



Volume 13 - 01

www.FlyingClub1.org

January 2013



FROM THE FRONT SEAT

Steve Beste, President

Welcome Lucy Ooi. Please join me in welcoming Lucy Ooi (pronounced "wee") as our new newsletter editor.

This is her first issue. Club members are always excited when young people join our sport. Lucy has jumped in with both feet, buying her own airplane - a 1947 Aeronca Champ (L16) in beautiful condition - and flying it across the country. I wish I had done the same when I was her age, and because I didn't, I know what it takes to press through and live that dream. I salute you, Lucy, and look forward to flying with you in the year ahead.



Holiday Party a Success. I regret that I have no pictures of the Holiday Party, but those of you who were there will need no reminding. A good time was had by all. Many thanks to all who brought food and especially to Tom Richards, who welcomed us into his house and provided a magnificent bonfire at the end. [Editor's note: See pictures below of the bonfire (Courtesy of Bill Dohm)]



The DC 3. I got calls from two guys last month inquiring about ultralight flying. One lives near Annapolis and the other in Crystal City. Both have dreams of flying near their homes. Since they live deep inside the Washington SFRA, I gave them a little primer on our local security regime. It was a dash of cold water, but it got me thinking. Plenty of pilots DO fly in the SFRA, and even in the smaller FRZ inside it. They can't putz around following their noses like we do further west, but yes, you can fly there, and many do. The real restrictions are that you need a transponder (\$2,500) and an N-numbered aircraft (no PPGs need apply). But OK, we have club members with those. What's involved? That led me to the article from AOPA in 2008 that's reprinted in this issue with the kind permission of AOPA: *Into the Deep FRZ*. Maybe flying east from the Airpark isn't so out of the question as we think. Here's a challenge for you: I want one of you guys to fly to one of these, take a picture, and tell us the tale.



College Park Airport (CGS)



Potomac Airfield (VKX)



Washington Executive (W32)

Fly safe,
Steve



Into the Deep FRZ —

By Dave Hirschman

From AOPA Pilot Magazine, December 22, 2008. Used by permission.

I was flying amidst broken, cumulous clouds at about 7,000 feet, being vectored here and there by Potomac Approach, when a clear patch of sky revealed an amazing sight below: the Washington National Mall, Capitol, and White House, all spread out like ivory treasures beside the broad Potomac River.

It was the summer of 2001, and I was alone, ferrying an airplane from Atlanta up the East Coast.

“What an amazing country!” I remember thinking. “Where else could a regular citizen like me have the freedom to fly above his nation’s capital in a privately owned airplane?”

Our nation’s confidence, accessibility—and even, in hindsight, its soon-to-be-shattered naivety—made me proud. I knew I’d always remember that moment and that feeling.

Obviously, much has changed since then. But I wanted to experience that sort of pride and witness the wondrous sights of Washington from the air again. But this time, instead of simply passing by, I planned to go there in my own airplane, and, hopefully, not get arrested in the process.

Despite all the imposing blue and magenta ink on today’s aeronautical charts depicting the Washington, D.C., Air Defense Identification Zone (ADIZ) and even nastier Flight Restricted Zone (FRZ), it’s still possible for regular pilots to travel into the heart of the world’s most protected airspace.



Potomac Airfield

The ADIZ can be crossed VFR or IFR with as little as a preflight phone or radio call and transponder code. The FRZ—the aerial fence encompassing the “DC 3” airports (College Park, Potomac Airfield, and Washington Executive/Hyde Field)—requires pilots to complete a daylong, bureaucratic scavenger hunt that includes fingerprinting and a background check.

AOPA and other aviation proponents have fought hard for years to preserve our ability to fly in the Washington area. But those privileges mean nothing if we don’t use them.

Even though I’m conspicuously bad at navigating bureaucracies and don’t particularly relish the idea of flying in hyper-controlled airspace, I figured this exercise would be worth the trouble.

Game on.

Remarkably cheap fuel

Before moving to Frederick, Md., in January 2008, I regarded Washington flight restrictions as someone else's problem.

It was simple enough to avoid the big blobs on the chart during my infrequent East Coast trips. We all cringe at the TV images of hapless fliers blundering into prohibited airspace, and no one wants the ignominy that comes from needlessly evacuating Congress and the White House. The only place I want to see F-16s up close is at an airshow.

Whenever I flew by the Washington, D.C., area, I'd follow the scenic mountains along the west side of the ADIZ, or the majestic Chesapeake Bay on the east.

But why shouldn't I fly near the capital?

I'm a citizen who tears up at the sound of "America the Beautiful" or "The Star-Spangled Banner"; I haven't committed any felonies, and unlike a lot of the folks in Washington who make security rules for the rest of us, I've actually been to Iraq (as a journalist—not a soldier). My airplane, a Vans RV-3, weighs about 800 pounds empty—half as much as a pint-sized Smart Car, so it's hardly a threat to national security.

