



Volume 05 - 12

www.FlyingClub1.org

May 2012



FROM THE FRONT SEAT

Steve Beste, President

Plunge! We had just launched five pairs of skydivers at 11,500 feet; the plane porpoising slightly as each pair departed. “Brace yourself,” said pilot Eric Bareis. “We’re going to beat them to the ground.”

And we did! He pushed the nose of the jump plane down hard creating the view you see here. It was like that moment when the roller coaster ends its climb and flips over the top into the first plunge. The rate-of-climb indicator immediately pegged at 3,000 fpm down, and we were on our way. Four and a half minutes later, we rolled to a stop on the ground at the Airpark, **well** ahead of the jumpers. What a ride!



*Fauquier County from 11,500 feet, headed **down**. Pilot Eric Bareis.*

Chris Whitley, the head of the skydiving operation at the Airpark, generously offered me a ride in the right seat of their new jump plane, the only condition being that I wear a parachute, as Eric was. Of course, this wasn't one of those large, maneuverable parachutes that the skydivers use. This slim unit was what my hang-gliding friends call a "meat saver" parachute. It will save your life—the bones in your legs? Maybe not. As if he were thinking the same thing, Chris grinned and said, "I wouldn't jump with one of those." I had no intention of jumping with it either, of course, so I grinned right back. I didn't work this hard to get into airplanes only to jump out of one. But because the plane has an open door, the crew has to wear parachutes.

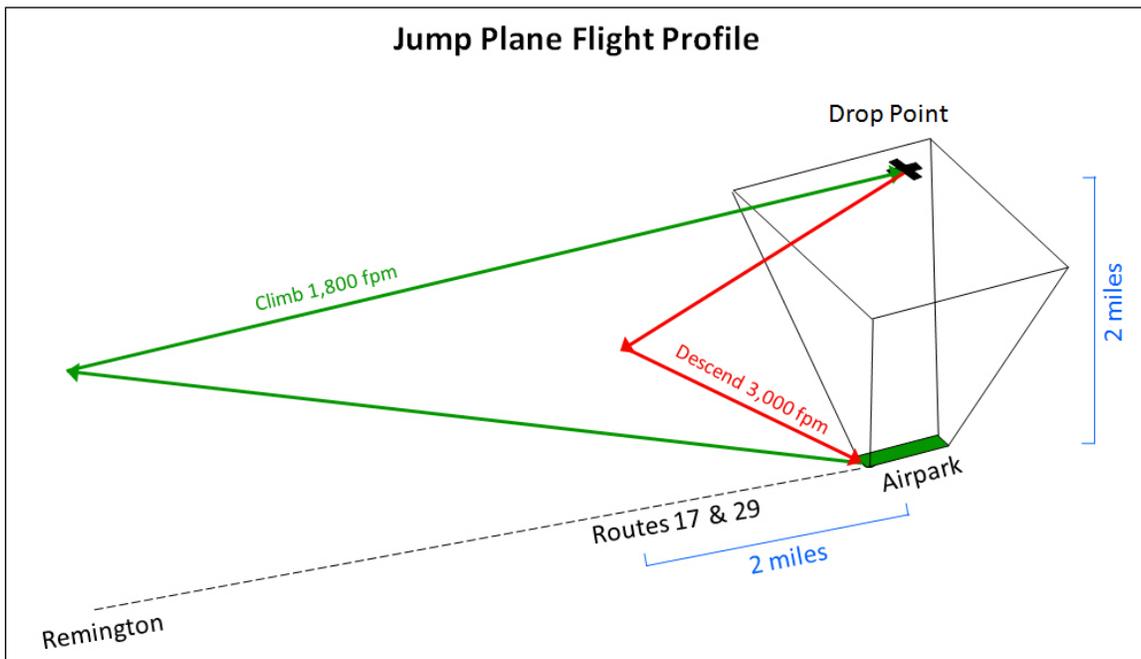
The Plane. The plane this year is a beautiful [PAC 750](#), which I had never heard of. It's made in New Zealand specifically for skydiving. With a 750hp turboprop engine and capacity for 17 people, it's a far better jump plane than the two Cessnas they used at the Airpark last year. With Eric and me and ten skydivers, it got to 11,500 feet in ten minutes.



