

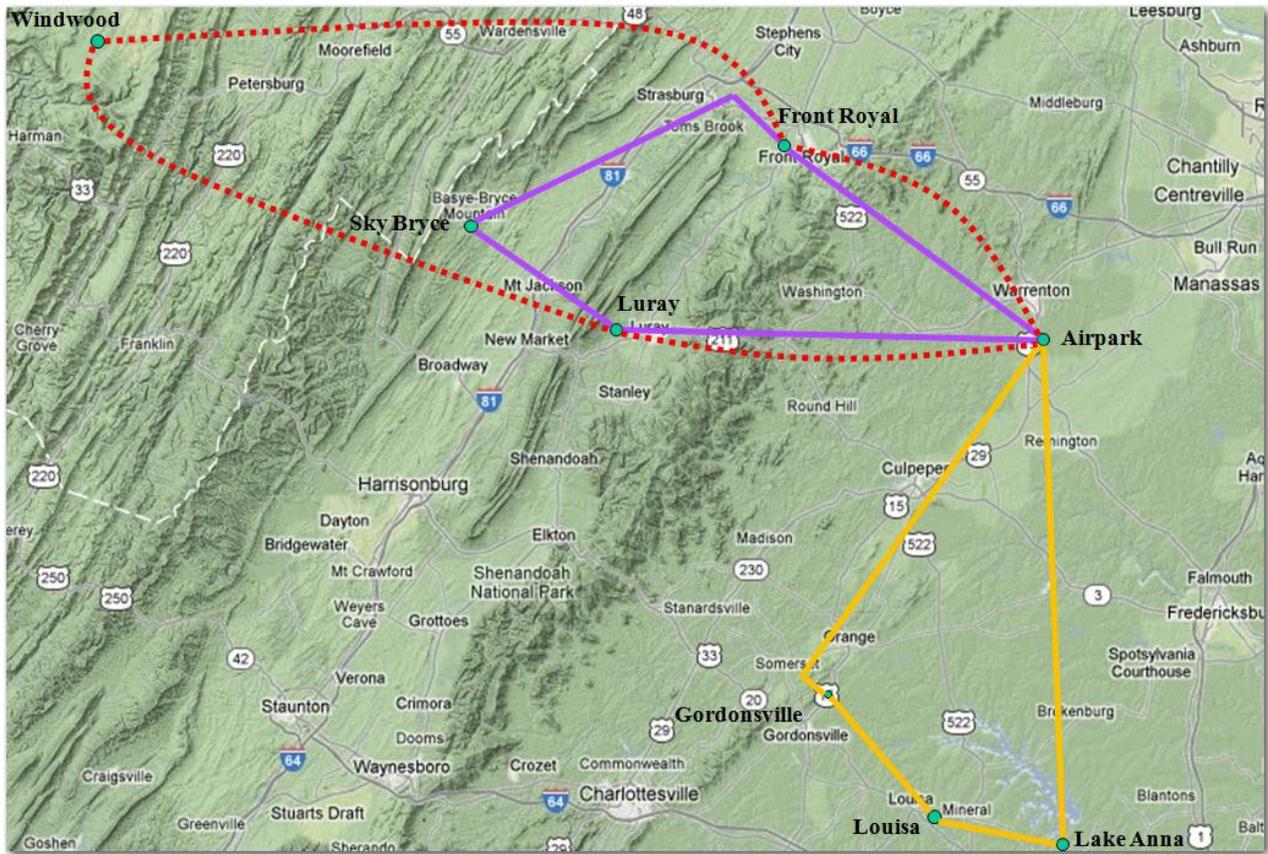


FROM THE FRONT SEAT

Steve Beste, President

Flying Together

Something new happened in December: a bunch of fixed-wing guys went flying together. “It was just like the old days!” enthused old hand Tom Simmons. “We used to do this all the time.” But not recently. I’ve been in the club for 5 years, and this was my first time flying in a group. Pat Tyler tells the story later in this issue. But the short of it is this: the first Saturday, five aircraft flew down to Gordonsville for lunch at Faith’s hangar, with sightseeing to Lake Anna. The next weekend, six of us flew to Sky Bryce for lunch. See the map here.