Perhaps the most compelling reason to fly into the FRZ, however, was economic. Avgas there is remarkably cheap.

Potomac sells 100LL at cost for pilots who pay \$18 a month to join their club. And at College Park, avgas costs about the same as premium auto gas in the Washington area, and \$2 a gallon less than at my home base.

Putting my toe in the water

My quest to enter the FRZ began online with a visit to the Potomac Airfield Web site (<http://potomac-airfield.com>). David J. Wartofsky, the airport's iconoclastic owner and self-proclaimed "big cheese," has compiled a treasure trove of information about how to apply to enter and properly fly in the FRZ. His site also pokes fun at the "forces of darkness" that have choked off access to his and other Washington-area airports.

I downloaded the applications (and detailed instructions), notified Wartofsky via e-mail of my intentions, and got busy.

Step One was a visit to Washington Reagan-National Airport.

There, in a basement office under Terminal A, I breezed through the TSA fingerprint process on a Tuesday just before the office closed for lunch. A kindly TSA worker showed me where to get my parking ticket validated, and it was over.

The fingerprinting process was totally computerized, and it didn't even involve ink. It cost \$31, but the folks were friendly, the process was painless, and I figured I'd make up the cost with a couple of fuel purchases.

Step Two took place 90 minutes later at the [FAA's Washington Flight Standards District \(FSDO\) Office](#) near Dulles International Airport.

It was my first trip to the Washington FSDO, so the location faked me out. It's inside the Hallmark Building, and since I didn't come to Washington to buy greeting cards, I circled the parking lot a few times while confirming the address. I eventually found a glass elevator and rode it to the fourth floor for my FAA "interview."

A highly efficient FAA manager sized me up, asked for my license, medical, and photo identification (a driver's license or passport will do), then took the papers and disappeared for about 15 minutes. I used the time to take a close look at the office decorations: a wall-sized photo of the space shuttle in flight signed by John Glenn (very cool); a photo of a Marine AV8-B Harrier landing on the mall (also cool), and a signed, framed print of "First Pass, Defenders Over Washington," a poster depicting an F-16 flying low over the flaming Pentagon on 9/11—which struck me as a bizarre moment for anyone not affiliated with Al Qaeda to commemorate.

I was psyched up to answer the FAA's questions on everything from my foreign travel (Kuwait, yes; Cuba, no) to VFR cloud-separation requirements. But none of those things came up, and soon I had my papers back and was told to go to Potomac Airfield for the third and final step in the approval process.

So far, the scavenger hunt had taken the better part of a day—and the most time-consuming aspect, by far, was Washington traffic. From the AOPA's Frederick, Md., headquarters to National, then Dulles, and back had added 145 miles to my car's odometer and taken about five hours from start to finish.

All that was left was a briefing on ADIZ/FRZ procedures, and I was told I'd get my secret FRZ pin code from Wartofsky. (A detailed explanation of the FRZ rules and application process also is available on [AOPA online](#)).

Wartofsky likes to describe FRZ procedures in Alice-in-Wonderland terms: "We use flight plans that aren't flight plans and air traffic procedures that aren't air traffic procedures. Why should anyone find that confusing?"

He thoroughly and hilariously explained the procedures and how they came about, and then gave me a pin code and password. I'd need them to file FRZ flight plans by phone with the Washington Hub Flight Service Station.

The official FAA notam is dense with bureaucratic lingo, and it endlessly lists all the aviation activities that are prohibited. I just wanted to know what a private pilot could do and how to do it—and Wartofsky provided a useful, step-by-step chronology.

I kept the pin code and password in my wallet for two days before finally getting up the nerve to cross the line. Then, on a cool, cloudless afternoon, I picked up the phone and called the flight

service number. The briefer patiently answered my questions and let me file two flight plans that evening: one going into the FRZ at 6 p.m. and another coming out at 7 p.m.

Instead of flying to Potomac Airfield at the south end of the FRZ, however, I decided to put my toe in the water by going to nearby College Park on the north end. I'd simply head south for 33.6 nm and look for the nontowered strip next to the University of Maryland.

How hard could that be?

Clear of deer

Taking off from Frederick, I turned east and stayed a few miles outside the ADIZ, then called Potomac Approach. The controller assigned a squawk code, confirmed radar contact, and told me to follow my pre-planned route to College Park.

The procedure was just like picking up an IFR clearance—except for the admonishment to “remain clear of the Class B.”

I swallowed hard, turned toward the ADIZ, and watched the miniature airplane on my GPS moving map cross the thick, black boundary while the message light blinked “Special use airspace ahead!” and then “Inside special use airspace!”