Pacific Aerospace Corporation PAC 750 jump plane at the Airpark

Skydivers heading for the exit at 11,500 feet

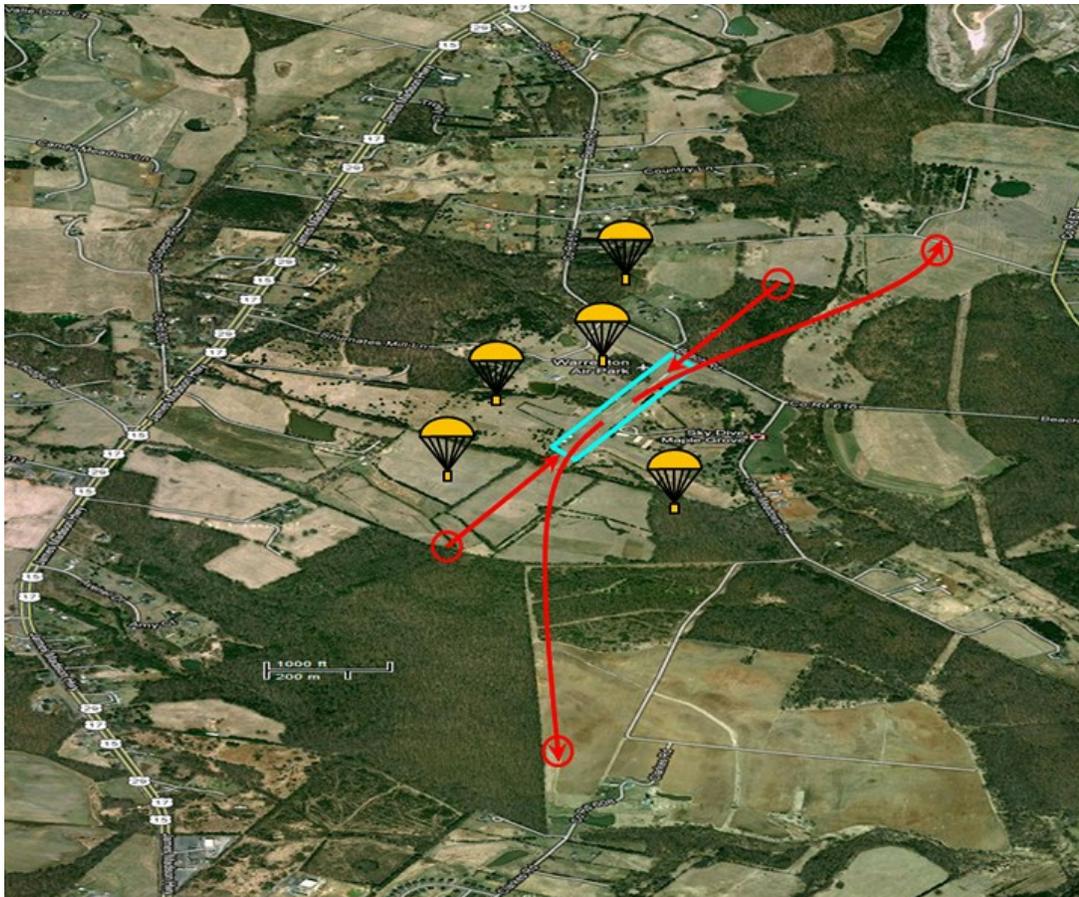
The flight profile. Think vertical. Think elevator. The drop point is usually within a mile of the Airpark, upwind. So basically, the jump plane's job is to go two miles up, then two miles back down, all as quickly as possible. In fact, the whole flight, from takeoff to landing, was only fifteen minutes. (The day I flew, it seemed to spend more time idling on the ground than flying.) The plane doesn't *go* anywhere, except up and down. This is a completely different orientation from the flying you and I normally do, which is all about getting from point A to point B as low as possible. Or, for you PPG pilots, getting from point A to point A, but still as low as possible.



Nonetheless, Eric did not spiral up or down. After takeoff on 22, he flew eight miles south to Remington, then back to the drop point—one big vertical dogleg. Coming down was likewise one dogleg, albeit a shorter one, with the turnaround about over the intersection of routes 17 and 29, two miles south of the Airpark.

Like all of us, Eric prefers to take off on 22 and land on 04, wind permitting. This avoids the turbulence over the trees northeast of the runway. Plus, 22 has better emergency landing areas should the engine fail.

The flight profile at pattern altitude. The next picture is the one you should memorize. I've put it on the club website's home page, just below the fold. The red lines show where the jump plane may be at 1,500 MSL and below. First, understand that the plane is *not* flying the pattern. This is a good thing! We don't really want to share the pattern with a 3-ton airplane, going 60 knots and throwing a big wake. Instead, he's doing straight-in approaches. Look for him when you're on base. He will be above you on the paths indicated. If you're flying a PPG, notice whether the plane is on the ground. If you don't see it, you should probably avoid those two red landing paths. Actually, if the wind is light enough for PPGs, the plane will be landing on 04, so the red path southwest of the field is the one to avoid.