Both flights got organized on Thursdays via email. I think the days of scheduled formal fly-outs are over, replaced by these ad hoc gatherings. That’s certainly how the PPG guys do it. Every week, it

seems, one of them sends out an all-hands saying, “Hey, it looks good for Saturday—anyone want to join me at the Airpark at 6:00?” It works for them; it can work for the rest of us, too.

So here’s my proposal: If you want to join this Corps of Adventure, send me an email. I’ll send out an email with everyone’s address, and then anyone can propose a flight anytime. My hope is that we’ll do many more flights this next year, joined by Don Sheehan, Ed Olban, Tim O’Hara, Woody Weaver, Bob Jacobs, Jim Heidish, and maybe even Jim Birnbaum(!). Get your tickets and get your aircraft working, guys, and come join us.



Art Felt, Andreas Weiss, Pat Tyler (kneeling), Loyd Peterson, Steve Beste, and Tom Simmons at Front Royal.

Next up? How about an overnight to Windwood Resort (WV62) as shown on the map here? It’s actually not that far.

You can sleep cheap in their bunkhouse, and they have a fine restaurant. All it takes is an afternoon and a morning of very still air so you don’t get ridge turbulence. I flew there awhile back and took some pictures at <http://sbeste.zenfolio.com/p485739908>.

P.S. If there’s any wind at all, **Sky Bryce** will be gnarly since it’s down in a slot between two ridges. If you’re a new pilot, I suggest you skip it for your first year of flying.

Fly safe,
Steve



The Volunteer Sign-up Sheet Is on the Website

Find out what you volunteered for!
Click *Volunteer Sign-up Sheet*
on the sidebar.

Cross-Country Flying

By Pat Tyler

What a lousy flying season it started out to be this fall with the monsoon that descended on the Atlantic Seaboard in September—just wouldn't go away.

All that pent up frustration, however, was good for our club in that when clear air and high pressure settled in after Thanksgiving, there was a spontaneous migration into the Virginia countryside and, led by the enthusiasm of Tom Simmons and the "Here! Heres!" of many others, we organized two Warrenton Air Force flights of daring aviators on consecutive Saturdays, November 26 and December 3, and both proved to be great adventures.

As the designated trip reporter (Steve Beste has writer's cramp), I would like to say that these excursions are wonderful not just because we all enjoy sharing the sky, the experience and the beauty of Virginia from 500 feet or more, but because it is a day of getting to know the eclectic crowd of pilots drawn to the sport in our little corner of the planet. What we do here is replicated all over the globe. Indeed, I first was introduced to Trikes while researching a book in Israel, where a group of Israeli Air Force electronic warfare veterans had gone to Australia to train and to purchase Airborne 912s. They brought them back to Israel, where they fly them out of a kibbutz north of Tel Aviv and see the wonders of the Mediterranean coastline or the Negev Desert every weekend. They are just like us, except that they get more sand in their gasoline, which causes the occasional engine out.

I have been fascinated to learn that Steve Beste works at the National Archives, preserving our national political and diplomatic culture for the future generations; Art Felt, my hangar mate, works on communications systems for the Navy's nuclear submarine fleet, which is why his radio is always on the fritz; Andreas Weiss helps keep the German Embassy running as an admin officer, which is crucial work since Germany and its wonderful chancellor, Angela Merkel, is saving Europe from the abyss and Tom Simmons is an advertising executive in love with his Quicksilver and seems to have logged so many hours over every inch of Virginia that Garmin has rented his brain for a new GPS system.

Everyone in our club has a story, and it is great to spend a day flying and talking as a means to get to know each other better. (I have just finished a political biography of the Israeli leadership from David Ben-Gurion to Bibi Netanyahu. It will be out in September on Farrar, Straus and Giroux.)

