



The Privileged View

Steve Beste, President

Kitty Hawk. I always tell new people that my trike is not a cross-country machine - nor is Tom Simmons' Quicksilver. Yet here we were 216 miles from the Airpark looking at the Wright Memorial in Kitty Hawk. Such a flight is no big deal for a Cessna. But when your aircraft flies at only 52 mph and (in the case of the Quicksilver) has a range of only 1½ hours, a trip to Kitty Hawk is an adventure. Toss in a 12 mph headwind for the flight back, and it becomes more than an adventure. More like an ordeal.

But that was the flight back. The flight down - with amazing visibility and a 12 mph *tailwind* - was a joy.

Tom Simmons and Robert Doak had planned this trip for months, as you've been following in the newsletter. At one point, we had six pilots planning to go. But in the end, only Tom and I were able to line up everything to make it work.

I flew to the Airpark from Front Royal the night before, so we were able to leave at dawn. Our goal was to get as far as we could before the mid-day thermals made things bumpy.





Working for us was that 12 mph tailwind. We averaged 55 mph. Working against us was Tom's short range. His Rotax 582 burns 6 gallons/hour. With a 12-gallon tank, we needed to stop every 1½ hours, and each stop took 45 minutes. With stops at Tappahannock - Williamsburg - Chesapeake - First Flight, we arrived at 1:15pm. Tom then flew over to nearby Manteo for gas. I recommend Tom's fine [video of the flight](#).



Tom Simmons takes a selfie aloft



Looking southeast from Williamsburg. The James River is huge.

Flying with a wingman showed me how sloppy I am about altitude. I go up 50', down 50', I don't even notice. But with Tom out there flying steadily on, I suddenly noticed. Is *he* floating up and down, or is it me? It's me. I once again heard my instructor Ron Dixon's voice in my head barking "Position! Altitude! Traffic!" Time to control my altitude. The good news is that flying with Tom let me practice all this. He's a bit above me but abreast? OK, give it more gas to gain altitude but push the bar out so I don't speed up. Or, I'm behind him but at his altitude? Pull the bar in to gain speed, but give it more gas to maintain altitude. Then undo all that to settle in opposite him. Fun! I got to hone my stick and rudder skills. Well, OK, a trike has neither stick nor rudder, but you know what I mean.



Approaching First Flight Airport and the Wright Memorial at Kitty Hawk

The highlight of the trip was flying down the beach to Kitty Hawk. As Tom's [video](#) shows, there are a lot of fancy houses there. Hurricane Harvey had just flooded Houston, so I was thinking about what the next hurricane will do. I think I'll rent and not buy.



Tom Simmons and Steve Beste at Kitty Hawk



Tied down for the night at Kitty Hawk

We walked the twenty minutes to a brew pub for lunch, hungry after 6 hours of flying out in the wind. After lunch, we decided we'd had enough with the walking; I called an Uber. It took Tom to the airfield for a gas-up flight over to the Manteo airport. It took me to the hotel for a nap and a brief swim in the ocean.



Leaving Kitty Hawk at dawn

Flying home. If the flight south took 6:15 thanks to the tailwind, the flight back took 8 hours thanks to that same wind. Our average ground speed south was 55mph. North, it was 41. Worse, even though we left at dawn, because of our slowness we were in the thick of gnarly air by Williamsburg, less than half way home. Between the thermals and the crosswinds, my landings at Williamsburg and Tappahannock were the hairiest I've had in years. Not fun at all. I climbed up to 4,000' to find calm air, but froze. Tom stayed low and got beat up in the turbulence. We were both miserable.

At Tappahannock, we re-assessed our situation. Instead of flying to the Airpark, we would stop at Shannon. Tom would wait for calmer air in the late afternoon. Front Royal was showing windy all day, so I would put my trike in a hangar, call Linda, and fly it back to Front Royal another day. As Tom said, why were we flying in these awful conditions? Why not wait for calmer air?

We reached Shannon at 1:40pm - seven hours after leaving Kitty Hawk, both of us exhausted from fighting the controls for so long. We had a welcome lunch at the Robin's Nest Café, and airport manager Gary Skinner found me a hangar. This turned out to take some doing as the airport was filling up with airplanes flown in from Florida to avoid Hurricane Irma. Linda, bless her, drove the hour south to pick me up, and Tom flew back to the Airpark late that afternoon. I flew home two mornings later.



