



Volume 15 – 09

www.FlyingClub1.org

September 2015



## The Privileged View

Steve Beste, President

**August meeting.** Despite the wind - notice the wind sock in the distance between the wings below - Gary Edgecomb and newcomer Jim Bailey flew in to the August meeting from the Gordonsville area. Since we bill our meetings as **fly-ins**, I'm always glad when people arrive by air.



*Gary Edgecomb's Kolb. Jim Bailey's RV-12*

**West, by God, Virginia.** I know that many of you flatlanders frown when you think of flying to Front Royal where several of us are based. Mountains! Turbulence! Lions and tigers and bears, oh my! I scoff at those fears, of course, but if I look west, I frown the same way. The West Virginia border is the beginning of the real mountains for which the Blue Ridge is just the warm-up act. The Cincinnati sectional clearly states "Here Be Dragons", so I don't fly there.





was growing sparse. But the further we went into the mountains, the more solid it became.



The forecast called for it to burn off, and that's what we had seen at Front Royal, so we knew it wasn't going to close under us. But Peter and I don't do VFR on top, so if the undercast grew beyond our gliding distance, we'd turn back. Fortunately, we had 7 hours of fuel, so we knew we could always abort. Just when it looked hopeless, there came Petersburg, glowing in the sunshine like Brigadoon, the mythical city that appears from the mists. No scud and not even any top-cast - just sunshine and fields so green amid the surrounding clouds that the city looked like a jewel in a spotlight. Peter made an easy landing.



**Heaven's Landing.** This part of West Virginia has almost no airports, so I'd always wanted to see Heaven's Landing (4WV4). I called ahead and owner Mitch Pennington said we were very welcome to land. He's a retired airline pilot and instructor with quite the operation - a [church-based retreat center](#), a B&B, and [Just Plane Adventures](#), which introduces people to flying. Here he is with his Comanche 260 in his hangar home. The day Peter and I arrived, a bunch of volunteers were staining one of the many cabins that had been donated to the center. He and Teresa run marriage retreats at the center, and in his spare time, he trains missionary pilots in both flying and airplane maintenance. What a life! Here is a man of parts. Go visit. He and Teresa will make you very welcome.



*Approach to Jim Thrush's field heading west. Restaurant is at the left of the road. Coordinates: [39.339265, -78.946547](#)*

Peter flew the next leg, up to Burlington to see Jim Thrush. This was an interesting flight for Peter, who was still in his first year at the time - an unfamiliar grass airfield, in the mountains, with a curving approach, and the thermals were beginning. Oh, and Jim told us to watch out for the gopher hole. He had spread lime around it to make it visible, and it was on the side of the field, but be careful.

Peter made a perfect landing and taxied back around the bend in the airfield to the restaurant. (Yes, the runway has a bend in it. We ignored the bent part at the north end.) Jim gave us a warm welcome and showed us around. It turns out that he grew up on this farm but went off

to be a locomotive engineer with CSX for 25 years out of Cumberland. Along the way, he took up flying and keeps an immaculate Talyorcraft in his hangar. He's building a bunkroom off the hangar because some folks from the Ohio Bush Planes crew come every fall. And did I mention the barbecue restaurant? I was expecting some shack, but no! It's a beautiful clean place, and the food is worth the trip. This was the BEST brisket I've ever tasted. Grass field, warm welcome, great food - this is a place we need to return to. Call ahead. Jim's phone is 304-813-1256.

The restaurant is open only Friday through Sunday, and only April through October, but I'm game for another trip. No dragons here.



*Peter Richter and Jim Thrush*



*Jim Thrush at the counter in his restaurant*

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](http://www.flyins.com) and the [Virginia Department of Aviation Calendar of Events](#).