Our flight on the Saturday after Thanksgiving set out from Warrenton after Steve and Andreas popped over the mountain from Front Royal. I can say that I personally provided the entertainment for this flight. My radio worked fine on my early morning test run, but once we were all in the air and headed south, I couldn't figure out why no one answered my radio checks. I jiggered the connections, I switched frequencies, but nothing helped. When I got on the ground in Gordonsville, someone asked whether I had checked the volume switch and it hit me like thunder that I had not. The volume was just turned down. Problem solved. What an idiot!



The group at Gordonsville

In Gordonsville, we lined up and snapped photos. Andreas had generously offered his rear seat to my daughter-in-law, Annabelle, an architect from Chicago. My son, Silas, a cinematographer, was in my rear seat. The most wonderful thing about the GVE airport is the Glick family. He runs a hangar, offers help to anyone having any kind of mechanical problem and, in his day job, works for the FAA. His wife, Faith Olen-Glick (see photo to right) runs a Saturday buffet that was more than lavish with short ribs, turkey, various delicious vegetable dishes and a whole table of deserts.



The flight down took us over President Madison’s plantation home, which lies on the west side of the gentle ridge that rises just north of Orange and guides a pilot down its eastern flank to Runway 26 at Gordonsville. The inversion put us into warm air all the way down. Wonderful for the kind of outhouse flying that we love.

We climbed out of GVE around noon and headed to Louisa County Airport, and got poor grades for keeping track of one another, as Art Felt was delayed because the case for his glasses went through his prop on the taxiway (left it on his rear seat), and he didn’t want to takeoff before understanding what that “thump” had been during his roll out. Great safety instincts. Steve lost a muffler spring at Louisa, but fortunately had a spare. He has since dumped all the springs in favor of the clamp system.



We had lost our warm inversion blanket on the short leg to Louisa, but it was still abnormally mild for the season. So we formed up and headed for Lake Anna Airport on the edge of the body of water that must have sloshed under the force of the “big” earthquake of 2011, which was just large enough to cause an automatic shutdown of the nuclear power station that sits prominently on the lake. Not much happens at Lake Anna airport and

after a few more snaps and chatter on the apron, we formed up for the ride north, out across the Lake and back across the thinning deciduous forests of central Virginia. The day was waning when we dropped down onto our familiar grass strip.

Tom Simmons was the first to start shooting emails about what a great ride it had been and how it reminded him of the old days at Whitman Strip “when more people flew in groups.” Andreas wrote that he had gotten stuck in Rt. 495 traffic going home and yearned to be back in the air. Steve was so pumped that he tried to break Chuck Yeager’s altitude record (for trikes, that is) by short cutting his way home over the mountains at 5,500 feet.

Feelings were running so high, that by mid-week, Tom Simmons was trying to incite another fly-in to Franklin Farm up by Purcellville, but when that didn’t work, the Front Royal contingent came up with the idea that all the Air Parkers come over the mountain to join a romp to Sky Bryce, which is a Hobbit-like valley to the Southwest, perched up against the West Virginia ridge on the West side of I-81.



The same group—with the addition of Loyd Peterson—bounced over the mountain at 9 a.m. and put down at Front Royal, where several pilots announced that by the time they got on the ground they had turned into human popsicles. It was a lot colder. Tom and I had worn thin gloves and Andreas rescued us with spares. We warmed up and climbed out of Front Royal, skirting around the north of Massanutten Mountain that looks a little like Fountainhead, and flew a long, hazy leg south and west, drifting over the earthbound ant trail of I-81 and into the foothills that pull you toward Sky Bryce. The

approach to this little golf and ski resort takes you nearly through the living rooms of many fancy condos that hang off the hillside of the valley. It was a little bouncy on the descent, but wonderfully quaint and a hideaway destination. The best thing is that you drop in and walk a hundred yards to a very pleasant restaurant with at least two daily specials and good burgers. It was still cold, though, especially for Tom, who sits completely unprotected in his Quicksilver. Said he, looking around the restaurant, “surely this resort has a hot tub somewhere. I promise you this: if I were sitting in a hot tub right now, nothing would get me back in that airplane.”

