



*Flying for Fun in Northern Virginia! [www.flyingclub1.org](http://www.flyingclub1.org)*

Volume 14 – 10

[www.FlyingClub1.org](http://www.FlyingClub1.org)

October 2014



## The Privileged View

Steve Beste, President

### Hummel Fly-in

You should have joined us at the big fly-in at Hummel (W57). I had never heard of the event - or of the airfield, come to that - until it showed up in last month's newsletter (thank you, Lucy Ooi!). It's at the mouth of the Rappahannock, so you get to fly right down the length of the river, which is beautiful. (If you were really intrepid, I suppose you could pick up the river where it flows past Larry Setti's Rular field in Remington and follow it down from there.)



*Rappahannock River, looking downstream from Port Royal, Virginia, below Fredericksburg*

The fly-in turned out to be a big deal, the more so this year because of the perfect weather. **Lee Fox** and his wife Deb were there in his gorgeous new (to him) Mooney. He flew it down from Shannon, in about 15 minutes, I'm guessing.

Taking a little longer were **Allen Whatley** and **Jim Hill** in their new Aeronca Champ, coming from the Airpark, 102 miles away.



*Lee Fox's Mooney on display at left*



*Allen and Jim's Aeronca Champ 7AC at one of those residential airparks I wrote about last month*

At 133 miles and three hours from my base in Front Royal, Hummel is further than I want to fly round trip in one day. (See the route on [SkyVector](#).) But I'd never seen the lower Rappahannock, so I went anyway. I got up well before dawn to drive to Front Royal only to find it socked in with fog coming off the Shenandoah River. It was 9:15 before I could leave. I could have slept in! What I could not have done, was keep a rendezvous with other pilots. I love the mountains around Front Royal, but sometimes they're an obstacle to flying with you guys on the flats. Once aloft, though, the day was brilliantly clear and amazingly free of thermals, even at 10 am. It was the perfect flying day despite a 5 mph headwind. With stops at the Airpark, Shannon, and Tappahannock, it was 1:00 before I got to Hummel. I put the trike on display and had a good time talking with the people who came to see it. One guy actually recognized the trike. He had been a trike instructor in Indiana in 1998 when the trike was being built there. He remembered both the trike and its builder, the man I

bought it from eight years later. As we at the Archives like to say, he knew its provenance, which was fun. Lee and I chatted up a young man who was eying all the airplanes hungrily. Lee offered him a Young Eagles flight at the November 8th Shannon event, and I expect he'll take it.

The show was thronged, and the dozens of airplanes weren't the half of it. There were many more boats and antique cars. The RC guys put on an airshow, including a pair of flying lawn mowers. Yes. Flying lawn mowers. You heard it here first. Watch the [video](#).



I stayed only two hours in case the return trip was as slow as the trip out. With sunset at 7 pm, I left at 3. Surprisingly, the air was not all that bumpy. It really was a superb day for flying. Still, I climbed to 4,800 ft looking for calm air; didn't find it, but did find a 20 mph tailwind, so I was home in 2:40. The trip home is always less interesting than the trip out, so I was glad to go high and fast. (Well, 80mph - including the tailwind - is fast for me.) I'm sure that Lee was home at Shannon before I reached the gas pump at Tappahannock (below). If only I could fly the trike out and the Mooney back, I'd have it made.



*Trike at Tappahannock (ESX), wing canted into the breeze*

Fly Safely,  
Steve



## This Month's Fly-In Destinations

To encourage all of us to get in the air more, the following is a list of fly-ins I found within (about) 100 NM of the Warrenton Airpark which are occurring in the next month. Sources are: The [EAA Calendar of Events](#), the [AOPA Calendar of Events](#), [www.flyins.com](#) and the [Virginia Department of Aviation Calendar of Events](#).

Date	Event Description	Location	Distance from 7VG0
Sat, Oct 11	Culpeper Regional Airport Annual Air Fest	Culpeper Regional Airport (KCJR)	9 NM
Sat, Oct 11 / 9 am - 1 pm	EAA Chapter 478 Young Eagles Rally	Chesapeake Ranch Estates Airport (MD50)	67 NM
Sat, Oct 11	Autumn Hangar Party at Llyod's Farm. See <a href="http://www.lloydrou.com/events.html">http://www.lloydrou.com/events.html</a>	Rosewind Airstrip	95 NM
Sat, Oct 18 / 10 am - 4 pm	Stafford Regional Airport Wings and Wheels Festival	Stafford Regional Airport (KRMN)	22 NM
Sat, Oct 18 / 8 am - 1:30 pm	EAA Chapter 36 Fly-in Drive-in Breakfast, Lunch and Young Eagle Flights	Hagerstown Regional (KHGR)	63 NM
Sun, Oct 26 / 9 am - 2 pm	Fly-in Drive-in breakfast \$7	Cumberland Regional Airport (KCBE)	73 NM

