



Volume 16 – 05

www.FlyingClub1.org

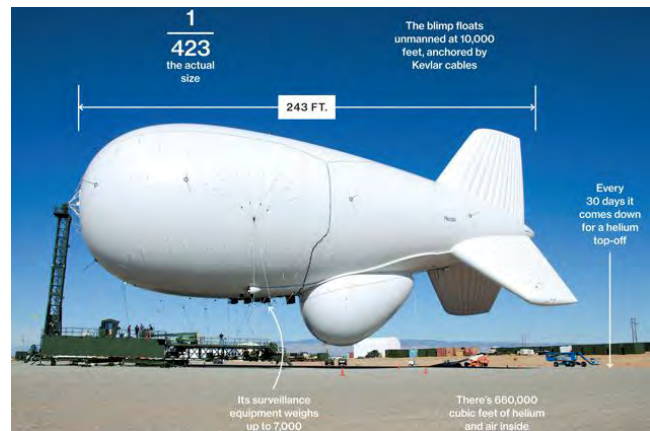
May 2016



The Privileged View

Steve Beste, President

Exactly a year ago, I wrote about the guy who landed a gyrocopter on the Capitol lawn. (See that newsletter [here](#).) That slid into a piece on this large surveillance blimp that the Army had tethered over Aberdeen, MD, as a way to spot future gyrocopter guys - as well as us light flyers. A year later, there's news on both fronts.



Hughes' court case. At the time of his flight, I wrote that gyrocopter guy, Doug Hughes, was liable on two charges:

1. *Violating restricted airspace.* This misdemeanor charge carries a maximum penalty of 1 year and a fine. Clearly, he's guilty.
2. *Operating an unregistered aircraft.* This felony charge carries a maximum penalty of 3 years and a fine. I suspect this charge is going to fall part when they weigh the gyro. If it's less than 254 pounds, then he was flying an *ultralight vehicle* under Part 103 and had no obligation to register it. The book weight of a Bensen B-8M gyrocopter is 250 pounds.

In fact, prosecutors made six charges against Hughes. In the end, he pleaded guilty to just one count: flying without an airman's certificate. As you can see in the picture, he replaced the 5-gallon tank with a 10-gallon one. That bumped it out of Part 103 and exposed him to the felony charge. (Memo to Flying Club 1 Part 103 flyers: don't do that.)

On April 21, U.S. District Court Judge Colleen Kollar-Kotelly sentenced Hughes to 120 days in jail followed by a year of supervised probation. The government confiscated his gyrocopter. Prosecutors had requested a 10-month sentence followed by a year of supervised release.

Hughes' campaign for Congress. In December, Hughes announced that he was running for Congress as a Democrat in Florida's 23rd District against powerful Congresswoman Debbie Wasserman Schultz (D-FL). Echoing Marion Barry, Hughes' lawyer says that his conviction does not make him ineligible to run for office. It *does* mean that he cannot vote for himself, however, as convicted felons in Florida cannot vote. The primary will be August 30th. Hughes has a website [here](#).



The runaway blimp. Technically, it was an *aerostat*, meaning a tethered balloon. But the Aberdeen aerostat apparently always wanted to be a blimp, because it broke its tether last October and headed west, dragging its mile-long cable. The blimp's tether damaged power lines, knocking out electricity to 35,000 rural Pennsylvania residents. you can read details of the failure [here](#). Cops finally brought down the wayward blimp in the Pennsylvania countryside with 100 shotgun blasts.

This was the last straw for the troubled program. In April, House Armed Services Committee Chairman Mac Thornberry, (R-TX), proposed cutting the president's funding request for the blimp from \$45.5 million to \$2.5 million, all but guaranteeing that its flying days are over. I won't miss it.

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, www.socialflight.com and the [Virginia Department of Aviation Calendar of Events](#).

