



Volume 13 - 12

www.FlyingClub1.org

December 2013



FROM THE FRONT SEAT

Steve Beste, President

Holiday Party! Be sure to come. We have the biggest turnout of the year, including lots of wives we rarely see. We'll have a brief business meeting at 6:00, but otherwise it's a time for food and talk. Tom promises a bonfire at the end.

Holiday Party!

Saturday, Dec 7, 4:30 – 9:00
Tom Richards' house at the Airpark
Potluck. Sign up [here](#).



Elections. One of our bits of business at the holiday party will be elections. The Club has four elected officers, each serving a two-year term. This year, Secretary Jim Heidish and I are up for re-election. We're both willing to serve again, and I have not heard of anybody else wanting either job. However, if you're fed up with the so-called "leadership" of the Club, or just want new blood, we will accept nominations from the floor at the meeting.

Tower talk at the November meeting. The program at the November meeting included a role play in which we paired off and simulated a stopover at Frederick, a tower-controlled airport. It was a great success, as many of us discovered how rusty we were at it. You can brush up your skills by reading the script from the meeting later in this newsletter. Let me also recommend [this video](#). It's aimed directly at those of us who rarely use towered airports.

Proposal to buy a computer projector. One idea coming out of the November meeting was a proposal that the Club buy a computer projector for use in future programs. Jim Birnbaum and I did some research and have a specific proposal which you can read later in this newsletter. At the holiday party, we'll discuss the proposal and vote on it. Jim has generously donated a portable screen to the Club. Thank you Jim!

AWOS. A couple of years ago, Pat Tyler and Art Felt flew off to Luray to see the fall colors. Imagine their surprise when they reached the summit of the Blue Ridge and beheld a solid undercast

with just Massanutten Mountain poking up in the distance. That surprise should be a thing of the past, as Luray now has an automated weather station. Put its phone number in your cell phone, call before you go, and never have that particular surprise again.

Actually, the Virginia Dept. of Aviation is bringing weather stations to **every** public airport in Virginia. The program is almost complete, with new stations at Front Royal, Gordonsville, Lake Anna, and elsewhere. I spoke with Adam Switzer of Delta Airport Consultants, the general contractor. He says that the stations cost about \$130,000 apiece, with the money coming entirely from the Virginia Department of Aviation. In turn, they get their money from fuel taxes and fees, not from the general fund. Once an airport gets an AWOS, there's an annual fee of \$4,000 for maintenance and calibration, but the state picks up 95% of that. All but three airports have signed up (I don't know which). Those were private fields that didn't want to commit to the annual fee.



New AWOS-III weather station at Front Royal Airport (KFRR)

The stations are the latest model, AWOS-III. These report:

- Wind data (speed, direction, gusts)
- Temperature
- Dew point
- Altimeter setting
- Density altitude
- Visibility
- Ceiling
- Precipitation accumulation

It will be months before the frequencies and phone numbers of these new stations get into the Airport Directory and the sectionals. In the meantime, here’s a list of weather stations in our area, with the **new stations in blue**. Put the numbers you need into your cell phone, especially the blue ones, since these are not available anywhere else just now.

<i>Direction</i>	<i>Airport</i>	<i>Phone</i>	<i>Frequency</i>
Home	Warrenton-Fauquier (HWY)	(540) 788-4078	120.35
North	Dulles (IAD)	(703) 661-2990	134.85
	Frederick (FDK)	(301) 694-1457	124.875
	York (73PA)	(717) 792-5529	119.275
West – Valley	Hagerstown (HGR)	(301) 745-3497	126.375
	Martinsburg (MRB)	(304) 264-0988	119.925
	Winchester (OKV)	(540) 662-6970	124.85
	Front Royal (FRR)	(540) 635-5377	121.85
	Luray (LUA)	(540) 743-1148	118.275
	New Market (8W2)	(540) 740-3801	118.175
	Bridgewater (VBW)	pending	119.55
	Shenandoah Valley (SHD)	(540) 234-0110	124.925
	Eagle’s Nest (W13)	pending	118.625
Southwest	Culpeper (CJR)	(540) 727-0523	119.325
	Orange (OMH)	(540) 672-0505	118.075
	Gordonsville (GVE)	(540) 832-2095	120.225
	Charlottesville (CHO)	(434) 973-5024	118.425
	Lynchburg (LYH)	(434) 239-0025	119.8
South	Louisa (LKU)	(540) 967-1983	119.475
	Lake Anna (ZW4)	pending	120.775
Southeast	Stafford (RMN)	(540) 657-8283	126.325
	Shannon (EZF)	(540) 372-6794	128.125
	Tappahannock (XSA)	(804) 445-8724	125.775
	Tangier Island (TGI)	pending	119.8