Skydiver Plane at the Airpark
Flight paths below 1,000' AGL



1. Look for the plane above you.
2. Descending 3,000fpm
3. Climbing 1,800fpm.
4. It lands just before the skydivers.
5. Prefers to take off on 22, land on 04.
6. It does not fly the pattern.
7. Guards 122.9

This is the pilot's view on final approach for 04 at the Airpark. We're one mile from the field at 3,500 feet above ground, dropping 3,000 fpm. We're going about 70mph and will be on the ground in one minute. We'll be at 1,000 feet above ground when we reach the edge of that first field between us and the runway. The pilot has a superb view of other traffic around the field. But he's also moving very fast. Look for him here—or, of course, symmetrically opposite if he's landing to the south.



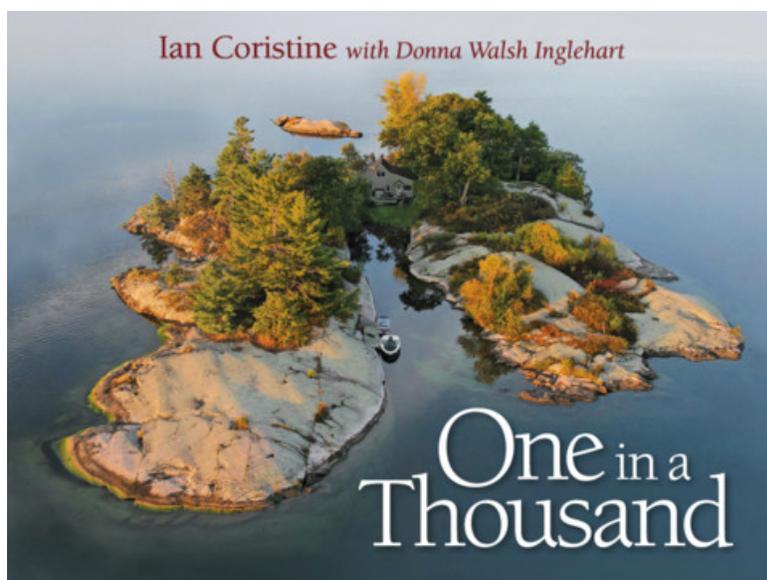
Look for the parachutes, too, of course. If you see the plane landing, the parachutes will be above you. Look for them there. If they're landing, the plane is probably on the ground already. But maybe not! If you don't see it on the ground, it will be arriving shortly. Look for it.

Fly safe,
Steve



Ian Coristine's iPad Book Is Out

Remember the story by Ian Coristine in the [December newsletter](#) about the mystery of an underwater straight line he found while flying his Challenger float plane? The better story is what happened to him next. A few miles upstream, Ian stumbled upon the Thousand Islands, that superbly beautiful region that would change his life. Struck by their beauty, he started photographing the area from his floatplane. Through a miraculous set of coincidences (there are no coincidences), he found and bought the island in the picture below that has a perfect berth for the Challenger. Ian has now written a book about it all, *One in a Thousand*. But it's not a regular book. It's a multimedia book only for the iPad, combining words, pictures, video, and music. If you want to see where publishing is going, get this book. And if you want to hear how our kind of flying can change a man's life, get this book. The price is \$8.99 from [the iTunes store](#). The promotional trailer (of course books now have trailers!) is [here](#).



Just a reminder!

A promotional poster for the Warrenton Airpark Memorial Fly-In. The background is a blue sky with white clouds. In the foreground, a yellow biplane is flying towards the right. Above it, a large red and blue paraglider is visible. In the background, another yellow biplane and several smaller paragliders are scattered across the sky. The text is overlaid on the right side of the image.

WARRENTON AIRPARK
Warrenton, Virginia **SAT. MAY 5, 2012**
Celebrate with Friendship & Flying Competition
Rain Date Sunday, May 6th

Flying Club 1 and the Warrenton Airpark invites the flying community to a Fly-In celebration in the memory of past Flying Club 1 members. Enjoy a day of friendship, great food and some good old flying contests. For more information on the PPG Contest email : onegooddoc@starpower.net and the Fixed Wing/Trike Contest : 12jph@comcast.net

PPG Contest - 8 A.M. Meeting & Memorial - 11 A.M.
Cookout - Noon Fixed Wing/Trike Contest - 2 P.M.

www.flyingclub1.org
Flying
1
Club

MEMORIAL FLY-IN

Can you cook hamburgers?