Date	Event Description	Location	Distance from 7VG0
Sat, May 7 / 8:30-11:30AM	Essex Sky Park Annual Pancake Fly-in	Essex Skypark (W48)	73 NM
Sat, May 7 / 11AM - 2PM	Drone Demo. See poster	Williamsburg-Jamestown Airport (KJGG)	99 NM
Sat, May 7 / 10AM - 3 PM	Wings, Wheels and Crafts Festival	Mecklenburg-Brunswick Regional Airport (KAVC)	119 NM
Sat, May 14 / 8AM - 1PM	Breakfast and Lunch Fly-in Drive-in. Breakfast until 10:30. Hot dogs, hamburgers and fries 11-1. Young Eagle flights.	Hagerstown Regional Airport (KHGR)	63 NM
Sat, May 14 / 8:30 - 10AM	EAA 1202 Egg and Pancake Breakfast	Farmville Regional Airport (KFVX)	84 NM
Sat, May 14 / 11AM - 3PM	Smith Mountain Lake Fly-in with antique cars, antique planes and quilts	Smith Mountain Lake Airport (W91)	126 NM
Sat, May 21 / 9AM -3PM	Sensational Seaplanes Spring Picnic with a Rusty Pilot Seminar at 9 and a "Seaplanes 101" seminar at 1.	Bay Bridge Airport (W29)	71 NM
Sat-Sun May 21-22	Lake Anna Seaplane Splash-in. Fly a seaplane in or land at Louisa (KLKU) or Lake Anna Airport (7W4) and call 301-606-0723 for pick-up	KLKU or 7W4	40 NM
Sat-Sun May 21-22	Lynchburg Regional Airshow. Fly-in information here .	Lynchburg Regional Airport (KLYH)	104 NM
Fri-Sun May 20-22	Warbirds Over the Beach. Fly-in information here	Virginia Beach Airport (42VA)	145 NM

Date	Event Description	Location	Distance from 7VG0
Sun, May 29 / 9AM - 1PM	Fly-in Drive-in breakfast - hot cakes, french toast, sausage, eggs, home fries, gravy, fruit cocktail coffee and orange juice.	Greater Cumberland Regional Airport (KCBE)	73 NM

Also, the Manassas Airshow 2016 is this weekend! <http://manassasairshow.com/>.

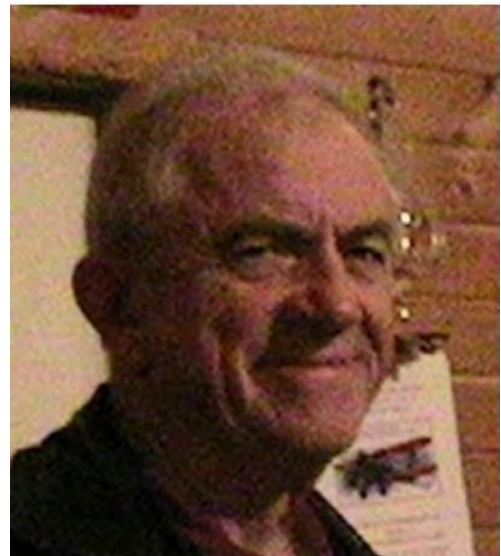
Eighty Year History of the Warrenton Airpark (1936-2015)

By Tom Richards

Previous newsletter articles have covered the history of the airpark from its founding in 1936 through its purchase by Tom Richards in 2004.

Phase 5: New Ownership (May 2004 - Present) - Diversity and More Expansion

Tom Richards - shown at right - purchased the 76.6-acre Warrenton Airpark from the Beatley estate on April 30, 2004. Tom is an Aeronautical Engineer, having worked for Lockheed at Marshall Space Flight Center in the 1960s in support of the Apollo Lunar Mission. His career since has evolved to that of a professional proposal writer. He holds a private pilot license and was building an ultra light airplane that he designed and was looking for a place to fly it in October 2003, when he discovered the field. Although he was not at all looking to purchase an airfield, a combination of fortunate circumstances enabled him to swing the deal. He sold his home in Reston and moved his residence to the field. his daughter, Janet, soon followed, moving into the “A-Frame” cabin near the entrance off Green Meadows.



At that time there were three hangar buildings which were fully occupied (**noted as 1, 2 and 3 in the aerial photo below**). All had concrete floors and electrical power. Two (1 and 3) have wood-frame construction with metal siding and red-and-white checkered metal roofs and contain six T-shaped enclosures with wood-frame aluminum-covered sliding doors. The third (2) was constructed using cinder-block walls, wooden roof trusses covered with an asphalt shingled roof. This one is a square layout containing four T-shaped enclosures, with the same type wood-frame aluminum-covered sliding doors as the others. All were built with approved building permits. The total number of T-shaped enclosures is 16, varying somewhat in size, but all having a door-opening of at least 35 feet - providing space for a single light airplane -with some offering the possibility of doubling-up, depending on the size of the airplanes.