Fly safe,
Steve



Proposal to Buy a Computer Projector

At the November Club meeting, someone suggested that the Club should buy a computer projector so that future winter meetings could show pictures, videos, diagrams, and such. Jim Birnbaum and Steve Beste did some research and recommend the [Epson EX6220](#). Here's why:

- It's bright – 3,000 lumens. The room we meet in is large and brightly-lit. The lights are on a motion-sensor so we can't turn them off. The ultra-portable projectors just don't have the brightness for that room.
- It has a resolution of 1280x800. This is higher than the cheapest resolution. It will let the projector display images in both the traditional 4:3 aspect ratio and the newer wide-screen sizes.
- You can run the projector **from a PC**, of course, using either a VGA cable or an HDMI cable. The club will supply those two cables.
- You can also run the projector **from an iPad or a smartphone** if you bring the right patch cord that feeds HDMI – a \$30 item depending on your device.
- You can run the projector **from a thumb drive** with no computer. Just put your material in the form of JPG pictures or AVI videos and bring them to the meeting.



Ever frugal, Jim can get the projector for 20% off the sale price, or \$440 total. He is also donating a portable screen to the club. Even with sales tax, an extension cord, and an HDMI cable, the proposal will come in under \$500.

Available Funds. The Club has about \$2,000 in its general fund and \$500 in the Library Fund. The Library Fund is restricted to things that enhance pilot education and safety. Since the demise of the physical library, we've had a hard time coming up with uses for the money. This computer projector would probably qualify.

We will discuss and vote on this proposal at the Holiday Party: **The Club should take \$500 or less from the Library Fund and purchase a computer projector.**

Class D Radio Dialog Exercise

By Steve Beste

The following exercise was presented at the November Club meeting, and is reproduced here for your review and for the benefit of any club members who were unable to attend last month's meeting.

Scenario. You are flying from Shreveport North to the Warrenton Airpark. You plan to stop at Frederick for gas. Refer to the airport diagram as necessary.

Substitute your own call sign where you see [Experimental Trike four-two-Alpha-Tango](#) below.

1. LANDING

Frederick has an ATIS. Get its weather report before contact the tower. Its frequency is _____. Let's say the ATIS says its information is version Bravo.

Change to the tower frequency, which is _____.

While still outside of Class D airspace, say:

Pilot: Frederick Tower, [Experimental Trike four-two-Alpha-Tango](#) five miles northeast. Landing Frederick with Bravo, unfamiliar.

“Experimental”. If you are an experimental aircraft, you must use Experimental in your call, not Kolb, Quicksilver, or whatever.

“Unfamiliar”. Optional. Add this word if you are unfamiliar with the area and the airport. The tower will then not refer to landmarks on the ground that only local pilots would know.

Tower: Experimental [four-two-Alpha-Tango](#) report right base 23.

You can enter Class D airspace when the tower reads back your call sign. “Aircraft calling Frederick Tower” doesn't count.

Pilot: Right base 23, [42AT](#). Be advised I am slow. 50 knots.

Say your call sign either at the start or at the end of the call. Both are correct. However, by putting it at the end, it's less likely to get stepped on by someone else making a transmission at that moment.

Fly an airplane-size pattern, not an ultralight pattern. That way, the tower knows where to look for you. Unless the Airport Directory says otherwise, pattern altitude is 1,000 AGL. At KFDK that is _____ MSL.

*Here is KFDK from the northeast.
Which runway is 23? What are the
other ones?*



*When you arrive on right base for 23,
say:*

Pilot: Frederick Tower, 42AT on right
base for 23.

Tower: 42AT cleared to land 23.

*“Cleared to land”. You must read back
all clearances.*

Pilot: Cleared to land 23, 42AT.

Tower: 42AT, would you like the first taxiway?

*This was actually unnecessary, as you should always exit at the first taxiway
you come to.*

Pilot: Affirmative, 42AT.

Tower: 42AT, take the first taxiway and contact ground on 121.975.