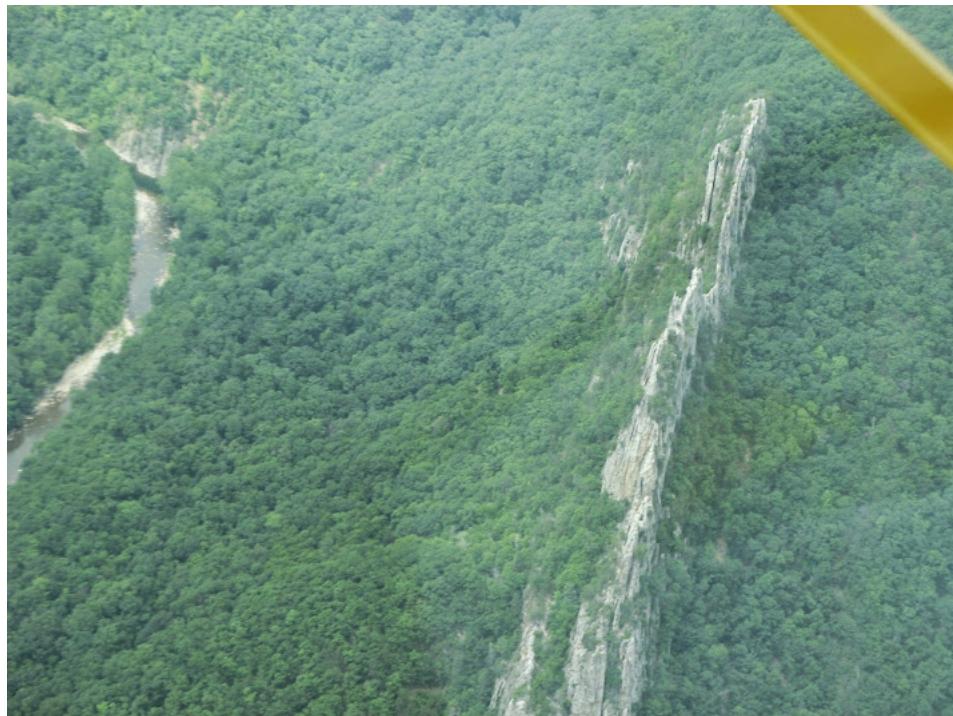
Also, it isn't until November, but save the date for Shannon Airport's "Grand Opening" open house on November 8th at KEZF. The event is being held by Luke Curtas, the new owner of Shannon airport.

## Middletown Aeronca Fly-in 2014

*By Lucy Ooi*

Every two years, there is a gathering of Aeroncas back in Middletown, OH where they were made. In 2012, Allen and I were able to go in Rudolph, my Aeronca champ. We had a great time going to all the events, camping under the wing and making many friends. This year, we looked forward to doing it all again.

Thursday is an arrival day, with the first event being a trip to the U.S. Air Force museum on Friday. Unfortunately, when Thursday rolled around the weather was not particularly promising. Clouds in Virginia and West Virginia with storms over Ohio were what we had to look forward to. We knew we could make it to our first fuel stop though, so we opted to take off. This is the most interesting leg of the trip, and worth it in itself.



*Rock formations on a ridge to the west of the Shenandoah Valley*

Our route took us straight across the Blue Ridge, over the Shenandoah Valley and the mountains of West Virginia to Upshur County (W22). Though there is not really anything at the airport itself, they provide a courtesy car that you can take into town to a great restaurant called CJ Maggie's. On this trip though, we checked the weather at the airport and opted to push onward since it looked like we had a break in the storms ahead of us.

We pushed on over hills that slowly dwindled and gave way to the flatlands of the Midwest. We stopped at Ross County (KRZT), less than an hour out of Middletown, for fuel. Upon checking the



*Windmills on the last ridge before descending into Upshur (W22)*

weather here, it looked iffy, but we were confident that we could get at least a little farther, and we had no issue picking out several alternate airports (there are many in this area). We took off and flew for about another twenty minutes before it began getting noticeably darker and gloomier. We opted to turn around and head for Fayette County Airport (I23) to wait out the weather.

Less than an hour later, we were able to take off and made it into Middletown (KMWO) amid a few sprinkles. We landed on the grass, with only a little splash accompanying us. Fortunately this time, we had opted for a hotel and already had a reservation in town. Things were quiet at the airfield, and only a few airplanes were there. The registration folks had packed up for the day, as we had arrived shortly before a gloomy dusk. Some people were still milling around though, and I found one of my buddies from last time who was staying at our hotel and we drove over with him.

