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www.FlyingClub1.org

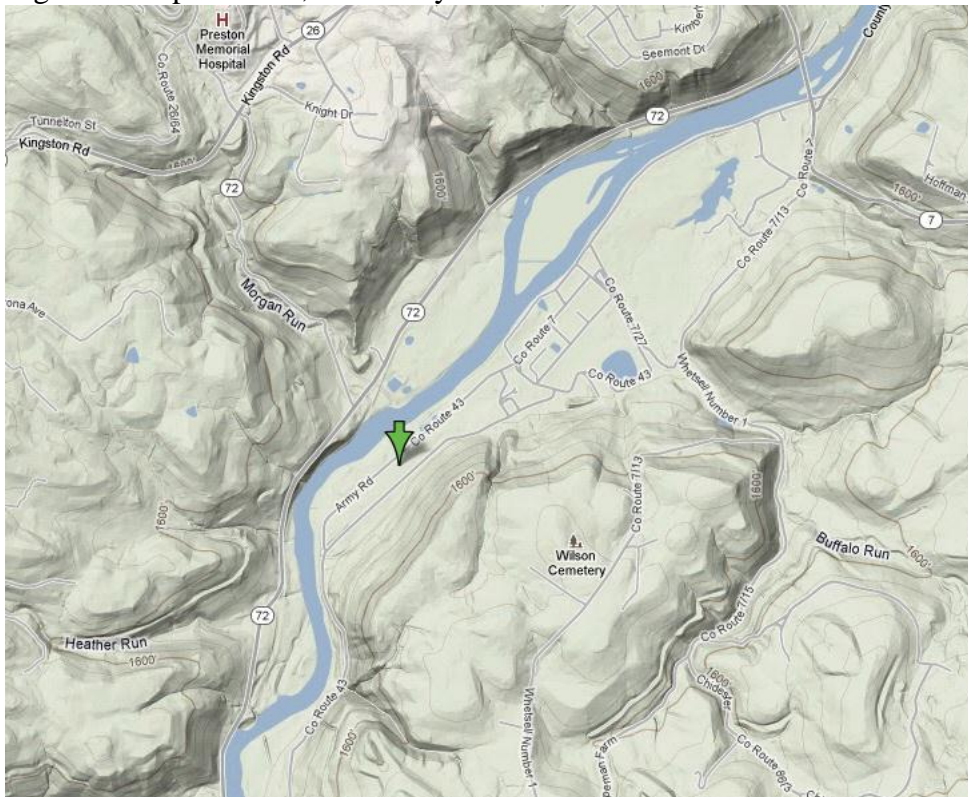
October 2012



FROM THE FRONT SEAT

Steve Beste, President

The Radar vs. The Ultralight. So who won? Read Jay Aceto's account later in this issue. You'll recall that in early September, I got a call from a local electronics company that wanted "an ultralight" to participate in a demonstration of their new radar. Their plan was that they'd set up their new radar on a mountain in West Virginia, someone would fly an ultralight nearby, and they'd spot it—all this while brass from the Army and Homeland Security watched. I thought they were pretty cocky about their radar; they didn't even want to test it first. (Murphy's corollary: it always fails during the demo.) But OK. I sent them to all the trike instructors in the area. No deal; all booked. Then I sent their appeal to all of you (about 60 people) plus Club 4 in Maryland (56) and the Central Virginia Light Flyers (ex-Club 250) (28). Out of all that, they got one volunteer, our own Jay Aceto, willing to fly his PPC over West Virginia canyons and mountains. He picks up the story below. But check out the home base for his flights: Camp Dawson, WV. Do you think there could be rotors in there?



Putin flies trike. Check out this story! Vladimir Putin is at the controls of a trike! (You may be sure he was photographed at the controls, not in the passenger seat.) He was taking part in a crane migration project, similar to those done with trikes here.



See the video and story at <http://rt.com/news/putin-cranes-flying-hope-460>. Meanwhile, Obama? Romney? Even in this season of feverish campaigning right here in Virginia, they pointedly avoid trikes, thereby leaving this public relations coup to the Russians. Scandalous, I say.