Pilot: Wilco.42AT.

You land and take the first taxiway off of the runway.

2. TAXIING FOR GAS

You change to the ground frequency, which is _____

*Changing frequencies. You’ll need three frequencies to land at Frederick, if
you count the ATIS. They are far apart. That’s a lot of knob-twirling on your
handheld radio. However, if it’s like the Icom A6, it has a memory feature
that allows fast recall of recently-use frequencies. You’ll want to learn how
to use that feature and pre-set the Frederick frequencies before your trip.*

Pilot: Frederick Ground, Experimental trike 42AT, request progressive taxi to the gas pumps.

*“Progressive taxi.” This is a lifesaver for those of us with open aircraft (that
is, no in-cockpit access to charts because we have no cockpit). The controller
will give you directions at each intersection. Still, you’ll want to have studied
the airport diagram ahead of time. Memorize the places where your route
might have you crossing a runway.*

Ground: Experimental 42AT, taxi straight ahead to the ramp in front of the building in front of
you. Then turn right to the gas pumps.

Pilot: Wilco.42AT.

Frederick has a self-service gas dock that takes credit cards. Taxi there and fill up. Next, you need to pee.

Pilot: Ground, [Experimental trike 42AT](#) at the gas pumps. Taxi to the nearest public restroom facility.

Ground: [42AT](#), it's in the FBO building. That's the new building to the right of the old terminal building.

Pilot: Thank you. Taxiing to the FBO building. [42AT](#).

After doing your business, it's time to depart.

3. TAXIING FOR TAKE OFF

Runway 23 is a mile long. You will probably want to takeoff from its intersection with taxiway Bravo. Ground control will probably suggest it if you don't.

Pilot: Frederick Ground, [Experimental trike 42AT](#) at the FBO ramp, departing to the southwest. Request intersection takeoff.

Ground: [Experimental 42AT](#), taxiway Bravo for departure on 23. Hold short of runway 23.

Pilot: [Experimental 42AT](#) hold short of 23.

"Hold short." You must read back all hold-short instructions.

Taxi to the hold-short line for 23.

Pilot: Frederick Ground, [Experimental trike 42AT](#) holding short for 23.

Ground: [Experimental 42AT](#), contact Tower on 132.4

Pilot: Wilco.[42AT](#).

4. DEPARTURE

Do any run-up you need to do. When you're ready, switch to the tower frequency and say:

Pilot: Frederick Tower, [Experimental trike 42AT](#) ready for takeoff on 23 at taxiway Bravo, departing to the southwest.

