



Volume 17 – 11

www.FlyingClub1.org

November 2017



The Privileged View

Steve Beste, President

Valley Poker Run. What was different about this poker run - aside from all the new airfields - was how pleased the airfield owners were to have us. Our arrival turned out to be as big an event for them as it was for us.

To be sure, Conrad Miller always shows up at Fox Acres to welcome us, but mostly the owners are “Sure, help yourself (shrug).” Not this time. At Mulberry Run, George and Brenda Phillips laid on a complete tailgate party, with a coffee urn and homemade carrot muffins in the back of that white car you see below.



George Phillips at Mulberry Run

I got the impression that our flying in marked the first time in a long, long, time that anyone had landed on the field. In August, George had told me that his son-in-law usually keeps the field in hay. Instead of the field going to seed, our arrival was like bellows applied to an old flame. Maybe that



Gee Bee project has been working on since 1989 will actually fly. George and Brenda urged us all to come back anytime. So please fly over there and check it out. The grass isn't growing now, so it's in good shape. Just don't go when there's a northwest wind, George warns. The field is close under the mountain, so there will be rotors.



George Phillips' Gee-Bee project at Mulberry Run

Next stop: Burner. Owner Bill Burner didn't meet us because he was flying the glider tow plane that day at Front Royal. But he did stop by my hangar to greet and welcome us. Having recently owned a Citabria, he was especially pleased to see Lucy and Allen's Aeroncas. Bill confirmed that we're all welcome at his field anytime. It's always beautifully mowed.

But first you have to find it. That's one of the pleasures of grass fields: they lurk camouflaged among all the other fields. Of course, you can plug them into your GPS and watch the scenery 'til the field shows up directly below you. But what fun is that? In our case, we cheated. Martin Walker had flown his motor-glider into the field to one of Bill's twice-a-year glider-family fly-ins. So the rest of us just followed him.



At Burner, we learned that Loyd Peterson defrays his flying expenses by renting out his Kolb as a corn harvester. That's what those rods on his wingtips are for. Everyone always says that designer Homer Kolb was a genius. So true.

If Burner blended into the valley, John and Betty Ayers's field stands out clearly on the mountain. Your best approach is the one in the picture, from the south, as the field has a slight slope. On departure, we all took off to the south.



John sold his Citabria last year, but is missing having flying in his life. He's looking for another plane. As with George Phillips, I think he used our arrival to reinforce his resolve. He clearly enjoyed having aircraft on the field again. Both he and Betty both made us very welcome.



Flying Club 1 at the Ayers' hangar



Betty and John Ayers

On to Long's on the other side of the valley. Jim Long was the only owner who was not there to welcome us - not that he should have been. When I talked to him earlier, he quickly gave permission, but stressed that we should not fly over his turkey sheds west of the field. That reminded me, again, that every one of these airfield owners has a life and a story. That's one reason I tracked them all down - not just to land at their fields, but to hear their stories. In Jim's case, he's concerned about protecting his income (as we all are about our own). It's just that for him, that involves keeping young turkeys happy, something I had never given the slightest thought to. If you go there, call first, and avoid the area in red. Landing south, get on final before you cross the river. Keep your flying to the east side of the field, next to the mountain.





At Long's

Here are the four planes that made the run. **Allen Whatley** had **Martin Walker** as passenger in his Aeronca Champ. **Lucy Ooi** took **Steve Beste** in Rudolph. **Gary Edgecomb** flew up from Gordonsville in his Kolb, and **Loyd Peterson** flew his Kolb. Gary's buddy Fred made it seven.

Last stop was Bob Karmy's place just a hop north of Long's. Although he no longer lives on the property (it's for sale), Bob was there with his son Alex. Alex has Bob's old Cessna 172 and also flies an RV-8, both in Seattle. Of course, he was interested in our planes.

For Bob, our visit was not about rekindling a dream. He's done flying. I think it was more a sentimental remembrance of past flying days that live on in his son.



We did the poker game in the shade of Allen's wing at Karmy's rather than fly back to Front Royal, since Gary was headed for Gordonsville and Loyd for the Airpark. Gary won the hand with two sevens and donated the \$35 to the club.