Picking up the trike two days later for an easy morning flight to Front Royal

In the end, I have mixed feelings about the flight. I'm proud to have done it - to have said yes to an adventure and pulled it off. On the other hand, the flight back stretched my skills and stamina to the limit, which is neither fun nor smart. Looking back, I should have quit at Williamsburg at 10am. I actually had the offer of a hangar and a bed for the night from a triker we met there. I should have taken it - or at least waited to see what the 5pm winds turned out to be. But battling the bumps for two more hours was a mistake. Stepping way back, I think it was a mistake to have gone so far with so much wind and sun (thermals). Next time, either:

- Wait for two days with less wind, or
- Wait for two days with cloud cover, or
- Fly only in the morning and evening so we weren't flying in the afternoon bumps, or
- Go someplace closer, or
- Take three days, or
- Get an aircraft with higher wing loading, like a gyroplane, since they don't feel the bumps.

Now there's an idea. A gyroplane. I'll speak to Linda about 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](#), [www.flyins.com](#), [www.socialflight.com](#) and the [Virginia Department of Aviation Calendar of Events](#).

Date	Event Description	Location	Distance from 7VG0
Sat, Oct 7 /10AM-4PM	St. Mary's County Regional Airport Open House	St. Mary's County Regional Airport (2W6)	62 NM
Sat, Oct 7 / 1-3PM	Chesapeake Sport Pilot Open House and Rusty Pilot Day	Bay Bridge Airport (W29)	71 NM
Sat, Oct 7 / 9-11:30AM	Lancaster Airport Fly-in Breakfast and Presentation	Lancaster Airport (KLNS)	112 NM
Sat, Oct 7 / 10AM-4PM	Wings and Wheels Georgetown Fall Festival	Delaware Coastal Airport (KGED)	114 NM
Sat, Oct 7 / 8AM-5:30PM	Virginia Festival of Flight	Suffolk Executive Airport (KSFQ)	131 NM
Sun, Oct 8 / 9AM-3PM	Chesapeake Sport Pilot Open House	Bay Bridge Airport (W29)	71 NM
Sun, Oct 8 / 10AM-5PM	Vintage Sailplane Association (VSA) East Coast Sailplane Rally	Massey Aerodrome (MD1)	100 NM
Sat, Oct 14 / 11AM-2PM	Commemorative Air Force Capital Wing Open Hangar Day	Culpeper Regional Airport (KCJR)	8 NM
Sat, Oct 14 / 9AM-4PM	Culpeper Air Fest	Culpeper Regional Airport (KCJR)	8 NM
Sat, Oct 14 / 8AM-1PM	Fly-in Drive-in Breakfast and Lunch	Hagerstown Regional Airport (KHGR)	63 NM
Sat, Oct 14 / 8-11AM	EAA 518 Fly-in Drive-in Breakfast	Mifflin County Regional Airport (KRVL)	121 NM
Sat, Oct 28 / 10AM-4PM	3rd Annual Harvest Festival, Airshow and Fly-in	Shannon Airport (KEZF)	28 NM
Sat, Oct 28 / 8:30-10:00AM	Old Dominion Squadron / EAA 339 Pancake Breakfast	Franklin Municipal Airport (KFKN)	125 NM
Sun, Oct 29 / 9AM-1PM	EAA 426 Fly-in Breakfast	Greater Cumberland Regional Airport (KCBE)	73 NM



3RD ANNUAL HARVEST FESTIVAL FLY-IN / AIRSHOW OCTOBER 28TH 2017

**PILOTS BRING
CANDY!!!**

Bring your kids for "Trick or Treat" aviation style!

**See The Shannon Air Museum,
While Attending the 1st Airshow in 36 Years
at Shannon Airport Featuring**



enjoy watching different types of aircraft fly in and get up close!

**Fly-In and Campout on Friday 10/27 Or
Saturday October 28, 2017**

Festival/Airshow 10am - 4pm (RWY Closed 12:30-2:45pm Oct 28)

MORE DETAILS TO COME !



Shannon Airport (KEZF)

Fredericksburg VA 540-373-4431 www.shannonezf.com



Full Service Fuel Trucks Jet A & 100LL onsite

The South Carolina Breakfast Club

By Lucy Ooi

During my time in South Carolina with my Aeronca Champ (“Rudolph”), I had the opportunity to attend a meeting of the South Carolina Breakfast Club (SCBC) in Orangeburg (KOGB). This is a great group of pilots that is very active, and I have yet to find another group like it. Weather permitting (and last year it doesn’t look like there were many they had to cancel) they hold a breakfast and a short meeting at a different airport in the state every other Sunday. Attendance is typically very good, with there commonly being over 100 attendees.

The morning of the breakfast, I awoke early in order to be there and parked for the 9 AM start. As I drove out to the airport, I noticed that there were some patches of fog in the low-lying areas, but the Trenton (6J6) airfield where I was based temporarily was clear and I elected to go. Apparently, attendance at this breakfast was hurt by a report of Orangeburg being IFR due to fog. Supposedly, they got about half of the attendees they were expecting (I heard there were around 70 attendees). The SCBC president drove in too due to the reports. I guess now they know which half of the attendees call for weather briefings before leaving!