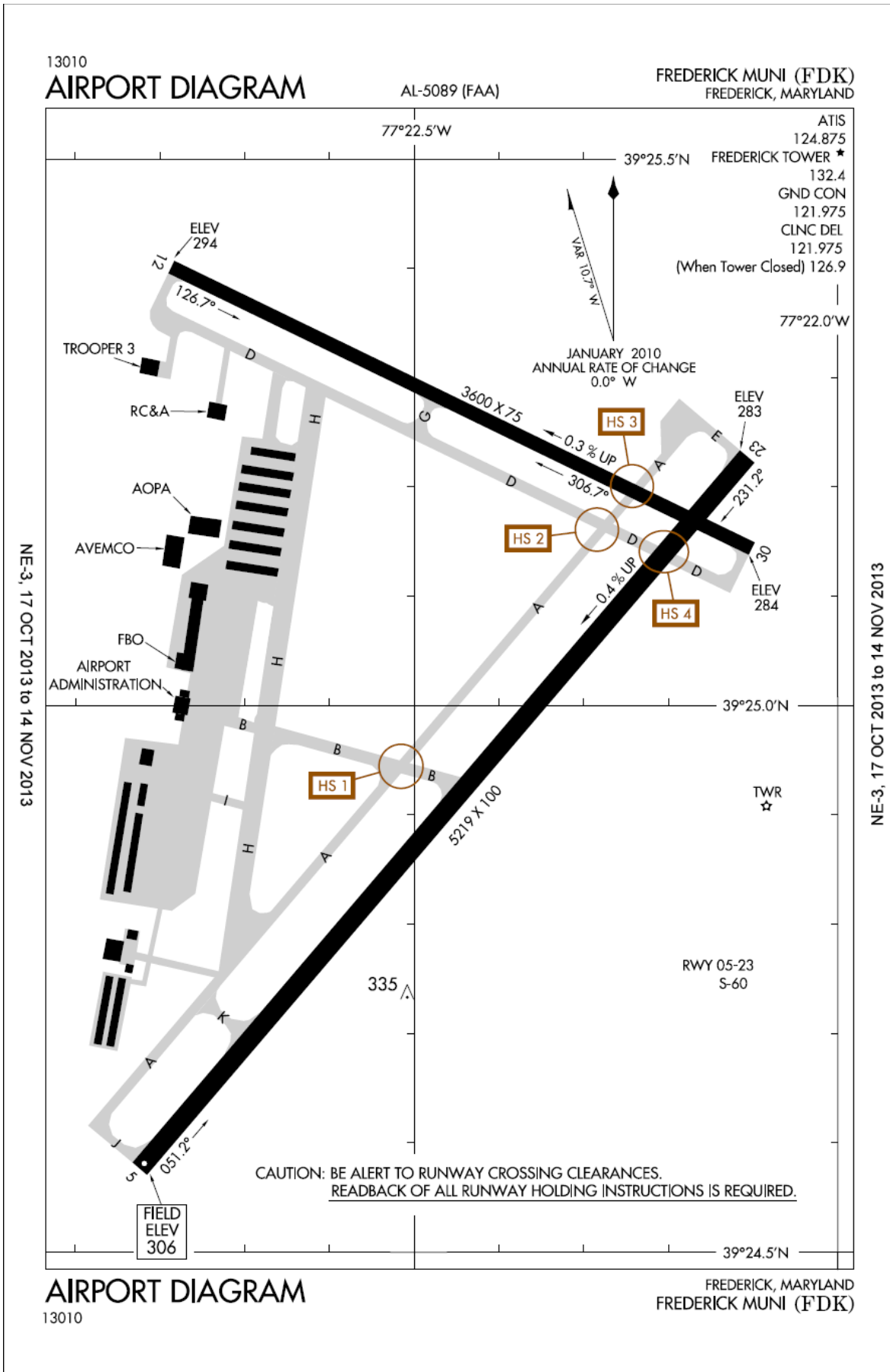
Tower: Experimental [42AT](#) cleared for takeoff on 23.

Pilot: Cleared for takeoff on 23, [42AT](#). Thank you for your help today.

Cleared for takeoff. You must read back all clearances.

References:

- [*Say Again, Please – Guide to Radio Communications*](#). Bob Gardner, ASA
- [Youtube sample](#). This excellent online instruction is targeted exactly at those of us who rarely use towered airports.
- [Aeronautical Information Manual](#). This is official, but overly complicated for the simple scenarios we'll be using.



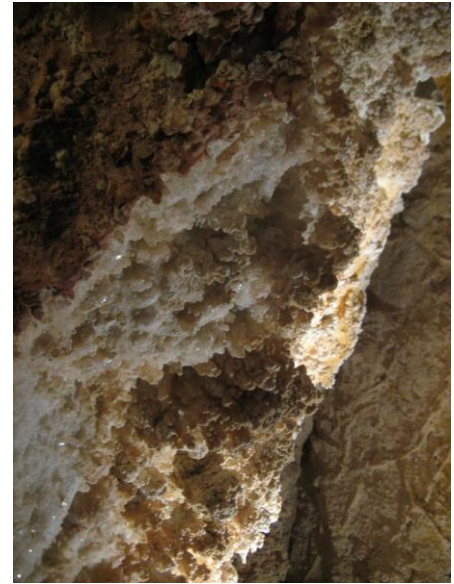
An Aeronautical Arizona Vacation

By Lucy Ooi

In previous newsletters, I detailed my trip to Grand Canyon Caverns in Arizona from Lancaster, CA where I picked up my plane “Rudolph”. To recap, Grand Canyon Caverns is a neat motel on historic Route 66 with its own gravel airstrip. We (myself and co-pilot Allen Whatley) had a wonderful overnight stay there.