Summer 2005 - Creating temporary shelter for Whitman refugees

With no hangar space available, but recognizing the sudden increased demand resulting from eviction of ultra-lights from Whitman’s field, Richards erected temporary steel-frame, fabric-covered structures to accommodate the majority (six) of these ultra-lights that needed a home (**marked as 4 in aerial photo**).

Also shown in this photo are Tom Richards’ residence (R) - sometimes called “the club house”, two newly-constructed wooden-frame, metal-covered buildings (5) and (6) - described later, the recently-metalized tractor shed (7) along with (8) and (9) that are proposed additional hangars and are only in the planning stages.

Two 40x40-foot metal-frame fabric-covered shelters were erected in the summer of 2005 specifically to provide space for several ultra-lights that were being banished from Whitman’s field. The owners were Jackie George with a Quick Silver, Harry Wright with a Challenger 2, Terry McCarty with a Flight Star, Randy Hamilton with a Minimax, Joe Pfaff with a Trike, Andy Schaffer with a

Quick Silver and Barry Foerer with a powered parachute (described later).

Building Permanent Hangars - a slow, expensive, agonizing process - 2006 to 2010

Since summer 2006, efforts have been underway to expand the hangar space available to meet the demand for such space - both for ultra-light, experimental and factory-built aircraft. This effort has proceeded slowly using volunteer help from club members and very limited financial resources. Two structures have been erected - **noted as 5 and 6 in the aerial photo**. The new construction uses a pole-barn design, with the thought that a building permit is not required for a pole-barn. This impression has been recently corrected and Richards has continued to work with the Fauquier County officials to rectify this non-compliant situation. During the first half of 2014, negotiations and lots of paperwork back and forth with the county government resulted in approval of a building permit for one of the hangars that had been built beginning in 2005. Considerable work had to be done to bring the building up to code and a concrete floor was poured to facilitate the skydiving operation moving into this area. All this proved to be quite expensive. Moving of the skydiving activity to this location was completed in June 2014.

Further hangar-building remains in the planning stages as of early 2016.

Angkor Wat by Air

Article by Don Sheehan. Photos by Melodee Sheehan.



In the midst of Northern Virginia's wintry mix of low temperatures and snowy weather, spending February in a warm location held a lot of appeal. Vietnam and Cambodia were good options, weather-wise. Visiting Vietnam's famed Cu Chi tunnels outside of Ho Chi Minh City (formerly known as Saigon), Hue's mighty citadel and the scenic islands of Hanoi's nearby Halong Bay met our highest expectations.

However, a week-long visit to the ancient Khmer site of Angkor Wat, in Cambodia proved to be the best choice of all. What started as a 12th Century Hindu religious edifice morphed into a Buddhist Temple which now happens to be the largest religious monument in the world. On the ground it is easy to get disoriented. On one hand you have truly massive walls built of sandstone and laterite. On the other you have hundreds of feet of intricately carved bas-reliefs featuring fierce, scowling warriors poised for combat and demurely smiling, celestial dancing girls in exotic poses.



As we know, nothing helps to regain perspective better than getting up in the air. Melodee and I did it courtesy of Helistar Cambodia's Eurocopter AS350 B2 & B3+. Its specifications included seating for 6 (5 passengers + the pilot), speeds to 122 knots and an endurance of 2 hours, 40 minutes. Although I was fiscally restrained enough to limit our flight time, well short of the maximum, Melodee exploited some of the helicopter's features to her advantage. High visibility windows and a sliding front passenger window helped her overcome the sub-optimal photo taking conditions. The heat (92° F) was exacerbated by high humidity when we departed our pad located at nearby Siem Reap airport at 10:00 AM on February 15th. Winds were gusting at about 7 miles per hour. There were intermittent, low-hanging clouds matched by lingering patches of fog near many of the water features surrounding the temple complexes.

Fortunately, earlier while we were observing the meticulous fueling, washing and pre-flight routine of the ground crew, Melodee and I made the acquaintance of the pilot, Captain Iñigo "Bong" Hesita, Jr. To their mutual delight, the ensuing conversation revealed they had grown up in adjacent towns in the Philippines. Ultimately, the resulting goodwill increased our flight time, added the fly-by of another temple complex and most importantly, gave Melodee an all important photographic do-over since haze obscured the main temple site during the first fly-over.