Date	Event Description	Location	Distance from 7VG0
Sat, Sep 5 / 11 AM - 5 PM	Fly Elite Wings and Wheels	Pottstown Municipal Airport (N47)	137 NM
Sat, Sep 12	Skyline Wings and Wheels	Front Royal-Warren County Airport (KFRR)	27 NM
Sun, Sep 13	Pottstown Aircraft Owners and Pilots Fly-in Breakfast	Heritage Field (KPTW)	140 NM
Sat, Sep 19 / 8 AM - 1 PM	EAA 36 Breakfast and Lunch Fly-in Drive-in	Hagerstown Regional Airport (KHGR)	63 NM
Sat, Sep 19 / 10 AM - 2 PM	Mid-Atlantic Gathering of RVs	Carroll County Regional Airport (KDMW)	68 NM
Sat, Sep 19 / 9 AM - 4 PM	Wings and Wheels Fly-in	Essex Sky Park (W48)	73 NM
Sat, Sep 19 / 6:30 - 10 PM	Glenn L. Martin Maryland Aviation Museum WWII Victory Hangar Dance	Martin State Airport (MTN)	76 NM
Sat, Sep 26 / 12 -5 PM	Clearview Airport Picnic and Fly-in. (9/27 rain date)	Clearview Airpark	60 NM
Sat, Sep 26 / 8 AM - 4 PM	16th Annual Wings, Wheels and Keels	Hummel Field	89 NM
Sat, Sep 26 and Sun, Sep 27 / 8 AM - noon	EAA 1041 Wings, Wheels and Pancakes Fly-in Drive-in Breakfast	Gettysburg Regional Airport (W05)	74 NM
Sun, Sep 27	Club 4 Fly-in. Fair weather only. If questionable, contact Jack Raun at 304-754-7032 for go/no-go	Green Landings (WV22)	56 NM
Sun, Sep 27 / 9 AM - 1 PM	EAA 426 Fly-in Drive-in Breakfast	Greater Cumberland Regional Airport	73 NM

**FLY-IN**

**Warrenton-Fauquier Airport, VA (HWY)**  
**EAA Chapter 186**  
**October 3, 2015**  
8:00 AM to 4:00 PM

*Rain Date: Oct. 4, 2015*

Featuring Experimental, Homebuilt, Restored, LSA and GA aircraft. From Ultralights to Multi-Engines

- **Judged Aircraft Show • Fly Mart**
- **Pancake Breakfast - 8:00 to 11:00 AM**
- **Lunch - 11:30 AM**

**EAA186.org**  
703-623-3975

**A3**  
AIRCRAFT SERVICES

**NATIONAL CAPITAL CHAPTER 186**  
EXPERIMENTAL AIRCRAFT ASSOCIATION

*Fly-In Committee: Lucy Bone, EAA186.JLEBONE@outlook.com Sande Miller-Long, vicepresident@eaa186.org Dan Botzer, botzerd@verizon.net Judy Sparks, jhsparks@comcast.net.*