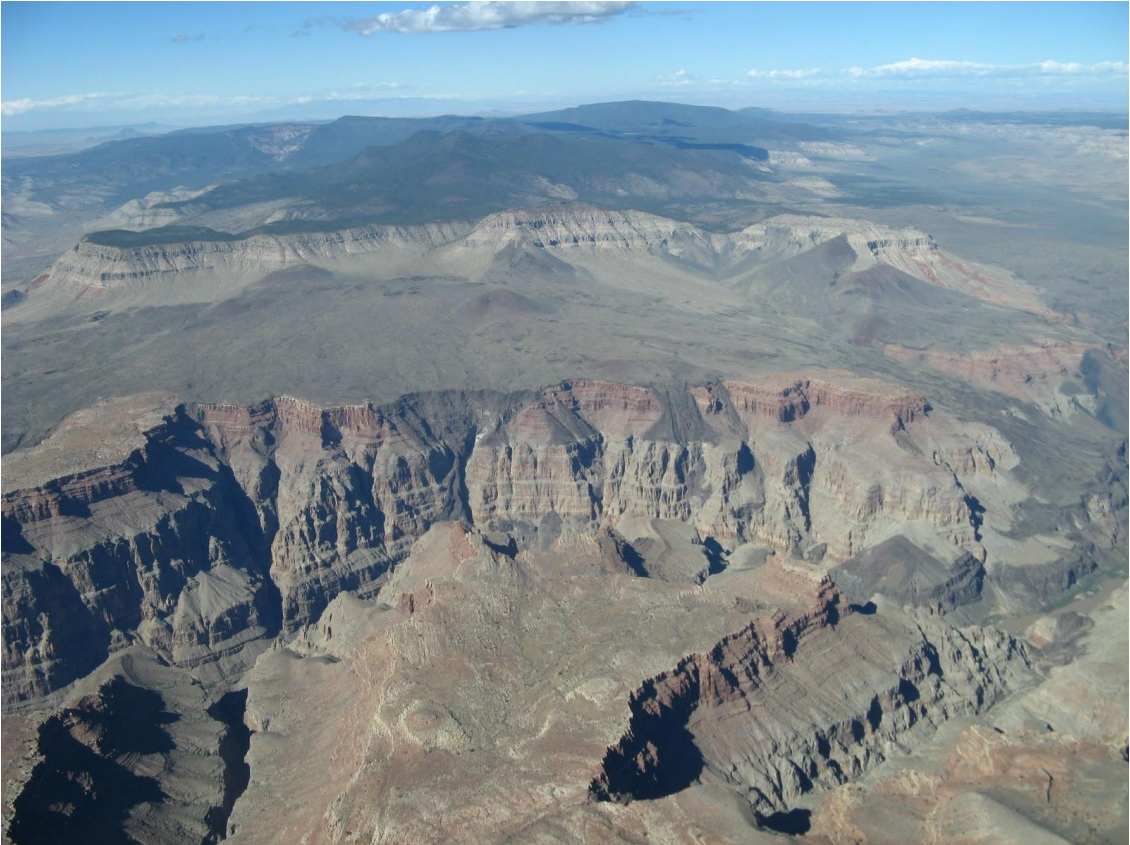
The following day was a big day as far as sightseeing goes. We started off the day with a good hot breakfast at the motel, followed by a tour of the Grand Canyon Caverns. Though the entrance to the caverns is miles (~30) away from the Grand Canyon, the system of caverns extends all the way to the wall of the Grand Canyon. It is a dry cavern, so the formations are no longer forming and everything in there is very well preserved. There were some beautiful formations!

After the tour, we packed up, checked out and headed off towards Valle airport (40G), which was to be the staging point for our touring of the Grand Canyon. We headed up onto the Colorado Plateau, which offered some beautiful views of cliffs and a sudden change in the elevation of the surrounding terrain. Valle is a quiet little airport with a lot of neat stuff. Inside the FBO building are a lot of old cars and motorcycles (from the 20's and 30's), all beautifully restored and in working condition. The guy at the FBO was very friendly and brought us to one of the hangars in which there were several antique airplanes, all beautifully restored and



airworthy. Valle is also home to a flying Ford Tri-motor, though at the time the plane was at Page airport (our next destination) for engine work.

Once we had fueled up at Valle, we were off to begin our tour of the Grand Canyon. Climbing up to 10,000 ft we headed off along the southern rim of the canyon. The views were absolutely stunning.



