



THE PRIVILEGED VIEW

Steve Beste, President

“**The Privileged View**”. That’s what my friend Ian Coristine calls the fabulous view from above that we all share – and that so few of our ground-based friends have ever seen. I also like the phrase because it reminds me of how lucky I am to have an aircraft. My heart rises every time I head for the hanger. We are all of us *so* fortunate; hence the new name for the column.

Jake Riley. In my first column four years ago, I wrote about a young friend of mine who was going places. I wrote then:

At 16 he was flying six-foot RC airplanes in Central Park and dodging the cops to do it. At 17 he got his private license and rented Pipers as he could. At 20 he bought an old Quicksilver. He crashed it on takeoff at some point (engine stopped; water in the fuel lines). He walked away from the crash, plane totaled. In his spare time, he rebuilt it from scratch. (He earns spare change as a machinist, so he had the skill).



I was completely caught up by Jake. Which of us flyers wouldn’t be? We’re all dreamers, I think. Nobody ends up with an airplane without having dreamed big and juggled hard. I love seeing anybody do that. And if they’re 22 and laughing and about to put a bunch of batteries on their Quicksilver, they’re irresistible. I’ll let you know what he does.

Jake is now 26. Somebody gave him a Challenger, which he rigged with a [fly-by-wire mechanism](#) and then test-flew. He bought a Cessna 150, then a 172. He graduated with an advanced degree in aeronautical engineering to get the intellectual chops to match his hands-on skills and test-pilot daring. Where does a young man like that belong? At Burt Rutan’s Scaled Composites in Mojave, California, of course, working on SpaceShipTwo and being an asset to the country. They found him. Jake starts work there January 6th. I couldn’t be happier for him.

January meeting, January 9th. Join us this Thursday at [Centreville High School](#) at 7:30 for our first meeting of 2014. Pete Bastien will talk and show us about airport markings.

What's this? It's a very clever bit of engineering. Read the article later in this issue.

Lee Fox introduces himself. As president, I hear from about twenty newbies every year – people who think they might want to get into light flying. Showing them around is one of the great pleasures of this job. This year, three men actually bought aircraft and are joining us – David Humm bought Andreas Weiss' trike; Keith Parks bought Terri Sipantzi's, and Lee Fox bought Jim Birnbaum's X-Air. In this issue, Lee describes his path to that cedar grove at the Airpark.



Terri Sipantzi closes up shop. I sent this email to Terri on the occasion of the end of Precision Windsports and his role as a trike instructor and Airborne distributor.

Terri,

I don't want to let the year end without thanking you for your contribution to triking all these years.

- You trained most of the guys I fly with - Bob Jacobs, Andreas, Pat Tyler, Art Felt, Fernando, and now Keith Parks.
- You sold and certificated all those trikes.
- You held the highest possible standards in everything you did.
- You put on the course that got so many of us our maintenance certificates.
- You had the best website in the business, bar none.
- You're good company!

I understand that you and Beth are on to the next thing - that you're moving out of my world and into other worlds I know not. Just remember as you go that you made a huge impact on my world and my friends. We will not forget you.

Many, many thanks, and Godspeed,
Steve

Fly safe,
Steve



Why I Fly

By Lee Fox, Captain, American Airlines, retired

The flying bug bit me in college when the love of speed, mechanics, and the realization that there was a total absence of radar traps came together during a flight in a Super Cub. I knew this was what I wanted to do with my life and never looked back. From there it was a road of being a line boy, climbing through all the ratings up to ATP (Private, Commercial, Instrument, Instructor, Instrument, Multi, Instrument and Advanced Ground Instructor), working as a CFI, Charter Pilot, and landing a job with a local commuter airline—or “Air Taxi” as they were called back then. That introduced me to the world of Turboprops, all weather flying, and scheduled operations with challenging maintenance and operational situations... or “A two bit airline run on a ten cent budget” as we used to call it.



Of course all this was just a pathway to the ultimate job—an airline career. American Airlines saw fit to extend a job offer to me so that I could fly with the Big Boys while really learning how to fly. After seventeen years they sewed a fourth stripe on my sleeve and put scrambled eggs on my visor. Having command of your own jet is one of the greatest life experiences imaginable. The hardest I ever worked was as a Check Airman (or Instructor Captain). This job involved giving line checks and checking out newly trained pilots in both seats during actual scheduled flights. After flying just about every airplane American had and flying into just about every airport they served, the last five years of my career were spent flying the magnificent Boeing 777 to Tokyo. What a great way to go out!