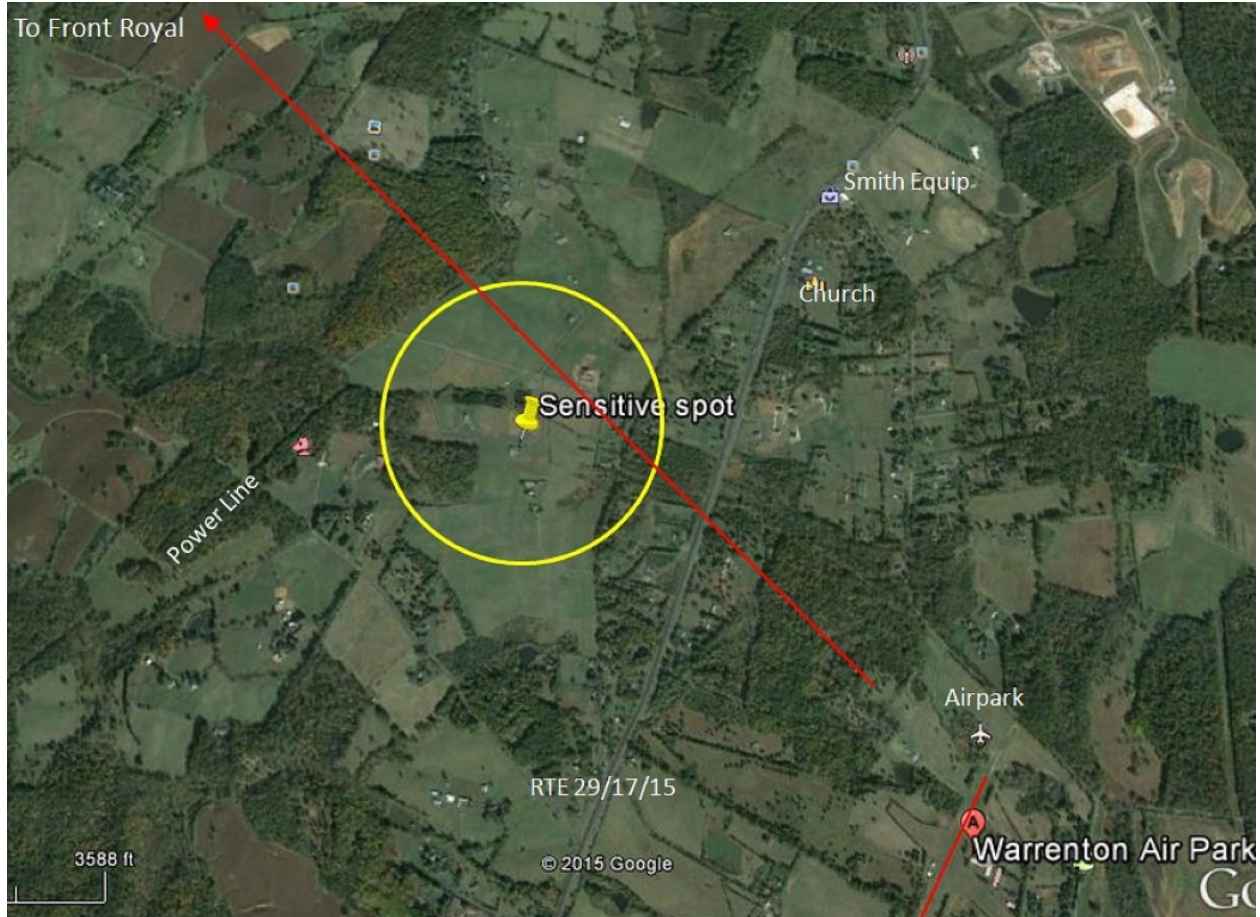
## Jim Hill Solos!

A big congratulations to Club member Jim Hill on his first solo! Look for his account of this milestone in a future newsletter.



## Area to Avoid

Tom Richards has received complaints about low-flying aircraft from a landowner northwest of the Airpark. Could I make a request in the interest of good neighborly relations? Please avoid flying over the area circled in the attached picture. Or if you do, fly high, or do it infrequently and don't loiter. Your landmarks are Route 29, the church, and the intersection of Beach Road with 29.



## Quiz Time

*By Steve Beste*

Look! A drive-in! I didn't think they existed anymore, but I came across this one the other day while flying in Northern Virginia. It seems to be still in business. Be the first one to email Lucy with its location and she will publish your answer in the next newsletter. Better yet, send her a ticket stub from having watched a show there. Better *still*, send her a story about you and a drive-in. Maybe even one about you, a drive-in and an airplane? You, a drive-in, an airplane, and a sheep? Make one up.

I offer you a clue: notice the orchard next to the drive-in. Where do we have orchards? The picture is looking northeast.



I was too much of a nerd in high school to have tasted the racier aspects of drive-in movie theaters, but they were much on my mind, of course. They were on the minds of the Catholic bishops in Quebec, too, which managed to [outlaw drive-ins](#) in the province until 1967 according to a Montreal friend of mine who was a teen at the time and quite incensed about it.

The story I do remember appeared in Popular Mechanics sometime in the 1950s. Some Levittown family found that their new house had a drive-in theater across the back fence. Better yet, they had a great view of the screen. The parents installed this new thing, a “picture window” in the back of their house. They arranged with the theater to run a speaker into their family room. This family got to watch movies, (in color!) *anytime they wanted!* I so envied them.