This year, we chose to take it easy and spend more time at the airport chatting with old friends and making new ones, so we skipped the Air Force museum trip (though it is very neat, if you are in the area). We spent quite a bit of time walking around and admiring the planes that were able to make it in. One of these was a rare low wing Aeronca LB that was in the process of being restored. The airframe was pristine, but the engine was still being worked on. A borrowed one had been bolted on for looks, and the plane was trucked in and given the place of honor it deserves, right by the tent. There were also some very nice L-birds - both L-3s and L-16s. Two *very* nice early model pre-war Chiefs were in attendance. There was a freshly restored green Chief with a fiberglass replacement cowling, and my favorite - an orange chief with its original cowling. The workmanship that went into that cowling makes it more art than machine, with compound curves



*Restored pre-war Chief which won high honors at Middletown*

galore.

Saturday morning, the factory opened its doors for the factory tour. The original building has been torn down, but the company is still there. It was bought by a Canadian company called Magellan Aerospace and operated under “Aeronca, Inc” until sometime between the last convention and this one, when it was unfortunately changed to “Middletown, Inc”. The company now specializes in titanium honeycombs and builds parts for Boeing, Airbus and Raytheon, among others.

On Saturday, there is also Bill Pancake’s lecture, which is another highlight of the trip. He is the Aeronca guru and lectured on a variety of Aeronca maintenance tips, as well as answering questions from the audience. Afterwards, Allen received a call back from someone who had posted a 7AC for sale on the board, and we drove over to a nearby town to look at it with a mechanic friend. That one didn’t work out, but it turned out fine for Allen in the end, as Steve wrote this month.

During the course of the fly-in, the weather had remained fairly miserable, with cells moving through. Very few airplanes were able to make it in. Where last year there had been close to 100 Aeroncas present, this year there were only about 35. Several people gave it up and drove in and by Saturday there was a respectable gathering of Aeronca enthusiasts, if not the planes themselves. Three people had even flown in from Australia!



*Rare low wing Aeronca LB*



*In front of the factory, which recently changed from “Aeronca, Inc.” to “Middletown, Inc.”*



*Part of the flight line at Middletown sitting under the gloomy sky*

Due to the low attendance, at the banquet on Saturday evening, I walked out with an award for “Best Military Aeronca”. There were nicer L-birds than mine, but they all received higher honors. Still, now Rudolph has some bragging rights!

Fortunately, Sunday turned out to be a great day for flying, and the trip home was fairly uneventful. We did get to stop in Upshur (W22) for lunch at the restaurant I like. All in all, it was a great trip and we are already looking forward to 2016, when we can fly there in formation!



*“Pasta Cube”, “Potato Yacht” and chicken pot pie at CJ Maggie’s in Buckhannon, WV. You won’t leave hungry!*

## Meeting Minutes

### September 2014

#### Flying Club One Meeting

Saturday, September 6, 2014

Warrenton Airpark

Warrenton, VA

Challenger down to Orange County Airport and said that their skydivers are using a larger jump plane and have a lot of activity, so be alert if flying in the area. **Tom Richards** said he and **Pete Bastien** had a little carburetor icing problem flying his C-150 back from Luray, VA. Heat cleared it out.

#### Selling 50/50 tickets before meeting

#### Call to Order

*President, Steve Beste* called the meeting to order at 11:00 A.M.

20 members present.

#### CONNECTIONS

#### Visitors & New Members

**Wayne and Marilyn Fetty** stopped by to see what we're flying. Wayne, a retired air traffic controller, is flying a trike PPG. Long time flyer **Joe Carter** said he was thinking of joining the Club.

#### Old Members

**Lucy Ooi** and **Allen Whatley** flew Lucy's Aerocna Champ to the Antique Aircraft Association Fly-in in Blakesburg, Iowa. They usually have around 400 aircraft attend, but even with the rainy weather and muddy field, 150 still showed up. **Jim Heidish** said he took a few aerial shots of the Baptist Church that Randa Sherman asked our club to take for her father's 50th Anniversary of being its leader and minister. **Peter Richter** now has his SP/LSA ticket and gave his wife her first ride in a Trike. **Rob Kane** flew his

#### SERVICE PROVIDERS

Recap our standing list of service providers:

- PPG instructor and dealer: **Michael O'Daniel**
- Fixed wing instructor: **Chuck Tippett**
- PPG, Ultralight, LSA and General Aviation flight instruction: **Grass Roots Flyers**
- Welder: **Tom Kotsch**
- A&P mechanic: **JD Ingram**

#### REGULAR REPORTS

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

*Treasurer: Jim Birnbaum* reported August income: \$79.00, Expenses: \$18.92 and the Flying Club 1 Checkbook Balance: \$2,754.23.

*President: Steve Beste* said he had nothing special to report.

*Safety and Training Director:* Vacant - we need a qualified volunteer for this spot!