Rules governing altitude and stand-off distances presented viewing challenges as well in the heavily tourist populated, central area. Outlying areas were another matter, entirely. Our pilot, a former military officer with many years of experience, liked terrain flying. To our delight when safe to do so, he occasionally bypassed the Federal Aviation Administration's lower altitude limit (500 feet) I observe when flying my Experimental Light Sport Aircraft in the Warrenton, VA area. As the attached, partially obscured photos indicate, there were ancient wonders to behold, thanks to the view afforded by one of our marvelous, modern flying machines.





Meeting Minutes

April 2016

Flying Club One Meeting

Saturday, April 3, 2016

Warrenton Airpark

Warrenton, VA

Call to Order

President, Steve Beste called the meeting to order at 11:00 A.M. and thanked Tom (not at meeting) for opening up his home for our meeting.

16 members present.

CONNECTIONS

Visitors & New Members

Jeff Nolan said he is building an old Ultralight Kit (a Cobra II) that is a pusher and looks a lot like the Quicksilver design. He is looking for any help and information that could get it finished and flying this summer.

Old Members

Pat Tyler said he got his Private Pilot ticket flying a C172 in warm skies over southern Texas this past winter. Members said that when flying lately they were encountering strong winds by midday and had to cut the flights short.

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 March meeting will be in the April Club Newsletter that is not yet published, but can be reviewed before the next meeting.

Treasurer: Jim Birnbaum reported March Income: \$80.00, Expenses: \$83.88, the Flying Club 1 Checkbook Balance: \$3072.64.

President: Steve Beste had nothing special to report except that things are going along slowly with the rebuild of his Trike. Special parts, wing and prop are on order. Again, he thanks everyone for all the help he has received since the accident.

Safety and Training Director: Pete Bastien - not at meeting.

Membership Director: Jim Birnbaum reported that he dropped 18 members from the roster that did not renew their membership. Again as a reminder, the monthly roster that is emailed out has a date after each member's name; if 2016 is on it you're paid up!

Warrenton Airpark Owner: Tom Richards - not at meeting.

Events Coordinator: **Robert Doak** reported that he has several new ideas and projects lined up for the next few months. continue on the brush and tree trimming near the runway that was started last month. On the same day as the Club meeting (first Saturday of the month) he will coordinate a group fly out from the Warrenton Airpark to a new (short distant) location each month. With weather conditions permitting a second fly out will be held on the second Saturday of the month for anyone that missed the first fly out. Also at Shannon Airport on June 3-5 there is a camping fly-in, and we could fly to this event.

Old Business

We have had the Club *Secretary* position vacant since the last election and because no one stepped forward to fill the spot, **Jim Heidish** said he would take his old job back if the Club membership would like. The membership voted yes, so Jim will be the Secretary for two years. Also, we made it official (by vote) that **Robert Doak** would have the new position in the Club as *Events Coordinator*.

New Business

We are honoring long time member **Lew Clement**, who was very active in the Ultralight/LSA movement and is celebrating his 90th birthday this year, with a testimonial luncheon and commemorative plaque. It will be hosted by the Club at P.F. Chang's Restaurant in the Dulles Town Center at 1 PM on April 9th. Members should make reservations with **Jim Birnbaum**.

MONTHLY PROGRAM

None

50-50 Drawing

Winner was **Jim Hill**.

Cook Out

Dick Martin prepared the very tasty BBQ indoor-cook-out.

Adjourn

President, Steve Beste adjourned the meeting at 12:00 P.M.

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

Activities

2016 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 2016 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

Date	Activity	Location
Sat, May 7th	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, June 4th	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, June 18th, 7:30 am	Poker Run	Airpark
Sat, July 2nd, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, August 6th, 11 am	Memorial table, monthly meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, September 3rd, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, October 1st	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, October 22nd	Club 1 Color Run Fly-out	Airpark
Thu, November 3rd, 7:30 pm	Conversation, club business meeting and program	CVHS
Sat, December 10th, 5 pm - 8 pm	Monthly meeting and Holiday Party	Airpark Club House

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.

To place an ad in the newsletter, contact ooi.lucy@gmail.com

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 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.

2016 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

Events Coordinator: Robert Doak 703-897-4989

Director & Past President: Len Alt
703-945-9314

Director At Large: Pete Bastien 703-568-5778

Director At Large: Lucy Ooi 585-410-5573

2016 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

Web Master: Steve Beste,

president@flyingclub1.org

A club is only as good as the members who volunteer to support its activities. The follow-

ing 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