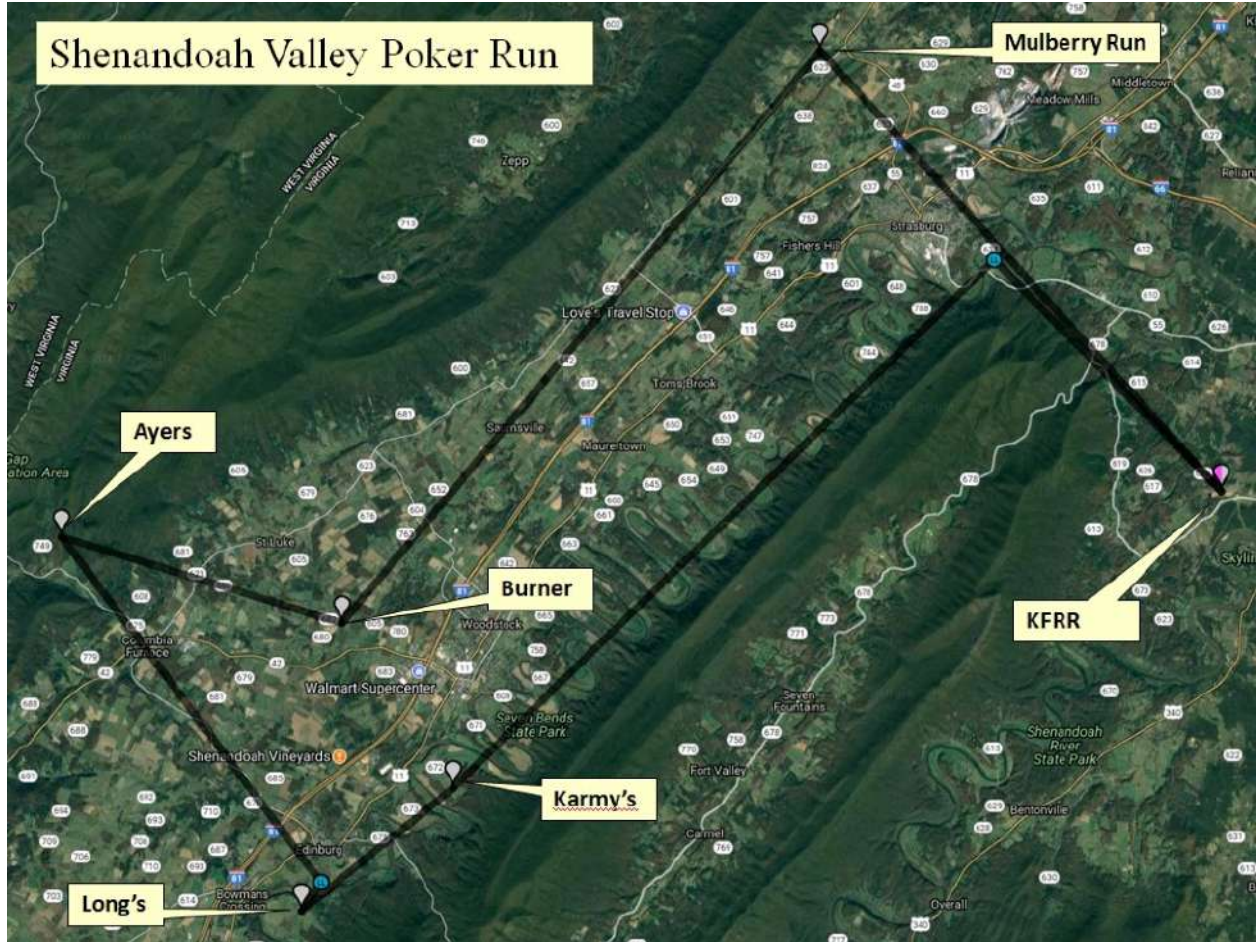
Bob and Alex Karmy in front of Bob's hangar



The flight at Karmy's



Gary Edgecomb won!



The course - counter-clockwise from KFRR (Front Royal)

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, Nov 4 / 9AM-1PM	EAA Chapter 478 Airport Social	St. Mary's County Regional Airport (2W6)	62 NM
Sat, Nov 11 / 11AM-2PM	Commemorative Air Force Capital Wing Open Hangar Day	Culpeper Regional Airport (KCJR)	8 NM
Sat, Nov 11 / 8-10:30AM	EAA 518 Fly-in Drive-in Breakfast	Mifflin County Regional Airport (KRVL)	121 NM
Sat, Nov 18 / 11AM-12:30PM	EAA Chapter 1563 Monthly Meeting	Gordonsville Municipal Airport (KGVE)	35 NM
Sat, Nov 25 / 8:30-10:00AM	Old Dominion Squadron / EAA 339 Pancake Breakfast	Franklin Municipal Airport (KFKN)	125 NM
Sun, Dec 3 / 11AM-3PM	Massey Aerodrome Open Hangar Party and Fly-In	Massey Aerodrome (MD1)	100 NM