After retirement I was fine with just being a mere earthbound mortal playing golf and enjoying computers and grandkids. Not getting a good frisking and luggage inspection at the start of each day as well as not getting drug tested at the end of a flight had its appeal. But recently this crazy urge to fly a lawn chair with wings and a go-kart engine came over me. Then I realized it would be much more fun to take the grandkids up with me, so Part 103 plans were put aside in favor of LSA. Hey, I couldn't even spell LSA until a few months ago!

The wonderful collection of airmen at Flying Club 1 extended a warm welcome and Steve Beste became my new best friend as he selflessly introduced me to the new world of Ultralight flying and entertained many questions pointing me in the right direction and putting me in touch with people who could really help me get acclimated. He showed me this quaint looking little blue airplane belonging to Jim Birnbaum that was for sale. I had visions of more of an open cockpit approach and wasn't terribly interested at first. Then I remembered that my wife intensely dislikes having her hair all messed up and thought the enclosed cockpit might be more appealing to her. So the X-Air slowly worked its way up the list of potential aircraft.



Jim and I closed the deal on November 15. I moved N973XH down to Gordonsville where an enclosed hangar space was available so some modifications and upgrades could be performed over the winter. So now carburetor heat, cabin heat, wheel fairings, new side windows, and a whole host of improvements the British have mandated for this particular plane (BCAR-S) if it were to be registered in the UK are being accomplished. My hope is that Jim will not recognize the little blue plane when he sees it again.



So why does a guy who flew 600,000 lb. airplanes now want to fly a 600 lb. plane? Call it a lifelong love of flying. Each landing is a challenge of its own where a gentle breeze can ruin what

was destined to be a grease job. Instead of worrying about flying into a flock of geese I now worry about getting hit from behind by them! But instead of burning 3,000 gallons per hour I now burn closer to 4. That really helps when I'm paying for it instead of American.

The unexpected benefit of the Ultralight community is the camaraderie of the light plane drivers. What a great group of guys. Each has his own interesting story and will drop what he's doing to give you a hand without even being asked. So why do I fly? Once you've done it, you know!



Automated Weather Stations

By Steve Beste

As I reported last month, the Virginia Dept. of Aviation is almost done putting an automated weather station at every public airport in Virginia. Costing about \$130,000 apiece, these are not the kind of gear that you and I might put on our roofs. Here's a once-over of the clever technology involved. Much of this comes directly from Wikipedia.



*New AWOS-III weather station at Front Royal Airport (KFRR).
Not shown is the closet of computer gear in the terminal building.*

Visibility. The most common device uses a beam of infrared light which is sent from one end of the sensor toward the receiver, but offset from a direct line to the receiver by a certain angle. The amount of light scattered by particles in the air and received by the receiver determines the “extinction coefficient”. This is then converted to visibility using either Allen's or Koschmieder's law. (You remember those, I'm sure.) In other words, the visibility toward that mountain in the distance is measured between the arms of the instrument.

Falling precipitation. This device also uses an infrared beam, but here the beam goes directly to the sensor. The sensor measures the



scintillation pattern of the precipitation falling through the sensor's infrared beam (approximately 50 millimeters in diameter) and determines from a pattern analysis of the particle size and fall velocity whether the precipitation is rain or snow. If precipitation is determined to be falling, but the pattern is not conclusively identified as either rain or snow, unknown precipitation is reported. Automated airport weather stations are not yet able to report hail, ice pellets, and various other intermediate forms of precipitation.



Cloud cover and ceiling. Automated airport weather stations use an upward-pointing laser beam ceilometers to detect the amount and height of clouds. The laser is pointed upward, and the time required for reflected light to return to the station allows for the calculation of the height of the cloud base. Because of the limited coverage area (the laser can only detect clouds directly overhead), the system computer calculates a time-averaged cloud cover and ceiling, which is reported to external users. To compensate for the danger of rapidly changing sky cover, the averaging is weighted toward the first 10 minutes of the 30-minute averaging period. The range of the ceilometer is 12,000 feet (3,700 m); clouds above that height are not detectable by automated stations at present.



