
Warrenton Airpark  
Warrenton, VA

#### Memorial Fly-In

Very little participation in the flying part of the event, but the Memorial was a table display that listed all the members who have passed away (see photo below). There is a complete Memorial with biographies and photos on the club website.

#### Selling 50/50 tickets before meeting

#### Call to Order

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

19 members present.

#### CONNECTIONS

#### Visitors & New Members - none

#### Old Members

Both **Don Sheehan** and **Dick Martin** have landed at the Lenn brothers grass field near Culpeper recently. Dick said he spoke with one of the brothers and he was very welcoming. The strip has soybeans planted on both sides but is wide open with no trees. Dick said he also flew around the historic Harpers Ferry area.

**Jim Hill** and **Pete Bastien** were flying the Taylorcraft and having trouble with the carburetor heat; looks like a new control cable will solve the problem. Also there may be a new partner for the group plane.

**Larry Walker** is working on the C-150 and reminded the members that he still has his Zodiac 601XL (650) LSA kit for sale. Some of the parts are already assembled on this low wing sport aircraft.

#### 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 July Minutes were published in the August Club Newsletter and approved as published.

*Treasurer: Jim Birnbaum* reported July Income: \$47.00, Expenses: \$0.00, The Flying Club 1 Checkbook Balance: \$2598.19.

*President: Steve Beste* gave a Trike report, covering everything from: Andreas Weiss selling his Trike because he's going back to Germany, to finding the best deal in insurance.

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

*Membership Director: Jim Birnbaum* said we have one new member, so the total is now 52 (paid dues).

*Warrenton Air Park Owner: Tom Richards* said that all the mowers are up and running but before operating them do a pre-mow to make sure the oil is topped off and the fittings greased. If you would like to mow grass be sure to get checked out by Tom first. With a few hangers open now, some aircraft were moved around to different hangers. At least 3 new aircraft (Citabria, Rans S-12 and a big wheel Cub) will be moving on to the Airpark.



### Old Business

We had a short discussion about the Club's participation in the Gotta Fly Wounded Warriors event held at the Flying Circus. Even though not as many turned out as expected and the afternoon was mostly lost to thunderstorms, everyone thought it was a great success. (see **Steve Beste's** article in the August Newsletter)

### New Business

None

### MONTHLY PROGRAM

None

#### 50-50 Drawing

**50/50** - Winner **Steve Beste** donated it to the Club.

#### Adjourn

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

#### Cookout

Everyone enjoyed the works of master chef **Pete Bastien**.

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.

<b>Date</b>	<b>Activity</b>	<b>Location</b>	<b>Description</b>
Sat, September 7th, 11am	Club Meeting	<a href="#">Airpark</a>	Monthly meeting and cookout at Warrenton Airpark
Sat, September 14th	Club 1 Fly-out to Trikefest East at Shreveport North (62PA)	<a href="#">62PA</a>	Club1 Fly-Out from Warrenton Airpark
Sat, October 5th	Club 1 Fly-in and meeting	<a href="#">Airpark</a>	Monthly meeting, Club 1 Fall Fly-In and cookout at Warrenton Airpark
Sat, October 26th	Club 1 Color Run Fly-Out	<a href="#">Airpark</a>	Club 1 Color Run Fly-Out at Warrenton Airpark
Thur, November 7th, 7:30pm	Club Meeting	<a href="#">CVHS</a>	Conversation, Club business meeting, and program.
Sat, December 7th, 4:30pm - 8pm	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: **Lucy Ooi** ([Ooi.Lucy@gmail.com](mailto:Ooi.Lucy@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](http://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 — 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](mailto:warrentonairpark@yahoo.com) or Jim T. Hill for details.

## **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](http://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](http://www.usppa.org)**