## Civil Twilight

*By Steve Beste*

A few years ago, I was putting out the Poker Run boxes on the longest day of the year when I ran out of daylight. I was running late and was about to leave Horsefeathers for the Airpark when Frank Thompson, the owner, drove out in his car to see who I was. It was already long after sunset, and all I could see of him was the headlights on his car. I was only 2 miles to the Airpark, only 4 minutes away! The clock was ticking. I had eight minutes before I legally turned into a pumpkin at the end of *civil twilight*, 9:11pm. Of course, I stopped; then I took-my-helmet-off-introduced-myself-thank-you-for-the-use-of-your-airfield-how-very-kind-of-you-yes!-it's-a-lovely-evening-hope-to-see-you-tomorrow-but-I-gotta-go-now-BYE! And I TOOK OFF, almost forgetting my helmet.

My, but it was dark down there. I could distinguish the fields from the forest, but they were both shades of dark gray. The only color was the red needle on my GPS pointing to the Airpark. I followed it! There was just enough light to make out the runway at the Airpark as I came straight in on 22. My wheels hit the grass at exactly - I do not lie - 9:11pm on the longest day of the year.

So what is *civil twilight* and why did I care? The FAA says we VFR pilots cannot fly at night. [Section 1.1](#) defines *night* as “the time between the end of evening civil twilight and the beginning of morning civil twilight”. Section 91.209 further says that if you fly between sunset and civil twilight, you need navigation lights - the red, green, and white lights. (No strobe required.) If your aircraft doesn't have lights, then you can fly only from sunrise to sunset. My lights buy me something extra.

How much extra? 32 minutes - plus a good scare, of course. Did I mention how dark it was at 9:11pm? This table shows the numbers. It's from Weather Underground for Warrenton-Fauquier Airport on June 21, 2015, the solstice. By “Civil Twilight” the chart means the *beginning* of civil twilight in the morning and its *end* in the evening.

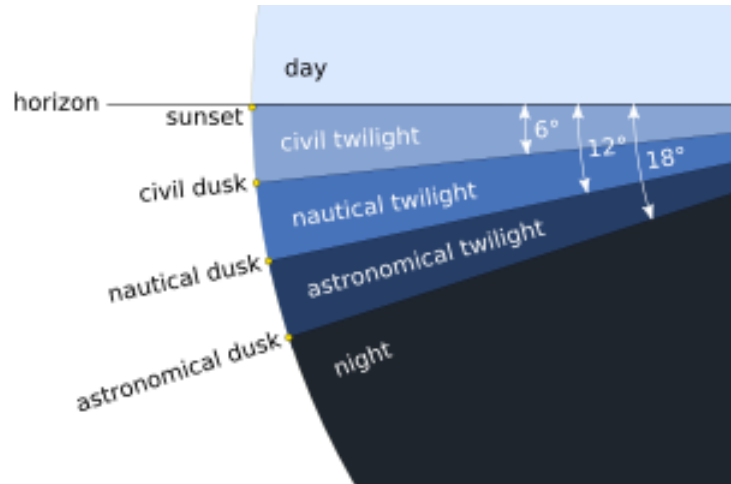
Astronomy		
June 21, 2015	Rise	Set
Actual Time	5:46 AM EDT	8:39 PM EDT
Civil Twilight	5:14 AM EDT	9:11 PM EDT
Nautical Twilight	4:34 AM EDT	9:51 PM EDT
Astronomical Twilight	3:48 AM EDT	10:37 PM EDT
Moon	10:44 AM EDT	11:59 PM EDT
Length of Visible Light	15h 56m	
Length of Day	14h 52m	
	Tomorrow will be <b>0m3s shorter</b> .	

OK, 32 minutes, but what the heck is *civil twilight*? Technically, it's marked by the time when the sun is  $6^\circ$  below the horizon. (Isn't it awesome that we know when that is even though we obviously can't measure it directly? Astronomy is amazing.) As you see from the table, *civil twilight* is part of a set:

*Civil twilight.*  $6^\circ$ . This is the limit at which twilight illumination is sufficient, under clear weather conditions, for terrestrial objects to be clearly distinguished - a good criterion for landing an airplane.