Please sign up to cook at our meetings at the Airpark.

Click <http://goo.gl/IBmIn> to see which dates are available.

The club covers all costs of food. Jim Birnbaum will tell you what you need to do.
Plus, we'll give you the coveted Club 1 apron, which you can't get any other way!

Meeting Minutes

April, 2012 Minutes

Flying Club One

Saturday April 6, 2012

Warrenton Airpark

Warrenton, VA

Selling 50/50 tickets before meeting

Call to Order

President, Steve Beste called the meeting to order at 11:05 A.M.

23 members present.

CONNECTIONS

Visitors & New Members

PG flyer **Ben Van Der Walt** is joining our Club and hopes to be flying his new PPG/Trike soon.

Military helicopter pilot **Rusty Neal** stopped by to look at one of Tom Richards' Maule that's up for sale.

PPG pilot **Tom Diamond** and retired F-117 pilot **John Moring** said they were thinking about becoming active again.

Old members

Tom Richards said he passed his Biannual Flight Review and is now thinking about becoming a CFI.

JD Ingram was down at the big Sun n' Fun aviation event at Lakeland, FL and said he had a good time and also ran into few of the other members that were enjoying spring break. Many other members that were flying this past month said they had to cut their flight short because of the strong winds. Some noted that in the past few years the wind is much stronger and sometimes blows 24/7.

SERVICE PROVIDERS

Recap our standing list of service providers:

- PPG instructor and dealer:
Michale O'Daniel
- Fixed wing instructor: **Chuck Tippett**
- Welder: **Tom Kotsch**
- A&P mechanic: **JD Ingram**

REGULAR REPORTS

Secretary: Jim Heidish reported that the March Minutes were published in April Club Newsletter and approved as published.

Treasurer: Jim Birmbaum reported: March Income: \$123.00, Expenses: \$0.00, The Flying Club 1 Checkbook Balance: \$2745.55.

President: Steve Beste reported that the Frederick, MD airport has a control tower now and the special air space that goes with it. This may not be on the published charts yet. If any of the members are planning to fly up that way, they should look for the updates. Steve said thanks to Tom Richards, today is the first of the warm weather outdoor meetings and cookouts at this wonderful Airpark. To keep enjoying the cookouts, we still need a few volunteers to sign up for the next 5 months. If you would like to be in charge of a cookout or just help out, get in contact with Steve.

Safety and Training Director: Dave Riedel reminded the members about the special tour of the PotomacTRACON & Operation Rain Check at their Warrenton location on May 5th. He said the Skydiving outfit is back and now flying a larger turboprop jump plane that can lift up to eight tandem jumpers. With 16 in the sky at one time you need to *stay alert!*

The big difference in operation from last year is that the jump plane returns to land before the parachutes touch down. Also the bigger and heavier jump plane can cause wake turbulence, so give distance. They are on the 122.9 radio frequency down low and announcing their intentions. Dave said he still has a

few approach plate packs for all the local airports that he compiled a few years ago. They contain all the airport information you need to land or takeoff safely. The members are welcome to them.

Membership Director: Jim Birnbaum reported that we have 42 paid up members. He hopes the procrastinators will come through with their dues soon.

Warrenton Air Park Owner: Tom Richards reported that along with the spring cleanup, the newest improvement is the addition to the paved part of the main runway. It has been extended 140 feet for a total of 850 feet of hard surface. This should help the heavier aircraft on their takeoff roll and some may even be able to land on part of it if the wind is from the southwest. He said he had an exciting flight in the Skydivers' new turboprop jump plane that will be operating now through the warm weather months. Tom said he was invited to a special FAA meeting on area air-space and passed out some prints of the FAA's proposed changes to the class B Airspace in the metro Washington, DC area. It may lower the floor close to the Warrenton Airpark by 500 feet from 4500 ft. to 4000 ft. He will keep us informed on the developments.

Old Business

A UPDATE on the Club Memorial Fly In on May 5 at the Warrenton Airpark. **Jim Heidish** and **Tom Richards** went over some of the preparations being made and passed out posters to help promote the event.

This year the event is going to be staged like the good old days. The formal part of the Memorial will be a special designed display that anyone can read it at his or her leisure. The flying part will consist of two flying contests, the PPG contest at 8 A.M. at an off field location and the Fixed Wing/Trike contest at 2 P.M. In between—the Meeting/

Memorial starting at 11 A.M. and a big cookout at Noon. Tom said the Skydiving operation would stop for the flying contest part of the event. Jim said he would need some membership help with the bomb drop and spot-landing contest.