The floor of the Class B was 2,500 feet and dropped to just 1,500 feet over College Park. So I descended to 1,400 and sped over the Triadelphia Reservoir and winding Patuxent River. The speed limit inside the FRZ is 180 knots IAS, and the RV-3 was doing about 160 kt.

The evening sky was so clear that I could make out the Baltimore skyline off my left as the Potomac River and Washington landmarks jumped into view straight ahead. The Washington Monument was a soft, golden hue as twilight approached, and closer by, the red brick University of Maryland campus came into sharp relief.

Potomac Approach asked me to advise when I had the airfield in sight, and I made the call at five miles. The controller told me to switch to advisory frequency and reminded me to keep squawking my assigned beacon code all the way to the ground. Switching to VFR/1200 sets off alarms—and it's an automatic violation inside the ADIZ.

Winds were calm, and the voice on Unicom advised that 2,600-foot Runway 33 was in use and “clear of deer.”

On landing, I saw it wasn't a joke. Even though College Park is an urban area inside the Washington Beltway, a half-dozen Bambis were grazing near the northern edge of the concrete. I taxied to the fuel pump and shut down.

The lineman, Josh Rountree, a University of Maryland aerospace engineering and Air Force ROTC student, filled the tank and answered my questions. [The aviation museum was closed for the day](#), but the restaurant was highly recommended and open, and the Metro was within easy walking distance.

Rountree said ADIZ and FRZ restrictions have dramatically cut flying activity at the historic airfield, and business is slow, even on beautiful days like this one.

The sun was getting low, and I intended to get back to Frederick before dark, so this was bound to be the moment that I encountered my first FRZ frustration.

No one is allowed to take off within the FRZ, ever, without an assigned squawk code, and the only way to get one is through Potomac Clearance.

I called Potomac Clearance on the phone but got busy signals for 10 minutes. I called another sector, but the controller there said he couldn't assign a code at my location. I called Potomac Approach on the aircraft radio, but they couldn't hear me from the ground. Finally, I got through on my cell phone to another sector, pleaded my case, and an especially helpful controller gave me a code and departure frequency.

As I taxied for takeoff, Rountree hopped in an airport pickup and made two noisy passes up and down the runway to scare away the deer. "The runway's clear," he told me via his hand-held radio. "Come back to College Park soon."

Runway 33 pointed toward home, and checking in with Potomac Approach, the controller once again repeated the mantra about staying out of Class B.

I'm not sure what the McMansion residents of central Maryland thought of me heading north at flank speed about 1,200 feet agl, but they probably were unfazed. After all the F-16s and Blackhawks they've seen prowling overhead in recent years, it must take a lot more than my RV to impress them.

As soon as I cleared the ADIZ boundary, I said goodbye to Potomac Approach, squawked 1200 again and drifted back to Frederick.

Too valuable to give up

Flying into the FRZ for the first time, I was impressed that the system now in place is workable for GA pilots like me.

The application process isn't too onerous, and the people I encountered during the process were surprisingly friendly and cooperative. I had expected more bureaucratic friction and suspicion than I encountered.

At the same time, I can't help but wonder if all the regulations and bureaucratic hoops to jump through actually improve security. It defies logic that bona fide terrorists would be dissuaded from their murderous pursuits by the threat of an FAA violation. I don't know who performs the background checks or what kind of personal information they gain. But I suppose my credit-card company, Internet provider, and Google know a lot more about my background and personal habits than the keepers of the FRZ.

Still, I feel privileged to fly in such a sensitive area, and I'll be less intimidated at the prospect of doing so in the future.

I had hoped to feel that surge of patriotic pride that I remembered from 2001 when viewing Washington from the air. But that feeling was tempered by some of the things that have been lost. I miss our country's former self-absorbed innocence and optimism. I've been witness to some of the sacrifices our frontline soldiers and their families make, and I regret that such heavy national burdens fall so disproportionately on so few.

I'm troubled by the obvious economic hardships the DC 3 airports face, and I wonder if the ADIZ and FRZ barriers are simply too great for these treasured airports and related businesses to survive and prosper.

I asked a fellow Washington-area GA pilot—a former Navy flight officer accustomed to highly restricted airspace—why he avoids the ADIZ. He compared flying there to driving with a state trooper filling your rear-view mirror. You like to think you're careful and obey the rules. But driving that way just isn't fun, and GA flying is supposed to be fun.

He's got a point.

But I plan to patronize the DC 3 frequently—despite the uncertainties.

The fact those airports still exist is a tribute to the persistence and resourcefulness of their patrons and the broader aviation community. And our ability to fly our own aircraft to our nation's capital is too valuable, both practically and symbolically, to give up.

Meeting Minutes

December, 2012 Minutes

Flying Club One meeting

Saturday December 1, 2012

Warrenton Airpark

Warrenton, VA

Holiday Party and Meeting at Tom Richard's Home

Call to Order

President Steve Beste called the meeting to order at 6:20 P.M.

