



The Privileged View

Steve Beste, President

What about flying is worth learning?

- Don't know much about geography
- Don't know much trigonometry
- Don't know much about algebra
- Don't know what a slide rule is for

So sang [Sam Cooke](#) in the song we all love. What was the point of learning all that stuff? I mean, a slide rule? Mac McClellan raises the same point in his column in the July issue of EAA's *Sport Aviation*. He laments that the FAA requires flight students to learn pilotage, the E-6B, time-speed-distance problems, and turns around a point. Instead, he says, we should be teaching basic aircraft control and then how to use our electronic devices, starting with the GPS.

I sympathize. My own pet gripe was having to learn all that compass work - the differences between magnetic deviation, variation and declination - when I don't even have a compass on my trike. I never plot a course using a compass heading. I put the destination into my GPS, the same as you probably do. *That's* what we need to teach. For example, each year before the Poker Run, I send out the coordinates of each airport in the three formats provided by [Air-Nav](#). Here is the Warrenton Airpark:

38-39-20.4330N / 077-47-13.9750W	Degrees, minutes, decimal seconds
38-39.340550N / 077-47.232917W	Degrees, decimal minutes
N38.6556758 W77.7872153	Decimal degrees

Every year, someone doesn't know what to do with those numbers. They don't know that they're all different formats for the same location. They don't know which format their GPS is set up to use, nor that they even have a choice in the matter. (See this [prior newsletter article](#) for the answers to all that.) I'd vote for dropping the compass work and substituting basic GPS use.

Drop pilotage, though? Not for our kind of flying. I'm sure that McClellan doesn't use pilotage to fly his Beechcraft Baron, but I certainly use it to fly my trike. Likewise, while everyone he knows flies with a backup GPS, I don't. That second GPS is not in my budget, and I don't have room for it. Nor do I have room in my "cockpit" for an iPad. Nor am I going to take off my heated gloves

in January to use a touch screen. So I guess the question of what's useful depends a lot on the kind of aircraft you're flying.

What would you change about pilot training for our kind of flying if you ran the zoo? Let me know. Maybe we can organize a winter program around it.

As for the song, I do know what a slide rule is for. I kept my old one just to show my kids when they grew up. You know that story is going to have a bad ending, and it did. "Geez, Dad, why would I go to all that trouble when I can get the answer exact to ten digits on my calculator here?" So we beat on, boats caught in the flow of technology. Mourn your obsolete expertise, turn the page, and learn the new.

Peter Richter gets his ticket. Be sure to congratulate Club member Peter Richter, who just earned his weight-shift LSA license in July.

Hangar musical chairs. David Humm, who bought Andreas Weiss's Airborne trike, has it at instructor Ron Dixon's hangar in Amherst while he trains. He has been subletting Andreas' old hangar in Front Royal to trike-pilot-in-training Keith Parks, who bought Terri Sipantzi's old Airborne trike. In July, Keith decamped for a permanent hangar at White Post (3VA7) owned by Bill Conn who hosted us at Berryvale during the poker run. Into the Front Royal hangar comes John Franklin temporarily, who is flying off Phase I on the gyroplane that he recently finished. By late fall, the music will stop, John will be flying his gyro out of his own farm field near Purcellville, and David will be flying out of Front Royal.



John Harrison. Dec. 27, 1934 - July 6, 2014. With sadness I report the death of John Harrison, the owner of [Flying H Farm](#) (8MD5) in Libertytown, MD, and a mainstay of our sister club in Maryland, the Capital Area Light Flyers. Many of us have stopped at Harrison's on our way north to the Father's Day fly-in at Shreveport North. Or we visited CALF fly-ins which were usually at Harrison's. In every case, John made people welcome. His obituary is [here](#).

Fly Safely,
Steve



This Month's Fly-In Destinations

To encourage all of us to get in the air more, the following is a list of fly-ins I found within (about) 100 NM of the Warrenton Airpark which are occurring in the next month. Sources are: The [EAA Calendar of Events](#), the [AOPA Calendar of Events](#), www.flyins.com and the [Virginia Department of Aviation Calendar of Events](#).