Naval Air Museum, Pensacola. Radar-dodging Jay Aceto sends this link to an amazing gallery about the aircraft at the Naval Air Museum at Pensacola. I had never heard of the place, but it has a huge collection. Check it out. www.cdsg.org/forums/viewtopic.php?t=337

Fly safe,
Steve



TOOLS OF THE TRADE

By Jay Aceto

You never know where flying will take you, and this past week it took me to Kingwood, WV on an adventure brought to me by none other than our club President. Steve Beste sent out a broadcast email on Sept. 7, looking for volunteers to help with an interesting project sponsored by EWA. The project was so interesting to me that I had to question Steve to see if PPC's would be considered, since initially they were seeking the faster quicksilver type aircrafts and/or trikes, but I was hopeful that those involved would give me a shot. The plan was to assist with the testing and demonstration of a sophisticated new ground-based radar system being developed specifically to detect ultralight aircraft. After some emails to the sponsor's technical representative, I learned that other aircraft with small airframes, heat signatures, not as loud as most other aircraft, and that typically fly very low were certainly fair play. Sooo... I was in! Whoo-hoo.

After some email discussion, some exchange of information and the all-important Non-Disclosure Agreements, I was able to join the project. The main objective was to demonstrate and further test a radar system under development, and to show that small aircraft can be reliably detected despite their much smaller radar signature. The demonstration was intended to evaluate tracking capability against ultralight aircraft. In fact, the use of ultralights by smugglers has become so ubiquitous that congress recently updated their definition of "aircraft" to include ultralights, and therefore, make those caught smuggling drugs with them subject to the same penalties as other aircraft under the Tariff Act of 1930. (The legislation, known as the Ultralight Aircraft Smuggling Prevention Act of 2012, was the last bill sponsored by Rep. Gabrielle Giffords [D-Arizona] before she resigned from congress after surviving an assassination attempt last January.) The objective for the new radar was to determine minimum tracking altitudes over very diverse terrain such as West Virginia. The system can be easily transported via road, rail, ship or air and made operational in a matter of hours.

This test was performed in the Kingwood, WV area, about 3.5 hours from Warrenton, Va. I was asked to fly from a beautiful private field just to the west across the valley beyond the Cheat River and up a ridge line. The field is owned by Mr. Joe Moore. The field, designated as WV19, has a stunning grass strip 2100' long and endlessly wide. He has several hangars, houses, and horses located there. I'm told that the property is a family-owned and operated air field that has been in existence for many decades.

The terrain in the Kingwood area is hilly...to say the least. On the morning of our first attempt to fly, the fog was rolling down the valley and over the river. The fog was so thick by the river that it remained until late in the morning. The differential temperatures in the valley cause an interesting effect where the winds flow down the river to the south in the morning, and late in the afternoon and early evening, it reverses direction and flows back north. Winds aloft can be completely opposite in direction from the surface winds, and because of the hills, you can get some interesting rotor



and wind shear potentially. While conditions were not good for flying on Thursday, I did fly on Friday morning. Winds were indeed quirky, but the experience assessing those conditions, establishing my personal limitations and tolerances for the winds was good for me. Once in flight, I was never uncomfortable, just very cautious, as anytime I turned downwind, my ground speed increased dramatically, while altitude dropped. At 500' headwinds were strong enough that I was motionless. At 750' winds calmed enough that I could make slow progress to the south. My distance from the airfield was never more than a mile, and open grass fields were always well within my range.

My experience is really what I wanted to share with the Flying Club Members, and I gained a great deal and leveraged the experience of others. Steve brought to my attention the concern about rotor and wind shear; Jeff Jensen, my CFI for PPC's reminded me that "altitude is options"; and Eddie Johnson, the former president of Powrachute and my FAA practical examiner reminded me that "You are the Pilot in Command—don't let them decide what is safe for you or your plane." While these all sound like common sense, I can see how it would be easy to be distracted by the setting, the pressure to perform after a long drive, and a business commitment to provide the needed services with the hope of providing accurate and essential test data for the demonstration. Millions of dollars could be riding on the system to work—and without a suitable radar target, how do you know it works? My point is, use everything at your disposal before you go into any unknown flying situation. I used countless Internet weather services, aerial maps, VFR maps, FAA websites, friends, family, the dedicated folks at 1-800-WX-BRIEF, and professionals with thousands of hours in dozens of different kinds of planes. It all figures into preparation...and you can never be overly prepared. Friends of mine that are not flyers gave me camping advice..."God knows you'd not want to be down in the West Virginia hills over night without water, good hiking shoes, spare batteries, flashlight, matches, etc." All good advice and I sincerely thank you all.