New Business

Steve Beste said we made some changes to the Club bylaws, and now we have to re-submitte our Articles of Incorporation to Virginia. It was last submitted in 1999. Steve went over the small changes and a larger one concerning the split with the USUA association. The Membership passed around copies of the document and voted to adopt it as written.

Program- None

MONTHLY PROGRAM - None

50/50 Drawing –

Winner **Art Felt** donated his winnings to the Club.

Adjourn

President, Steve Beste adjourned the meeting at 11:50 A.M.

Cook Out

Everyone enjoyed the first cookout of the season prepared by **Ami Abramson**

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

Activities

2012 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.

2012 Club Activities Schedule

Date	Activity	Location	Description
Thur, January 5th, 7:30PM	Club Meeting	CVHS	Conversation, Club business meeting, and program.
Thur, February 2nd, 7:30PM	Club Meeting	CVHS	Conversation, Club business meeting, and program.
Thur, March 1st, 7:30PM	Club Meeting	CVHS	Conversation, Club business meeting, and program.
Sat, April 7th, 11am	Club Meeting	Airpark	Club meeting and cookout at Warrenton Airpark
Sat, May 5th • 10am - Memorial ceremony • 11am - Club meeting & cookout	Memorial, Club Meeting, & cookout	Airpark	Memorial ceremony and cookout at Warrenton Airpark
Sat, June 2nd • 7am - PPG Poker Run • 8:30am - Airplane & Trike Poker Run • 11am - Club meeting	Club 1 Poker Run and Club Meeting	Airpark	Club 1 Poker Run and Club Meeting at Warrenton Airpark
Sat, June 16th	Father's Day Fly-In at Shreveport North (62PA)	62PA	The largest ultralight fly-in in the mid-Atlantic states. Club 1 fly-out from Warrenton Airpark
Sat, July 7th, 11am	Summer BBQ and Club Meeting	Airpark	Monthly meeting and Summer BBQ at Warrenton Airpark
Sat, August 4th, 11am	Club Meeting	Airpark	Monthly meeting and cookout at Warrenton Airpark
Sat, September 8th, 11am	Club Meeting	Airpark	Monthly meeting and cookout at Warrenton Airpark
Sat, September 15th	Club 1 Fly-out to Trikefest East at Shreveport North (62PA)	62PA	Club1 Fly-Out from Warrenton Airpark
Sat, October 6th	Club 1 Fly-in and meeting	Airpark	Monthly meeting, Club 1 Fall Fly-In and cookout at Warrenton Airpark
Sat, October 27th	Club 1 Color Run Fly-Out	Airpark	Club 1 Color Run Fly-Out at Warrenton Airpark
Thur, November 1st, 7:30pm	Club Meeting	CVHS	Conversation, Club business meeting, and program.
Sat, December 8th 4:30pm - 9pm	Club Meeting / Holiday Party	Airpark Club House	Monthly meeting and Holiday Party.

CLASSIFIEDS

Ads will be run twice and then dropped unless resubmitted, or renewed by telephone or e-mail. Please advise the editor: **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 ith a great view and they are very comfortable for long flights. The airplane is very strong and it isw 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;

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

FREE Pterodactal 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



Hangar w/ living space on 2 acres in Green Landings for sale. Located approx. 65 miles from Washington Beltway in Hedgesville, WV. 40' x 60' Lester building w/ approx. 600sf of seasonal living space 9' ceiling, windows, ceiling fans and electric baseboard heaters. Separate full bath, good deep well and septic sys. Kitchen w/cabinets, electric range and refrigerator in open hangar. Plenty of room to build your dream house in this active flying community w/2800' grass strip. \$175K Contact Ron Garves rkgarves@gmail.com Cell 301 213-4611 <http://www.airnav.com/airport/WV22>

Aviation Magazines “Ultralight Flying” All twelve monthly issues for most years between 1989 through 2008—almost 20 years. Not mint, but good readable condition, \$50.00 cash. Call or e-mail for more details. I live in Annandale VA. Dsax289@aol.com Ph# 703-503-8289

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 dues at \$25.00.

Members who have not paid their dues by the end of March will be dropped and will not receive the Newsletter or Membership Roster. New Members joining after 1 July will be charged half-price.

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 on the next page with your payment. This will be used to ensure that our records are current.

Jim Birnbaum, Treasurer
Flying Club 1

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://flyingclub1.org>

Note the change in web site. Flying Club 1 now has an officially registered name on the internet.

MEETINGS are monthly, year-round. See the web site for dates and places.

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/>”