Date	Event Description	Location	Distance from 7VG0
Sat, Aug 2	6th Annual Bath County Wings and Wheels Festival	Ingalls Field (KHSP)	105 NM
Sat, Aug 9 / 8 am - 3 pm	Smoketown Fun Fly-in - Breakfast, lunch, seminars, flour bombing and spot landing contests. Sun 8/10 rain date	Smoketown Airport (S37)	111 NM
Sat, Aug 9 / 11 am - 3 pm	Glenn L. Martin Maryland Aviation Museum's Open Cockpit Day	Martin State Airport (KMTN)	76 NM
Sat, Aug 16 / 8 am - 1:30 pm	EAA Chapter 36 fly-in drive-in breakfast, lunch and Young Eagle Flights	Hagerstown Regional Airport (KHGR)	63 NM
Sat, Aug 23 - Sun, Aug 24 / 8 am - 12 pm	New Garden Airshow and EAA 240 Pancake Breakfast Fly-in	New Garden Airport (N57)	117 NM
Mon, Aug 25 - Sun, Aug 31 / 10 am - 6 pm	Culpeper Warbird Week, B-17 rides, WWII living history display, Saturday hangar dance	Culpeper Regional Airport (KCJR)	9 NM
Sat, Aug 30 / 10 am - 3 pm	Ocean City Wing and Wheels Expo 2014 - see their website	Ocean City Municipal Airport (KOXB)	127 NM
Sun, Aug 31 / 9 am - 2 pm	Fly-in Drive - In Breakfast, Young Eagle rides	Greater Cumberland Regional Airport (KCBE)	73 NM

Summer Flying

By Rich Ramos



I hope everyone's summer has been fun and filled with lots of exaggerated flying stories because we all know what happens when we sit down to compare notes on our flights! Earlier this summer I had the opportunity to take to the skies with a few veteran PPG pilots. I was super concerned about flying with them because of my relatively low experience level compared to theirs. I am always in awe of how easy they make take-offs (launchings) and/or landings look. The flying around the sky part, I think (hope) I have that. And of course, with no pressure added, they made me launch first, just in case I had any issues. But for this flight, I was able to pull up my wing and take to the skies on the first attempt. The area that we were flying in is known as the Delaplane Valley, located outside of Northern Virginia between Routes 66 and 50, along Route 17. The flight became my longest flight to date - 42 miles round trip with air time totaling $2\frac{1}{2}$ hours. I was in complete awe of the view. The rolling hills, the perfectly manicured landscapes, the mansions, the horse farms, the wineries. Everything for that moment in time completely engraved in my mind. I think back as to why I got into flying and that is definitely one of the reasons. A few days later I received a picture from Michael O'Daniel, someone who I have enjoyed getting to know during the course of my flying education, and once again he has managed to capture a time piece for me. My only hope is that everyone is able to capture a time piece of their own so that we can remember and share with others those little flying moments that we manage to freeze, and exaggerate our stories when there is 2 feet of snow on the ground.

Enjoy,

Richie "PPG Pilot" Ramos

Somerset, PA Father’s Day Fly-In

By Lucy Ooi

This past Father’s Day, the morning dawned bright, beautiful, and perfect for flying. The only question was “Where to?”. After a quick search online of aviation events, I happened upon an inconspicuous listing for the Somerset, PA (2G9) Father’s Day Fly-in Drive-in Breakfast. It was a good find. Not only did the flight there and back turn out to be beautiful, but the fly-in itself is a little gem. Due to my late decision to go and the distance (just over 100 NM) I arrived fairly late. Several planes were already leaving, but there was still plenty happening!



Rudolph on the ramp at Somerset



Pair of Navy T-34s

In the pattern, the first thing I noticed was the C-123 parked on the ramp (it was pretty difficult to miss). This fine aircraft was piloted by Porky Pig, and drew a large crowd of admirers. Other military aircraft in attendance were a pair of Beechcraft T-34s with Navy markings. Parked on the ramp, there was also a beautiful RV-8, an RV-6 and Rudolph’s side-by-side cousin, an Aeronca Chief.



C-123 on the ramp at Somerset



Pilot Porky Pig gazes down at the large crowd of admirers around the C-123

Now, for the food - this was the most professional pancake breakfast I have been to. Pancakes, eggs, sausages, fruit toppings, coffee, milk and juice are all served from a huge building outfitted like a professional kitchen. The line is very organized, with the volunteers move you through with ease and quickly filling your plate with all sorts of goodies. An announcer for the event said at about 11 am that approximately 1400 people had been served - and that was still with an hour to go! Proceeds went to the local Aero Club's scholarship fund.



The Chow Hall



Motorcycles parked in front of the FBO building

What I found to be most intriguing about this fly-in though, was the turnout. Though there weren't a large number of planes there, a large number of people were milling around. As I left the ramp, I discovered why. It looked like the whole town was there! In addition to the fly-in, there was a motorcycle rally and antique car show. The atmosphere was like a fair! Around the antique cars, there were even some booths set up, including a local radio station and several vendors. Whole families were there, providing a great opportunity for the general public to see general aviation. I stood by Rudolph for a while answering questions and letting kids sit in the plane. As I was beginning to think about leaving, I met a sweet old man and his daughter (who is pretty awesome and drives a huge dump truck). He began talking about his life-long love of aviation, from which he has been held back by health concerns. I took him for a flight over his house and the surrounding area. He had a blast, with his face and camera pressed to the windows the whole time.