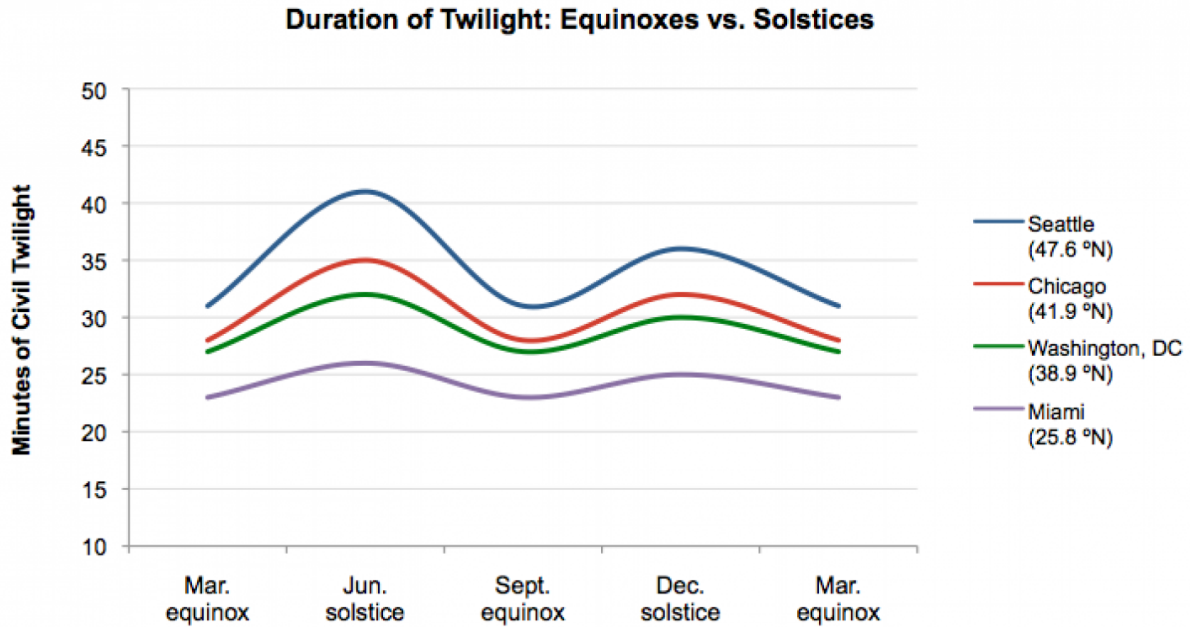
*Nautical twilight.*  $12^\circ$ . This is when sailors can take reliable star sightings of well-known stars, using a visible horizon for reference.

*Astronomical twilight.*  $18^\circ$ . This is when the sky is fully dark, with no afterglow at all and no horizon visible.



It turns out that the length of civil twilight - and of all the others - is not fixed, but varies with latitude and the time of year as the chart below shows. Obviously latitude matters; if you're just below the arctic circle, the sun may *never* get  $6^\circ$  below the horizon at night. How the time of year affects it is more subtle. I got 32 extra minutes at the summer solstice, but I'd get only 30 minutes at the winter solstice and 27 at the equinoxes. I leave it to you to work out why the equinoxes are the same but the two solstices are different.

The chart below is from an article in the [Washington Post](#).



For our purposes, just figure your navigation lights give you an extra half hour and be done with it. Indeed, if you're flying a Part 103 aircraft, that's exactly the rule. Part 103 simplifies so many things, and this is one of them. You get 30 minutes. Good job, FAA.

# Meeting Minutes

*August 2015*

## *Flying Club One Meeting*

Saturday, August 1, 2015

Warrenton Airpark

Warrenton, VA

### Selling 50/50 tickets before meeting

### Call to Order

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

21 members present.

### CONNECTIONS

#### Visitors & New Members

**Jim Barkley**, flying his RV-12 LSA and wingman/member **Gary Edgecomb** in his Kolb, flew up from the Gordonsville, VA area today.

#### Old Members

**Peter Richter** flying front seat with **Steve Beste** in their Trike flew with **Art Felt** down to Shannon Airport to see the new Trike of **Scott Williams**. On the flight, Peter had the chance to fly into 3 airports that were new to him.