We then headed back to Valle for some more fuel before leaving for Page (PGA). This initially involved climbing up to 11,500 ft to fly through the Zuni corridor over the Grand Canyon. This corridor gave us fantastic views of the Bright Angel area of the canyon as the sun began to sink towards the horizon. After crossing through the corridor, we began a slow descent into Page, on the shore of Lake Powell. We arrived just as the sun was starting to set. All of the rocks were a stunning red color. We were met at the edge of the runway by a man from the FBO who showed us where to park and brought us into town for dinner and a place to stay.



To be continued...

Flying Club One's Annual Holiday Party

December 7, 4:30 to 9 P.M.

*Tom Richard's Home
at the Warrenton Airpark
9272 Green Meadows Rd.
Warrenton, VA*

*Pot luck. Beverages
provided by the Club.
Tom is likely to have
a bonfire afterwards.*

*For more information,
call Steve Beste at
703-321-9110*

Sign up to bring a dish at <http://goo.gl/MmR2t>



Meeting Minutes

November 2013 Minutes

Flying Club One Meeting

Thursday November 7, 2013

Centreville High School

Centreville, VA

Selling 50/50 tickets before meeting

Call to Order

President, Steve Beste called the meeting to order at 7:30 PM

12 members present.

CONNECTIONS

Visitors & New Members - none

Old Members

Dick Martin had pictures from the Color Run event he had organized this fall. He said after two abortive attempts they finally had a beautiful fall day with six members and four aircraft flying.

Pete Bastien flew the old Mini Max that has been sleeping for a long time in Tom Richards' hangar. He said its single 2-stroke engine started up with a little extra help and that this very basic low wing ultralight flew surprisingly well around the pattern.

Peter Richter did his solo cross country last week. He flew the Trike from Front Royal to New Market in heavy turbulence, but all went well and he should get his ticket in the spring.

Lloyd Peterson said that after hearing about all the problems that **Dick Martin** had getting a clear title for his aircraft, it made him take notice. He found a lot of misunderstanding on the subject of TITLE. If there is nothing on paper, title, bill of sale or any documents of ownership, you can have problems. This started a discussion but no clear-cut answer. Some say AOPA can help. More to come!

SERVICE PROVIDERS

Recap our standing list of service providers:

- PPG instructor and dealer: **Michael 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 October Minutes were published in the November Club Newsletter and approved as published.

Treasurer: Jim Birnbaum reported September income: \$101.00, Expenses: \$89.92, The Flying Club 1 Checkbook Balance: \$2559.24.

President: Steve Beste said had nothing to report but would be giving the program tonight.

Safety and Training Director: Dave Riedel said that the new Halon fire extinguishers are hanging up around the hangars and they have white buckets covering them. Even though the regular extinguishers are still up (under the yellow buckets), the Halon ones are the first choice because they will not destroy electronic systems. Remember, when using either extinguisher, you do not want to breathe the toxic spray! Dave also reminded the members about the conflicts on the main runway of the Warrenton Airpark. Get clear of the runway ASAP! Fixed wing aircraft use it for taxi, takeoff and landing. Parachute/soft wing aircraft use it for takeoff and landing, but set-up and take-down should be on the sides/edges (not in center). Same holds for the

skydivers – land and clear. Be aware of the runway situation at all times before you move on the ground and before you land. Take nothing for granted!

Membership Director: **Jim Birnbaum** is accepting 2014 dues, and be sure to give him any updates on your info for the roster. Also, anyone that joins before the end of the year will be paid up through next year (2014). Membership is holding at 52.

Warrenton Air Park Owner: **Tom Richards** said that with stubbornness and legal help things are looking better with the ongoing Airpark expansion problems he has with the county government. He said the skydiving operation would move to a more remote location. Starting next season (1st of April) they will operate out of the big hangar at the far southeast end of the field. They will have their own entrance farther down Green Meadows Road and parking will be out of sight behind the tree line. He also said DC Skydiving has a new manager.

Old Business - none

New Business

With the two year terms of Club *President* and *Secretary* ending in December, the members in attendance were asked for nominations. With none, both **Steve Beste** and **Jim Heidish** said they would continue as *President* and *Secretary* at the wishes of the membership.

MONTHLY PROGRAM

Steve Beste gave an in-depth program on radio communication with towered airports. After the presentation, he passed out airport diagrams and members practiced the proper procedures by taking the roles of pilot and tower.

50-50 Drawing

50/50 – **Steve Beste** was winner again, and donated it to the club.

Adjourn

President, **Steve Beste** adjourned the meeting at 9:10 PM.

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, 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.

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