We need more opportunities like this to introduce our passion to the general public, foster good will in the communities surrounding our airports, and hopefully create some future aviators! If you're not busy next year on Father's Day, head on over to Somerset!

Meeting Minutes

July 2014

Flying Club One Meeting

Saturday, July 5, 2014

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.

18 members present.

CONNECTIONS

Visitors & New Members

Pilot **Monty Betts** has owned aircraft in California and is now looking for an aircraft and airport in this area. New members **Robert Doak** and **Jason Hiney** were back for this month's meeting. **Jason** is interested in learning to fly Ultralights or LSAs.

Old Members

Many of the old members said they had a great time flying in last month's *Poker Run*.

Dick Martin told of his mishap landing at the Lenn Brothers field. The corn had grown as high as an elephant's eye on each side of the narrow sod strip and one of his Allegro LSA's long wing tips got snagged, pulling him sideways, damaging the landing gear and wing. He said the brothers were very helpful in getting the aircraft out and on a trailer so it can be taken for repairs.

SERVICE PROVIDERS

Recap our standing list of service providers:

- PPG instructor and dealer: **Michael 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: \$40.00, Expenses: \$134.40 and the Flying Club 1 Checkbook Balance: \$2,592.15.

President: Steve Beste - not at meeting.

Safety and Training Director: Vacant - we need a qualified volunteer for this spot!

Membership Director: Jim Birnbaum reported that we have a few new members and the old members are paying up. We now have over 45 members.

Warrenton Airpark Owner: Tom Richards reported that the far southeast hangar is almost ready for the skydiving operation to move into. This will free up space in their old location, giving **Jim Birnbaum** his old hangar back. Tom said that the jump plane is now landing on runway 33 right (the runway parallel the main road at the north end of the field) unless wind conditions prevent it. Also, the red turboprop jump plane is leaving and a C-182 will be used for

a few weeks until they get their old low wing turboprop back from having its landing gear repaired.

Old Business

None

New Business

None

MONTHLY PROGRAM

None

50-50 Drawing

Winner **Don Sheehan** contributed it to the club.

Cook Out

All enjoyed the BBQ cookout prepared by **Dick Martin**.

Adjourn

President, Dick Martin adjourned the meeting at 11:50 A.M.

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

Activities

2014 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 2014 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

Date	Activity	Location	Description
Sat, August 2nd, 11 am	Club Meeting	Airpark	Memorial table, monthly meeting and cookout at Warrenton Airpark
Sat, September 6th, 11 am	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	Club 1 Fly-out from Warrenton Airpark
Sat, October 4th	Club 1 Fly-in and meeting	Airpark	Monthly meeting, Club 1 Fall Fly-in and cookout at Warrenton Airpark
Sat, October 25th	Club 1 Color Run Fly-out	Airpark	Club 1 Color Run fly-out at Warrenton Airpark
Thu, November 6th, 7:30 pm	Club Meeting	CVHS	Conversation, club business meeting and program.
Sat, December 6th, 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. (South-EastLSA.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 BF-12D (1946) 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 65 hrs / year and should be flown more. Please contact Tom Richards (703)568-3607 or <mailto:warrentonairpark@yahoo.com>.

FOR SALE — MaxAir Drifter built 1989



Electric start oil-injected Rotax 582. 1083 TT engine and airframe. 16 hours TT since engine rebuild. 10 gallon fuel capacity with 4.5 gallon reserve behind front seat. 3-blade Ground Adjustable Warp Drive Prop. (2) Comtronic Helmets with radio. Mounted ICOM A21 radio PTT switch on stick. Dual EGT. Tach, hourmeter, voltmeter, VSI, fuel pump pressure, turn and bank bubble indicator, airspeed indicator, mounted GARMIN GPS Pilot III. Tundra tires. External mounted BRS Chute. Always Hangared. Lots of spare parts. Based at New Quarter Far Airport, Gloucester, VA. \$4000.00

Contact Richard Moore 804-815-0730

drifterpilot@cox.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 will 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 2014 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 Birmbaum
Flying Club 1
Membership Director, Treasurer

MEMBERSHIP APPLICATION - 2014



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.

2014 CLUB OFFICERS AND 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 & Past President: Len Alt
703-945-9314

Director At Large: Vacant

Director At Large: Larry Walker 540-347-7609

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.

2014 CLUB VOLUNTEER STAFF

Safety & Training: Vacant

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

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.

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

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