[« All Events](#)

MASSEY OPEN HANGAR PARTY & FLY-IN

DEC 3

Free



Massey Open Hangar Party & Fly-In on Sunday December 3, 2017 from **11 A.M. to 3 P.M.** Come to our Annual Open Hangar Party, Rain or Shine! — Fly in or Drive in. Help us celebrate our progress and new projects. Friends can bring a covered dish or dessert item (optional) and the airport supplies the main course, cider, lemonade & coffee. If the weather cooperates like it has the last two years you can watch the field fill up with over 100 fly-in guests, expect to see interesting airplanes. There's always plenty of food, so renew old friendships & meet others who love aviation. Tour the Air Museum, hangars and DC-3. If you have a motorcycle, vintage car or hot rod, come early, park up front around the DC-3 for everyone to see & admire. Pilots: As always, keep an eye out for "no-radio" aircraft. Winds permitting, we usually use Runway 02 for arrival on event days, if not – we have widened the west side "Back Taxi" lane. Remember it's on the **FIRST SUNDAY** of December! 11 A.M. to 3 P.M. General Public Invited! Children Welcome. Free Admission. **FOOD IS SERVED AT NOON.**

General Aviation for Transportation

By Lucy Ooi

Until recently when we got the Bellanca, I never really thought of these small airplanes as transportation. Sure, Rudolph gets me places. Sure, flying is usually a little better than driving. But the journey (and it did feel like a journey) was always more important than just getting to the destination. Getting to my parents' house is a 7-8 hour drive (or more, if there is traffic). With Rudolph it is more like 5 hours (including time on the ground at a fuel stop), but factor in time spent at the airport on both ends of the flight (driving there, prepping the plane, fueling, tying down) and we are back up to the 7 hour range. With the faster Bellanca, it doesn't always have to feel like a journey and can save quite a bit of time over driving or commercial flights. Sometimes. Two recent events really drove that home for me.

Columbus Wedding

On a nice weekend in August, Allen and I had a wedding to go to in Columbus, OH. It would have been about a seven hour drive, which we were not looking forward to. Due to work and other commitments, we wanted to fit this into a regular (two day) weekend. Fortunately, the weather was perfect to fly. This trip could not have gone any smoother. We left on Saturday morning, and after an approximately two hour flight arrived at Ohio State University (KOSU). Parking on the ramp at the FBO went smoothly, and we got an Uber into town. We arrived with plenty of time to check in to the hotel and change for the afternoon wedding. After the festivities, we slept in the next morning, then took an Uber back out to the airport and still made it home by early afternoon. We weren't stressed or overly tired. It was a great weekend and we saved a lot of time over other transportation options.



Approaching Columbus



Downtown Columbus



Despite a few clouds, there was still great weather for the flight home

Aiken Meeting

On another fairly nice weekend in August, I had a meeting to go to in Aiken, South Carolina. I have traveled there before, once with Rudolph (see South Carolina 2016), but typically I fly down on an airliner. There is no commercial service into Aiken though, so the closest you can get is Augusta, GA or Columbia, SC. Flying into either typically requires an intermediate stop in Charlotte, NC. By the time I drive to the commercial airport, get on the plane, get off the plane, get on the next plane, get off that plane, and drive to Aiken, it has been an all-day affair. So naturally, I jumped at the chance to fly the Bellanca down.

The flight down was great and only took about 2.5 hours. Some strong, gusty winds at Aiken had me worried, but they were right down the runway and I made the best landing I ever have in the plane. With the aid of the winds, I was able to get the airplane down and stopped in plenty of time to make the first turn off. The guys at Aiken (KAIK) are superb. Their gas is a bit pricier than some other airports, but their service is top-notch. It doesn't matter what you are flying, they really go all out to make your stay a great one. So, when I pulled up to the ramp, I was marshaled into a spot right in front of the FBO, where my rental car was waiting for me. I threw the bags in the car, and headed off to my hotel while the guys at the FBO pushed the Bellanca into a hangar for me.