There being no hot tub, we cranked up the air force and rolled out for the flight home, and here is where we had a little drama. When you turn east off the end of the runway, you climb swiftly over a ridge and there in the distance is the bulk of Massanutten Mountain, the mountain that sits in the middle of the Shenandoah Valley. To me, it looked like the Rockies, and I kept surveying the ridge for a dip because I knew I was going to have to go way up to cross the beast. The smart pilots flew through the gap to the south that leads you into Luray, but I had not done enough flight planning to navigate there, so I went to 4,400 feet—into the popsicle zone again—and bounced over each of the three ridges as the gentle thermals wafted up to make my passage less than smooth.

Little did I know that Art Felt was having a slightly more tense passage. A mile out of Sky Bryce he heard a noise and craned his neck to see his two spare gas cans flapping “like dogs ears” out of their mounts and in the direction of the prop. He briefly considered returning to Bryce, but wanted to think through the “jolt” effect of landing on the cans. So he decided to push on for Luray and cut the engine on final so that any bump in the landing that might dislodge one of the cans would not send it through a turning prop. It was a wise strategy, but as it turned out, the cans were still attached by their handles to a restraining strap and all Art had to suffer were the complaints of the Luray ground controller who seemed impatient with our dalliance on the side of the runway while we re-secured his gas cans.

Art says that his wife reads this newsletter, and I am under strict instructions not to suggest that Art’s trike was in danger of looking like an F-16 with the afterburner engaged streaking across the Shenandoah. So, Larisa, it was just a bump in the road and a valuable lesson was learned—never let Pat write the trip report!



Meeting Minutes

December, 2011 Minutes

USUA Flying Club One

Saturday, December 10, 2011

Warrenton Airpark

Warrenton, VA

Holiday party and meeting at Tom Richards' home

With the house full of members, family and friends enjoying the holiday feast, *President Steve Beste* called a short meeting to order at 6:00 P.M.

The first order of business was the election of New Officers; *President* and *Secretary* for the years 2012 and 2013. Both *President Steve Beste* and *Secretary Jim Heidish* said they would stay on for 2 more years at the wishes of the membership if there were no other nominations. With no other nominations, both were approved by the membership.

Next order of business was **Awards**.

Directors' Award – **Autumn Aceto** for the yearlong hard work she does putting the *Club Newsletter* together.



President's Award – **Dave Riedel**, our *Safety Officer*, for his constant vigilance and always reminding us that safety comes first.

Volunteer Service Awards (3) –

Ami Abramson for organizing many fly-outs and taking all the great photos of the events for the *Newsletter*.

Jim Birnbaum for not only being the Clubs' *Treasure* and *Membership Officer*, but also his help with all of the cookouts. A man for all seasons!



Brian Goff for the leadership within the PPG Membership and for recruiting all the new members.

All the awards were special key rings with a compass attached.

Everyone enjoyed the food (see recipe for delicious salad below), friendship and the great bonfire!

Submitted by Jim Heidish, *Secretary*

Broccoli/Grape Salad submitted by Mrs. Larry Walker

4 cups chopped broccoli

1 c. chopped celery

1 c. red grapes

1 c. green grapes

Grape tomatoes cut in half (unless they are tiny)

Raisins and raisins

Dressing: 1 c. mayo, 1/3 c. sugar, 1 T. vinegar

Combine and refrigerate until ready to serve. Then add...

*toasted pecans

1 lb. crisp cooked bacon, crumbled (cooked in microwave to eliminate grease)

1/2 chopped green onions

*for toasted pecans: preheat oven to 350. Roast nuts for 5–7 minutes on cookie sheet.