*Membership Director:* **Jim Birnbaum** reported that a few new members will join today and the old members are gradually paying up. So we should have close to 50 active members.

*Warrenton Airpark Owner: Tom Richards* said that the skydivers' parachutes have adhered to his request that they not over-fly the main runway (04-22) under 500 ft. Tom said he wants to get pilots' input on changing the pattern as he stated at the last meeting. The pattern change to runway 04-22 would be to keep all the traffic west of the field if the skydivers are operating. This would mean a left pattern for 04 and a right pattern for 22. He wants your comments before making a final pattern change. Because of the mix in traffic, Tom still wants all pilots to use their radios (122.9) and announce their intentions. You can also monitor the jump plane on the same frequency. Tom said that he put up an old historical sign at the Airpark entrance that states that it was once the location of a glider (sailplane) flying club and also the old members may hold a reunion at the field next year.

### **Old Business**

None

### **New Business**

None

### **MONTHLY PROGRAM**

None

### **50-50 Drawing**

Again, winner **Pete Bastien** contributed it to the club.

### **Cook Out**

Everyone enjoyed the cookout that was prepared by **Jim Birnbaum**.

### **Adjourn**

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

Submitted by **Jim Heidish, Secretary**

## Activities

### ***2014 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 2014 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

Date	Activity	Location	Description
Sat, October 4th	Club 1 Fly-in and meeting	<a href="#">Airpark</a>	Monthly meeting, Club 1 Fall Fly-in and cookout at Warrenton Airpark
Sat, October 25th	Club 1 Color Run Fly-out	<a href="#">Airpark</a>	Club 1 Color Run fly-out at Warrenton Airpark
Thu, November 6th, 7:30 pm	Club Meeting	<a href="#">CVHS</a>	Conversation, club business meeting and program.
Sat, December 6th, 4:30 pm - 8 pm	Club Meeting / Holiday Party	<a href="#">Airpark</a> 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](mailto:Ooi.Lucy@gmail.com)) when the ad is no longer needed.

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### FOR SALE — '92 Kolb Firestar



Part 103 ultra-light airplane with foldable wings. Fantastic performance but docile characteristics, perfect for both beginners and veterans. Reliable and easy start Rotax 503 with 108 hrs, airframe has 324 hrs. B-box reduc. drive and 62 power fin prop. Alt, AS, RPM, dual EGTs. Includes hand-held COM/NAV radio and custom trailer with stone guard & loading ramps. \$6500 - Tim (619) 410-7011 Arlington, VA. More pictures available. Thank you.

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### 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 Pedals 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 conver-

sion 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.*”

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### FOR SALE — Taylorcraft BF-12D (1946)

Sale to club members only for a 10% discount from the \$22,500 asking price. Aircraft is hangared at Warrenton Airpark. The Taylorcraft is flown about 65 hrs / year and should be flown more. Please contact Tom Richards (703)568-3607 or <mailto:warrentonairpark@yahoo.com>.

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### FOR SALE — MaxAir Drifter built 1989



Electric start oil-injected Rotax 582. 1083 TT engine and airframe. 16 hours TT since engine rebuild. 10 gallon fuel capacity with 4.5 gallon

reserve behind front seat. 3-blade Ground Adjustable Warp Drive Prop. (2) Comtronic Helmets with radio. Mounted ICOM A21 radio PTT switch on stick. Dual EGT. Tach, hourmeter, voltmeter, VSI, fuel pump pressure, turn and bank bubble indicator, airspeed indicator, mounted GARMIN GPS Pilot III. Tundra tires. External mounted BRS Chute. Always Hangared. Lots of spare parts. Based at New Quarter Far Airport, Gloucester, VA. \$4000.00

Contact Richard Moore 804-815-0730

[drifterpilot@cox.net](mailto:drifterpilot@cox.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 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 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 2014 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 - 2014



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. ENCLOSURE 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.

### **2014 CLUB OFFICERS AND DIRECTORS**

President: Steve Beste 703-321-9110

Vice President: Dick Martin 703-242-2367

Secretary: Jim Heidish 703-524-5265

Treasurer: Jim Birnbaum 703-361-7478

Director & Past President: Len Alt  
703-945-9314

Director At Large: Vacant

Director At Large: Larry Walker 540-347-7609

*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.

### **2014 CLUB VOLUNTEER STAFF**

Safety & Training: Vacant

Membership: Jim Birnbaum 703-361-7478

Club Artist: Jim Heidish 703-524-5265

Newsletter Editor: Lucy Ooi ("Wee")  
[Ooi.Lucy@gmail.com](mailto:Ooi.Lucy@gmail.com)

Web Master: Steve Beste,  
[president@flyingclub1.org](mailto: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*

**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](mailto: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](http://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](http://www.usppa.org)**