It was a beautiful morning for the flight to Orangeburg with calm winds and nothing but blue sky above. I even experienced one of those aviation rarities - a good tailwind! I averaged about 115 mph in my Champ for the flight there! It was clear and quiet with the sun rising directly in front of me. The fog filled in the hollows, leaving patches of wispy blanket to break up the sometimes monotonous pine forests. It was definitely worth getting out of bed early for!



Fog was covering the low-lying areas



My only complaint about the flight there was that it was directly into the sun

I arrived around 8:30 AM and there was already a good crowd there. Breakfast was in a large hangar and had quite the variety of food. Afterwards, there was a brief meeting. Prizes were given to the people who flew the farthest to be there. One of the themes of the breakfast club meeting was to keep people flying. The president talked about how you need to keep practicing to stay proficient. In order to motivate people to do this, they used to have a tradition where the person who made the worst landing at the breakfast had to take a ball with them at the end and bring it back next meeting - a promise to come back and keep practicing. Supposedly, they lost too many balls that way, so now they just have people sign them. When they started talking about bad landings I got a bit worried, but nobody had a truly bad landing that day, so instead they recognized the guy who had the best landing. They didn't announce they were doing this though, so when they called out the N number, the room fell silent and everybody just started looking around. When he announced that he wanted to recognize a truly nice landing, the culprit fessed up to it being his.



Part of the aircraft line-up



A nice Sonex that attended



Another pretty attendee - a Swift



A very sparkly trike

If you couldn't tell before, the SCBC is mainly about friendship and camaraderie. People were greeting others as good friends that see each other weekly at these meetings. They really formed a supportive aviation community with the breakfast club.

After breakfast, I got Rudolph fueled and ready to go (and the airport gave the breakfast club attendees a good discount on fuel). While I was in the FBO paying, a government helicopter flew

in with a surprised pilot. He thought he was going to a quiet little country airport and was greeted by a large crowd of GA planes. He flies VIP transport for government officials, one of which he had just dropped off. Now, he was making a brief stop at Orangeburg to see his kids. It was a nice family moment.



Incoming helicopter!

On the way back, the nice tailwind was now a headwind. Since I didn't have any place to be and wasn't getting anywhere fast anyways, I used the time to practice some slow flight and ground reference maneuvers. Also, it was fun!



Orangeburg after the breakfast crowd left

The South Carolina Breakfast Club is a wonderful, welcoming organization. Check out their website at flyscbc.com. If you are within comfortable flying range of one of their events, GO! You'll be glad you did.

Meeting Minutes

September 2017

Flying Club One Meeting

Saturday, September 2, 2017

Warrenton Airpark

Warrenton, VA

Because of rainy weather, we held the meeting in **Tom Richards'** home.

Selling 50/50 tickets before meeting

Call to Order

President Steve Beste called the meeting to order at 11:00 A.M. and thanked Tom for opening up his home to the Club.

16 members present.

CONNECTIONS

Visitors & New Members

Spence Watson, a GA pilot, wants to get back to flying powered parachutes (PPCs) and is looking for an instructor that can get him current. Some of the Glider/Sailplane pilots that were once flying out of the Warrenton Airpark in the good old days were having a reunion at the field and stopped by to say hello.

Old Members

Longtime hang glider pilot **Fred Briggs** is now into powered flight. He said he had special Trike instruction at the big EAA Oshkosh Airport in their off season (not during Airventure). **Steve Beste** said that he put his Trike on display at

the *Front Royal Air Show* at the Front Royal Airport (KFRR). They had a good turn out and great weather. He also was busy flying around and taking images of many of the grass airports located in the big valley west of Front Royal, most on each side of Interstate 81 and down to the Woodstock, VA area. The members had a discussion about close calls with traffic and not being seen when flying into some of the larger paved airports in the area (like Culpeper) and how it is best for *see and be seen* traffic to use the standard GA pattern instead of the close-in pattern that Ultralights/LSA mostly use on grass strips.

REGULAR REPORTS

Secretary: Jim Heidish reported that the August minutes are published in the September Club Newsletter and that the July minutes still needed to be approved. Both were approved as published.

Treasurer: Jim Birnbaum reported August income: \$106.00, Expenses: \$64.23, the Flying Club 1 checkbook balance: \$2316.71.

President: Steve Beste reported that **Jerry Rosie** passed away. He was very active in the old USUA Clubs in Maryland and Southern Pennsylvania and helped stage many special fly-ins, like the *Father's Day Fly-In* that many of us have flown to. Steve also announced that one of the grass fields that is in the article that he placed in the September newsletter is for sale. Bob Karmy's (VA17) just south of Woodstock, VA. Steve also thought that we may like to do a Fall Poker run at the grass fields that are featured in the article. He will try to set it up (more info to come).