Wind speed and direction. The cup-type anemometer is a thing of the past at these stations, replaced by ultrasonic sensors such as this one. The measurement is based on the time it takes for an ultrasonic pulse to travel from one transducer to its opposite number. This varies depending on wind speed, among other factors. The transit time is measured in both directions for both pairs of transducer heads. Based on those results, the sensor computes wind speed and direction. Compared to mechanical sensors, the ultrasonic sensors offer several advantages such as no moving parts, advanced self-diagnostic capabilities, and reduced maintenance requirements.



Meeting Minutes

December 2013 Minutes

Flying Club One

Saturday, December 7, 2013

Warrenton Airpark

Warrenton, VA

Holiday Party and Meeting at Tom Richards' Home

With Tom's home full of members, family and friends enjoying the feast, **President Steve Beste** thanked Tom for holding our Holiday event at his home and then called a short meeting to order.

The first order of business was the Election of Officers. *President* and *Secretary* for the years 2014 and 2015. Both **President Steve Beste** and **Secretary Jim Heidish** said they would stay on for two more years at the wishes of the membership if there were no other nominations. Both were approved by the membership.

Next order of business was on the proposal that the Club purchase a computer projector so that at future meeting programs we could show pictures, videos and diagrams. **Jim Birnbaum** and **Steve Beste** did some research and recommend the Epson EX6220 projector that was priced at under \$500. The cost will be taken out of the special library fund and Jim Birnbaum will donate a big screen. It was approved by the membership.

The last order of business was Awards.

3 Volunteer Service Awards, voted on by the membership –

Tom Richards, for his open arms in welcoming our Members and the opportunity to fly from his wonderful Airpark.

Lucy Ooi, for all the time and hard work it takes to put out 12 issues of the *Club Newsletter*. She has upgraded its look and contributed her own wonderful articles and photos.

Jim Birnbaum, for not only being the Club's *Treasurer* and *Membership Officer*, but for helping with our cookouts and constant volunteering for many years.

Directors' Award –

Pete Bastien, a man for all seasons! He has always been there to help out. From the ordinary of cooking to the extraordinary of teaching one to fly.

President's Award –

Dave Riedel, our *Safety Officer*, for organizing the *Gotta Fly* event for the *Wounded Warrior Project* that the Club helped sponsor, ordering and placing 5 new fire extinguishers around the Airpark and always helping to keep the Airpark grass neat and trimmed.

All the awards were special Lucite compartment boxes.

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
Thu, January 9 th , 7:30 pm	Club Meeting	CVHS	Conversation, Club business meeting, and program.
Thu, February 6 th , 7:30 pm	Club Meeting	CVHS	Conversation, Club business meeting, and program.
Thu, March 6 th , 7:30 pm	Club Meeting	CVHS	Conversation, Club business meeting, and program.
Sat, April 5 th , 11 am	Club Meeting	Airpark	Club meeting and cookout at Warrenton Airpark
Sat, May 3 rd , 11 am	Club Meeting	Airpark	Club meeting and cookout at Warrenton Airpark
Sat, June 7 th <ul style="list-style-type: none"> • 6:15 am – PPG Poker Run • 8:30 am – Airplane & Trike Poker Run • 11 am – Club meeting 	Poker Runs and Club Meeting	Airpark	Poker Runs departing from Warrenton Airpark, followed by club meeting
Sat, June 14 th	Father's Day Fly-In at Shreveport North (62PA) Description . Flyer . Video . Another video .	62PA	The largest ultralight fly-in in the mid-Atlantic states. Club 1 fly-out from Warrenton Airpark
Sat, July 5 th , 11 am	Summer BBQ and Club Meeting	Airpark	Monthly meeting and Summer BBQ at Warrenton Airpark
Sat, August 2 nd , 11 am	Club Meeting	Airpark	Memorial Table, monthly meeting and cookout at Warrenton Airpark
Sat, September 6 th , 11 am	Club Meeting	Airpark	Club meeting and cookout at Warrenton Airpark

Date	Activity	Location	Description
Sat, October 4th	Club 1 Fly-in and meeting	Airpark	Monthly meeting, Club 1 Fall Fly-In and cookout at Warrenton Airpark
Sat, October 25 th	Club1 Color Run Fly-Out	Airpark	Club 1 Color Run Fly-Out at Warrenton Airpark
Thu, November 6 th , 7:30 pm	Club Meeting	CVHS	Conversation, Club business meeting, and program.
Sat, December 6 th , 4:30 pm – 8 pm	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