Activities

2011 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 2011 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

2011 Club Activities Schedule

Date	Activity	Location	Description
Thur, January 6 th , 7:30PM	Club Meeting	CVHS	Standard Agenda
Thur, February 3 rd , 7:30PM	Club Meeting	CVHS	Standard Agenda
Thur, March 3 rd , 7:30PM	Club Meeting	CVHS	Standard Agenda
Sat, April 2 nd 11AM	Club Meeting	WAP	Club meeting and cookout at Warrenton Airpark
Sat, May 7 th , 11AM	Club Meeting	WAP	Club meeting and cookout at Warrenton Airpark (WAP)
Sat, May 21 st • 10AM - Memorial ceremony • 11AM - Club meeting	Memorial and Club Meeting	WAP	Memorial ceremony and cookout at Warrenton Airpark (WAP)
Sat, June 11 th • 7AM - PPG Poker Run • 8:30AM - Airplane & Trike Poker Run • 11AM - Club meeting	Club 1 Poker Run and Club Meeting	WAP	Club 1 Poker Run and Club Meeting at Warrenton Airpark (WAP)
Sat, July 9 th , 11AM	Summer BBQ and Club Meeting	WAP	Monthly meeting and Summer BBQ at Warrenton Airpark (WAP)
Sat, August 6 th , 11AM	Club Meeting	WAP	Monthly meeting and cookout at Warrenton Airpark (WAP)
Sat, September 10 th , 11AM	Club Meeting	WAP	Monthly meeting and cookout at Warrenton Airpark (WAP)
Sat, September 17 th or 24 th TBD	Club 1 Fly-out to Trikefest East at Shreveport North (62PA)	WAP	Club1 Fly-Out from Warrenton Airpark (WAP)
Sat, October 1 st	Club 1 Fly-in and meeting	WAP	Monthly meeting, Club 1 Fall Fly-In and cookout at Warrenton Airpark (WAP)
Sat, October 29 th	Club 1 Color Run Fly-Out	WAP	Club 1 Color Run Fly-Out at Warrenton Airpark (WAP)
Thur, November 3 rd , 7:30PM	Club Meeting	CVHS	Standard Agenda
Sat, December 10 th , 4:30PM	Club Meeting / Holiday Party	WAP Club House	Monthly meeting and Holiday Party at 4:30PM

CLASSIFIEDS

Ads will be run twice and then dropped unless resubmitted, or renewed by telephone or e-mail. Please advise the editor: **Autumn Aceto** (alaceto@gmail.com) when the ad is no longer needed.

FOR SALE — Zodiac 601 XL (650 XL) partially completed kit. Kit includes Constructed Tail Surfaces and Fuselage, to include Landing Gear with Wheels and Brakes, Dual Brake Peddles kit, Dual Control

Stick kit and Instrument Panel. The wing kit and engine is needed. The wing kit is available now pre-drilled. It The plane will take a Rotax 912S, Jabiru 3300, Continental 0200, Lycoming 235, Corvair or VW conversion engines. All documentation and registered plans are in the package. Asking \$7500 or

best offer above \$6000. Note this is a Light Sport class aircraft. It is available built, IFR Certified at Southeast Light Sport for \$99,900.

(SouthEastLSA.com). See

<http://www.zenithair.com/zodiac/xl/>

for details of aircraft.

Contact: Larry Walker, 540-347-7609

Flight Test Report: Steve Flattum flight tests the Zodiac and reports:

“The CH 601 XL / CH 650 family of airplanes are a delight to fly. Simple and easy to fly

with a great view and they are very comfortable for long flights. The airplane is very strong and it is backed by a company that has been around for a very long time.”

FOR SALE — Partnership - Taylorcraft BC-12D (1946) - available. Aircraft is hangared at Warrenton Airpark. The Taylorcraft is flown about 65hrs/year and should be flown more. Annual, hangar, insurance, maintenance and repair are shared costs, while fuel is individual responsibility. Tom Richards and Jim T. Hill are looking to add one or two partners to replace a leaving partner. Please contact Tom Richards ([703\) 568-3607](tel:7035683607);

warrentonairpark@yahoo.com or Jim T. Hill for details.