Approaching Aiken over Lake Murray



The Bellanca on the ramp at Aiken with the rental car

At the end of the week when it was time to return home, I discovered the downside of using a small aircraft for transportation, especially one that isn't IFR equipped. The remnants of Hurricane Harvey had moved into the area, and despite great weather at my location, were blocking any progress to the north. While the area along the coast looked to be ok, getting trapped between weather caused by a hurricane and the ocean didn't seem appealing. The other possibility I considered was going over the weather. The Bellanca can CLIMB. But, getting trapped above an overcast also didn't seem appealing, and that seemed to be the most likely scenario. So, after an amazing flight down, I waited out the weather in Aiken for two additional days before making it home. But when I did, the weather was great and it only took about 2.5 hours.



Beautiful weather for the delayed flight home

As an added perk, during my extra time in Aiken I ended up with an extra passenger. I found a beautiful orchid for my mom of a variety she had been wanting. After its ride from South Carolina to Virginia, it got to take a nice two hour ride up to New York. 4.5 hours in the logbook isn't bad for a plant!



My additional passenger, comfortable in the back seat

Meeting Minutes

October 2017

Flying Club One Meeting

Saturday, October 7, 2017

Warrenton Airpark

Warrenton, VA

Selling 50/50 tickets before meeting

Call to Order

President Steve Beste called the meeting to order at 11:15 A.M.

19 members present.

CONNECTIONS

Visitors & New Members

Fabian Georges stopped by to see what we are flying. He just moved into the area from California where he had flown many GA planes and Quicksilver Ultralights. **Robert Philpudusky** (*spelling?*) is taking flying lessons at Culpeper Airport and looking into joining the Club.

Old Members

Trike flyer **Pat Tyler** now has a Mooney that he has flown down to Texas a few times. He said that flying that distance VFR one spends a lot of time on the ground waiting out weather, but on the plus side, he also found unbelievable welcomes at many small country airports. **Don Sheehan** said he flew over into the Shenandoah Valley and looked at some of the grass strips that we plan to fly into later this month on the Fall Poker Run. **Dick Martin** had his biannual

flight review with **Pete Bastien** and said Pete showed him how to use the trim to control pitch if you lose stick/wheel control cable response to the elevator, a real eye opener for Dick! **Tom Richards** got some glider/sailplane time in **Martin Walker's** big wing Sonex / Xenos motor glider. **Steve Beste** and **Tom Simmons** were the only participants in the special 200 mile flight down to Kitty Hawk, NC. Steve said they had an easy flight down and a great visit at the site of the Wright Brothers first flight, but the flight back into a turbulent head wind was hasty at times. (See the article about it in the October Newsletter).

REGULAR REPORTS

Secretary: Jim Heidish reported that the September Minutes were published in the October Club Newsletter and approved as submitted.

Treasurer: Jim Birnbaum reported September income: \$38.00, Expenses: \$94.19, the Flying Club 1 checkbook balance: \$2361.52.

President: Steve Beste reported that plans are being made for the new Fall Poker Run in the Shenandoah Valley. The Run will start and finish at Front Royal (Steve's hangar) and will fly to many of the grass airports that Steve featured in his Newsletter article. More information and weather up-dates will come by email.

Membership Director: Jim Birnbaum reported that we have 40 (paid up) members and he will be sending out (email) renewal forms for 2018 next month.

Warrenton Airpark Owner: Tom Richards reported that the dry spell has slowed down grass cutting a lot, so now he is starting to clean up some of the large brush piles. He said we have two new aircraft at the Air Park, a FlightStar UL

much like the one **Jim Heidish** has and an all metal (Hummel like) low wing Ultralight.

Events Coordinator: **Robert Doak** reported that the annual Club Color Run is planned for October 21. It starts at 9:00 A.M. at the Air Park and will be flown to Front Royal, then above the Shenandoah River to Luray, then climb up over Skyline Drive and back to the Air Park. Contact Robert for more information. Up-dates will come by email. Also, he is planning an Air Park clean up day so volunteers can help Tom clear out the large brush piles.

Old Business

None

New Business

It was noted that our long-standing 1st Saturday of the month warm weather meetings were sometimes conflicting with summer holidays. It was proposed that we change the warm weather meetings to the 2nd Saturday of the month starting in April 2018. The Membership approved the idea. Note the cold weather meetings will still be held the 1st Thursday of the month.

MONTHLY PROGRAM

None

50-50 Drawing

Again the winner was **Jim Birnbaum**. Again he donated it to the Club.

Adjourn

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

Cook Out

Allen Whatley prepared a special chili lunch complete with corn bread and all the trimmings.

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