Membership Director: Jim Birnbaum reported that we have a total of 39 paid/active members. As a reminder: You're up-to-date if your name

has a (2017) after it on the monthly emailed Club Roster.

Warrenton Airpark Owner: **Tom Richards** said that his big tractor that pulls grass-cutting equipment broke down, but he was able to borrow one from his friends. He thanked his grass-cutting team for helping to keep everything trim. He reminded the members that he has aircraft to rent and instruct in. GA, LSA and Ultralight. Also that **Robert Doak** is going to set a date for a cleanup day where volunteers can help clear out all the big brush piles at the Airpark.

Events Coordinator: **Robert Doak** referred to **Tom Simmons** on the special Ultralight/LSA fly-out to Kitty Hawk, NC. Tom said that it is planned for this month but the hurricanes down south may change everything. Anyone that plans to fly the 200-mile flight should keep checking with Tom for the latest information.

Old Business

None

New Business

None

MONTHLY PROGRAM

None

50-50 Drawing

Jim Birnbaum won the pot and donated it to the Club.

Adjourn

President, Steve Beste adjourned the meeting at 11:55 A.M.

Cook Out

Robert Doak had a special *Popeye's Chicken* lunch with all the side dishes.

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

Service Providers

Recap our standing list of service providers:

- **PPG instructor and dealer:** Michael O'Daniel, 540-270-8855
- **Aircraft instructor - CFI:** Pete Bastien, 703-568-5778
- **Trike instructor:** Pat Tyler, 202-746-4687
- **Aircraft instructor - light sport and seaplane:** Chuck Tippett, 540-905-5091
- **Ultralight (Part 103) instruction:** Tom Richards' Grass Roots Flyers, 703-568-3607
- **Machinist:** Luther Taylor, 540-222-3927
- **Welder:** Luther Taylor, 540-222-3927
- **A&P mechanic/IA (not at Airpark):** JD Ingram, 513-388-6312
- **Light Sport Condition Inspections, Rotax Certified:** Tim Loehrke, 703-618-4005

Activities

2017 Flying Club 1 Activities Schedule

Designated Club meetings will be held the first Thursday of each month in the Centreville Regional Library, 14200 St. Germain Drive, Centreville, VA, at 7:30 PM. Others will be held at 11:00 AM at the Warrenton Airpark as shown in the 2017 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

Date	Activity	Location
Sat, October 7th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, October 14th, 8:15 am	Shenandoah Valley Poker Run. Meet at hangar A13 at Front Royal for the pilot brief.	Front Royal Airport
Sat, October 28th	Club 1 Color Run Fly-out	Airpark
Thu, November 2nd, 7:30 pm	Conversation, club business meeting and program	Centreville Regional Library
Sat, December 9th, 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.

Weight-Shift Enthusiasts - Your prayers have been answered! A very nice up-scale trike at an affordable price...

Specifications: NorthWing Navaho (strut braced - no king-post), 2-seat Tandem

Engine: Rotax 582 blue head with C- Gear-Box and just under 300 hours total time (never overhauled)

Well-maintained - dacron fabric and everything else looks brand new.

Many extras including Radio, GPS, Landing Lights, wheel pants, hydraulic disc brake system, wide tires, 3-blade IvoProp, 2017 Virginia License, 1,050-lb BRS parachute for safety and extra parts.

Photo below was taken at Shannon Airport. This Trike is owned by Kiho Bae, and has recently moved to Warrenton Airpark. Kiho Has asked me to advertise this at an asking price of \$18,500. Incidentally, Kiho is an experienced pilot who flew C-46 Commanders in the Korean Air Force, and now flies a Robinson R-44 Helicopter and single-engine fixed-wing as well as weight-shift aircraft. He would be happy to take you for a demonstration ride. Kiho is willing to fly it to your location.



Special Price \$18,500

Call Tom Richards (703) 568-3607 or Kiho at (703) 314-6262

Airfield and house for sale. Dr. Bob Karmy has long been a friend of the Club, letting us fly into Karmy's (67VA) for years. He's now retired and is selling the place. It includes a large house, with a hangar and an 1,800' grass strip just south of Woodstock in the valley. This would make a great training field. And do notice the hot tub in its own little house. The listing and pictures are [here](#). Asking \$899,000.

Contact the realtor, Shirley French. Shirley@funkhousergroup.com 540-325-4444.



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.

2017 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 Emeritus & Past President: Len Alt

Director At Large: Pete Bastien 703-568-5778

Director At Large: Lucy Ooi 585-410-5573

ber 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.

2017 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

A club is only as good as the members who volunteer to support its activities. The following listed activities with the club require mem-

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