FOR SALE — 1978 Weedhopper Ultralight for sale: JC24C model; no engine; just frame. Will need new sails. Contact Mark Ripberger for more details. Sold “as is” \$400.00
ripbergerm@darden.virginia.edu
434-589-8311

Shared hangar space available @ KHWY.
Contact loyd.peterson@verizon.net.

FREE Pterodactyl Ultralight Kit! 30 years old and never assembled. Engine still in crate. Complete kit, with all parts except wing coverings that can be purchased from an Ultralight supply co. Call: Bob Adcock (202)-882-4477 or radcock@verizon.net



Membership Dues

Policy

The period of membership follows the calendar year—January through December.

The renewal period starts on 1 October with regular dues at \$20.00 and family at \$25.00.

Members who have not paid their dues by the end of February will be dropped and will not receive the Newsletter or Membership Roster. New Members joining from 1 July through 30 September will be charged \$10.00. 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 USUA Flying Club 1, 8570 King Carter Street, Manassas, VA 20110.

Payment can also be made at the regular monthly meeting. Please include the 2010 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 Birnbaum

USUA Flying Club 1,

Treasurer

MEMBERSHIP APPLICATION - 2012



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 included in the club's membership roster which is distributed only to members.

INSTRUCTIONS:

1. *FILL OUT THE ABOVE FORM.*
2. *ENCLOSE A CHECK 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.

2011 CLUB OFFICERS & 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 and Past President: Len Alt 703-945-9314
Director At Large: Dave Riedel 703-815-4924
Director At Large: Larry Walker 540-347-7609

2011 CLUB VOLUNTEER STAFF

Safety & Training: Dave Riedel 703-815-4924
Membership: Jim Birnbaum 703-361-7478
Club Artist: Jim Heidish 703-524-5265
Librarian Dick Walker 202-363-4546

Newsletter Editor: Autumn Aceto 703-655-4137

e-mail: alaceto@gmail.com

Web Master: Greg Palmer 703-912-3774

PPG Web POC Par Karandikar 703-201-8909

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 meetings regularly may prefer to support functions associated with Club weekend activities.

ANNUAL DUES (Jan 1 - Dec 31) \$20.00. (Includes newsletter.) Family membership: \$25.00. After July 1, dues for remainder of year are \$10.00. Family membership: \$25.00 (husband and wife). (A spouse who wishes to participate

will please complete a membership application form.)

NEWSLETTER SUBSCRIPTION (without membership) is \$10.00 per year.

CLUB WEB SITE: <http://usuaclub1.org>. Note the change in web site. Flying Club 1 now has an officially registered name on the internet.

MEETINGS are at 7:30 PM on the first Thursday of the month at locations announced in the Club newsletter and on the Club web site. (Times and days may vary. check the newsletter and/or the website.)

SUBMITTING ITEMS FOR THE NEWSLETTER Members and non-members are encouraged to submit items for this newsletter. Send submissions to Autumn Aceto, 9595 Sherburne Farm Rd, Marshall, VA 20115. E-mail is shown at left. Deadline for entry of items into the newsletter is 10 days before each meeting.

Club Management/Administration: Club Officers (elected, Directors and Staff). (Talk to current officer for more detail.) *Fly-ins:* Food supply, preparation; Facilities; Grounds; Ground Support. *X-country & outside events:* ground support. *Safety & Education:* Flight Safety & Training, New Member Mentoring, Library, Monthly Program Development. *Communications:* Membership, Newsletter, Web Site. *Fund Raising:* 50/50 Raffle. *Miscellaneous:* Meeting Facilities, Property Management, Clothing Sales, Tool Custodian, Ad Hoc Committees.

“If you are interested in joining the U.S Ultralight National Organization go to their Website for membership information at: <http://www.usua.org/>”