One unanticipated aspect of the trip was seeing the huge windmills that line the ridges of West Virginia to produce power. These magnificent 400' tall power generators are as amazing technologically as they are majestic to see. After some quick research in route, I learned that this was a \$300 million dollar project to build 119 windmills, each producing more than 1.5 Megawatts of electricity, enough to power 50,000 households. If you do the math, that amounts to about 186 Megawatts in total. With a 271' blade span, these giant three-bladed beasts look and sound as if they want to fly, and when those blades go blazing past within 100' of where you are standing, the sound is hard to describe. Up close the sound is unearthly, haunting, yet calming in the fact that they are nearly silently producing energy. It is almost magical to see them in action harnessing the steady breezes along the mountain tops. If you get the chance to see them up close—do it. I'm sure you'll feel a kindred spirit.



Meeting Minutes

September, 2012 Minutes

Flying Club One meeting

Saturday September 8, 2012

Warrenton Airpark

Warrenton, VA

Selling 50/50 tickets before meeting

Call to Order

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

18 members present.

CONNECTIONS

Visitors & New Members

Rich and Penny Ramose stopped by and are thinking about learning to fly PPGs. **Jim Turk** has a Kit Fox IV for sale, and it is now hangared at the Warrenton Airpark. He will have information about it in the Club Newsletter's ad section.

Old members

Don Sheehan said that he was up with his Trike in the early morning air, but he was getting bounced around a lot. **Jim Hill** said that the Talorcrafter had its annual and is ready to fly again. **Ben Van Der Walt** is awaiting shipment of his new trike PPG.

SERVICE PROVIDERS

Recap our standing list of service providers:

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

REGULAR REPORTS

Secretary: **Jim Heidish** reported that the August Minutes will be published in September Club Newsletter and the July

Minutes were approved as published.

Treasurer: **Jim Birnbaum** reported by email: August Income: \$0.00, Expenses: \$48.36, The Flying Club 1 Checkbook Balance: \$2640.20.

President: **Steve Beste** reported that (as twice before) a company that builds systems for detecting light aircraft was looking for Ultralights to participate in flight testing that they will be conducting at a military base in West Virginia. Ask Steve for more information if you're interested in flying over the mountains. Steve said that many fly-ins and flying events will take place this month and many are within our flying range.

Safety and Training Director: **Dave Riedel** talked about the AOPA video link, No Greater Burden, that he emailed to the Members. The Video is about a tragic floatplane accident where the pilot's son drowns because they cannot get him out of the overturned plane. The onscreen telling of the accident by the very experienced pilot/father points out that you can get so distracted by events, even some emotional events from the past, that you forget about safe flying and floatplane safety procedures. So always pre-flight yourself as well as your plane. Also, Dave gave an update on the Wounded Warrior Flight for 1st Lt Nick Vogt that the Club is sponsoring later this year. Dave has an article in the September Club Newsletter about Nick and the event.

Membership Director: **Jim Birnbaum** - not at meeting.

Warrenton Air Park Owner: **Tom Richards** - not at meeting.

Old Business

None

New Business

None

MONTHLY PROGRAM - None

50/50 Drawing

Jim Hill was the winner!

Adjourn

President, Steve Beste adjourned the meeting at 11:40 A.M.

Cook Out

Everyone enjoyed the great cookout thanks to **Andy Feerst**.

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.

| 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, 11 am | Club Meeting | Airpark | Club meeting and cookout at Warrenton Airpark |
| Sat, May 5th • 10am - Memorial ceremony • 11 am - 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 • 11 am - 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— <i>moved to the 14th</i> | 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, 11 am | 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 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 ripbergem@darden.virginia.edu 434-589-8311

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 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 USUA Flying Club 1, 8570 King Carter Street, Manassas, VA 20110. Payment can also be made at the regular monthly meeting. Please include the 2012 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
Membership Director, Treasurer

MEMBERSHIP APPLICATION - 2013



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/>”