Visitors & Members

This meeting was held in conjunction with the annual Holiday Party, which drew a large crowd. With the house full of members, family and friends enjoying the holiday feast, President Steve Beste thanked Tom for holding our Holiday event at his home.

Old Business

None

New Business

The first order of business was the Election of Officers. Vice President and Treasurer for the years 2013 and 2014 term. Both VP **Dick Martin** and Treasure **Jim Birnbaum** said they would stay on for two more years at the wishes of the membership if there were no other nominations. Both were approved by the membership.

Next order of business was Awards:

Directors' Award – **Tom Richards**, for his open arms welcome to our Members and the opportunity to fly from his wonderful Airpark.

3 Volunteer Service Awards, voted on by the membership:

- **Autumn Aceto**, for all the time and hard work it takes to put out 12 issues of the Club Newsletter.
- **Dave Riedel**, our Safety Officer, for his constant vigilance and always reminding us that safety comes first. Also, helping to keep the Airpark grass neat and trimmed.
- **Jim Birnbaum**, for not only being the Clubs Treasure and Membership Officer but also his constant volunteering for many years.

President's Award – **Jim Heidish**, our Secretary, for his taking of minutes, artistic work and organizing the Memorial Fly-In celebration/flying competition.

All the awards were special key rings with a Swiss Micro 19-in-1 tool attached.

Everyone enjoyed the food, friendship and the great bonfire!

Monthly Program - None

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 3rd, 7:30pm	Club Meeting	CVHS	Conversation, Club business meeting, and program.
Thur, February 7th, 7:30pm	Club Meeting	CVHS	Conversation, Club business meeting, and program.
Thur, March 7th, 7:30pm	Club Meeting	CVHS	Conversation, Club business meeting, and program.
Sat, April 6th, 11am	Club Meeting	Airpark	Club meeting and cookout at Warrenton Airpark
Sat, May 4th <input type="checkbox"/> 8:30am- Memorial fly-in; flying games <input type="checkbox"/> 11am- Club meeting & cookout	Memorial, Club Meeting, & cookout	Airpark	Memorial ceremony and cookout at Warrenton Airpark
Late May, TBD	Wounded Warrior flights	Flying Circus	Club-sponsored flights for wounded military veterans.
Sat, June 1st <input type="checkbox"/> 6:15am- PPG Poker Run <input type="checkbox"/> 8:30am- Airplane & Trike Poker Run <input type="checkbox"/> 11am- Club meeting	PPG Poker Run	Airpark	Original Poker Run date. Weather allowed PPGs. Others rescheduled.
Sat, June 15th	Father's Day Fly-In at Shreveport North (62PA) Description . Flyer . Video . Another video .	62PA	The largest ultralight fly-in in the mid-Atlantic states. Club 1 fly-out from Warrenton Airpark.
Sat, July 6th, 11am	Summer BBQ and Club Meeting	Airpark	Monthly meeting and Summer BBQ at Warrenton Airpark

Date	Activity	Location	Description
Sat, August 3rd, 11am	Club Meeting	Airpark	Monthly meeting and cookout at Warrenton Airpark
Sat, September 7th, 11am	Club Meeting	Airpark	Monthly meeting and cookout at Warrenton Airpark
Sat, September 14th	Club 1 Fly-out to Trikefest East at Shreveport North (62PA)	62PA	Club1 Fly-Out from Warrenton Airpark
Sat, October 5th	Club 1 Fly-in and meeting	Airpark	Monthly meeting, Club 1 Fall Fly-In and cookout at Warrenton Airpark
Sat, October 26th	Club 1 Color Run Fly-Out	Airpark	Club 1 Color Run Fly-Out at Warrenton Airpark
Thur, November 7th, 7:30pm	Club Meeting	CVHS	Conversation, Club business meeting, and program.
Sat, December 7th, 4:30pm - 8pm	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: **Lucy Ooi** (Ooi.Lucy@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

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

FOR SALE — Complete Powder Coating Setup to include Gun, Paints (black, yellow, red and more), Baking Oven and Air Compressor. The oven will take a really large part (over 24 Inches) and is fully temperature controlled. It is a large Maytag home unit with 4 burners and self-cleaning in very good shape. It is worth the asking price alone.

Asking \$ 100 for everything. I will even include a tabletop oven for smaller parts. As those who can tell you from my past tool sales, my prices are reasonable to say the least. Contact me at 540-347-7609.

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 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
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 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.

2013 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

2013 CLUB VOLUNTEER STAFF

Safety & Training: Dave Riedel 703-815-4924
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 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. Family membership (typically husband and wife): \$25.00. A spouse who wishes to participate will please complete a membership application form.

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