### SERVICE PROVIDERS

Recap our standing list of service providers:

- PPG instructor and dealer: **Michael O'Daniel**

- CFI: **Pete Bastien**
- Fixed wing instructor: **Chuck Tippett**
- PPG, Ultralight, LSA and General Aviation flight instruction: **Grass Roots Flyers**
- Welder: **Tom Kotsch**
- A&P mechanic (not at Airpark): **JD Ingram**
- Light Sport Condition Inspections, Rotax Certified: **Tim Loehrke**

### REGULAR REPORTS

*Secretary: Jim Heidish* reported that the Minutes of the July meeting have not been published in the August Club Newsletter yet and we will review them at the next meeting.

*Treasurer: Jim Birnbaum* reported July Income: \$12.00, Expenses: \$76.50, the Flying Club 1 Checkbook Balance: \$2922.00.

*President: Steve Beste* reported that Ultralight pilots contacted him inquiring about the notice the VA Department of Aviation sent out requiring all aircraft in VA be registered (licensing) and included forms for sales and use tax. With ultralights being unregulated a lot of questions came up with the membership. Virginia has had this requirement for many years but it was not enforced. Have things changed? More information will come.

*Safety and Training Director: Pete Bastien* reported that we have a great safety record this flying season. Keep it up!

*Membership Director: Jim Birnbaum* reported that we have 48 paid-up members, so the procrastinators need to renew or they will be dropped from the membership roster.

*Warrenton Airpark Owner:* **Tom Richards** reported that his ultralight training is very active, students are soloing and he has only had one bent landing gear to slow things down. Tom said that with the changes and new renters he was cleaning out some of the old hangars and is also replacing and repairing the sliding doors. The zero turn mower is down and being repaired. The county is doing some work on Green Meadows Road at the entrance of the Airpark driveway, which will help with the drainage problems.

### **Cook Out**

**Dick Martin** served a very tasty BBQ lunch.

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

### **Old Business**

None

### **New Business**

None

### **MONTHLY PROGRAM**

This was our annual Memorial meeting. Each year we remember the members that have passed away with a big table display containing their names and words celebrating their love of flying. More information can be found on the Club website.

### **50-50 Drawing**

Winner **Don Sheehan** donated his winnings to the Club.

### **Adjourn**

*President,* **Steve Beste** adjourned the meeting at 12 noon.



## Activities

### *2015 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 2015 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

Please note that the date of the October meeting has been changed to October 10th (one week later) so as not to conflict with the EAA chapter fly-in at Warrenton-Fauquier airport.

Date	Activity	Location	Description
Sat, October 10th	Club 1 Fly-in and meeting	<a href="#">Airpark</a>	Monthly meeting, Club 1 Fall Fly-in and cookout at Warrenton Airpark
Sat, October 24th	Club 1 Color Run Fly-out	<a href="#">Airpark</a>	Club 1 Color Run fly-out at Warrenton Airpark
Thu, November 5th, 7:30 pm	Club Meeting	<a href="#">CVHS</a>	Conversation, club business meeting and program.
Sat, December 5th, 5 pm - 8 pm	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.

Ultralight “Banty” 440 with trailer and spares \$6k. Contact Joe Carter (703) 938-3246.



**FOR SALE — Airborne T-Lite trike** T-Lite trike base for sale with 22 HP four stroke Bailey engine (it has only 15 hours on it but does not start). \$6500 OBO. Fernando Alvarez 703-589-4202



## 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 2015 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



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.

### 2015 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: Larry Walker 540-347-7609

Director At Large: Pete Bastien 703-568-5778

*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.

### 2015 CLUB VOLUNTEER STAFF

Safety & Training: Pete Bastien

Membership: Jim Birnbaum 703-361-7478

Club Artist: Jim Heidish 703-524-5265

Newsletter Editor: Lucy Ooi (“Wee”)

[Ooi.Lucy@gmail.com](mailto:Ooi.Lucy@gmail.com)

Web Master: Steve Beste,

[president@flyingclub1.org](mailto: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*

**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](mailto: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)**