



## The Privileged View

Steve Beste, President

**Trike Rebuild.** I'm happy to report that I'm making progress on rebuilding the trike that I crashed last October. But fixing an experimental trike is SO different from fixing other aircraft. As with PPGs, it's a do-it-yourself project.

The trike was originally built from a kit in 1997. As was often the case then, the carriage, the wing, the engine, and the propeller all came from different manufacturers. Nowadays, with LSA aircraft, the manufacturer integrates all those things and you can only use components that they approve. But my trike is an Experimental, so it's mix and match on all fronts. To simplify that, I'm going to rebuild it mostly the way it was. However, that still means dealing with different suppliers.



**The wing.** A given trike can be flown with different wings. You can buy a huge 19-meter wing (that's square meters) to fly slow with the geese or to carry floats. It has a huge lifting capacity, but is ponderous. Or, you can get the hot 10-meter wing that goes 100 mph and cuts through turbulence because of its high wing-loading. Of course, the small wing requires 80 or 100 horsepower and requires a longer field. These are trade-offs that any PPG pilot will recognize.



Rather than experiment, I have ordered the same wing that I had before - the 15-meter Profi TL wing from Aeros in the Ukraine. It's a fine, proven, mid-range wing, built like a tank by engineers from the Soviet-era aerospace industry. At about \$7,000, it's the most expensive part of the rebuild. The picture shows how the wing will arrive in late April as a 150-pound cardboard box. I'll pick it up at Dulles.

**The carriage.** This is an Aerotrike Safari from a South African company. However, the original Aerotrike company was sold and then, recently, sold again. They haven't built trikes in over ten years. As luck has it, they still have some plans, jigs, and materials from the old days. They say they can manufacture the parts I need.

**The engine.** This is an HKS. At 60 hp, it's slightly underpowered for a two-person trike, but it's super reliable, 4-cycle, and burns only 2 gph. It survived the crash just fine. With the rand unusually low against the dollar, the price should be about \$1,200, delivered.

My target date for first flight is May 1st. Fortunately, I have just retired after 17 years as a computer contractor at the National Archives. I'll have the time to do the work. Wish me luck!

**Engine hoist wanted.** Do any of you have an engine hoist that I can borrow through May? It needs to lift only 120 pounds to a height of 55". Please let me know.

**News from Club 4.** The Capital Area Light Flyers is our sister club in Maryland. From their March newsletter:

**Flying H Farms (8MD5).** This has been Club 4's home field for years. But with the recent deaths of both John and Dwinnie Harrison, the future of the farm and the field have been unclear. However, Club 4 members close to the matter report that they have not heard of any new plans and that they expect fly-ins to continue there as before.

**Father's Day Fly-in at Shreveport North (62PA).** For years, this has been the largest gathering of light flyers on the East Coast north of Florida. However, owner John Shreve is getting on in years. Club 4 received a call from Ashley Shreve, John Shreve's grandson, who said that John Shreve's grandchildren were interested in building up the Shreveport Father's Day fly-in to its glory days. Ashley wanted to get the word out to all of the airports and clubs so that the members would know about it. It sounds like the fly-in will be happening this year again.

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](http://www.flyins.com), [www.socialflight.com](http://www.socialflight.com) and the [Virginia Department of Aviation Calendar of Events](#).

Date	Event Description	Location	Distance from 7VG0
Sat, Mar 5 / 8-10 AM	Pancake Breakfast	Mecklenburg-Brunswick Regional Airport (KAVC)	117 NM
Sat, Mar 12 / 9 AM - 5:30 PM	WinterFest Fly-In	Sky Bryce Airport (VG18)	47 NM
Sat, Mar 12 / 8:30-10AM	EAA 1202 Egg and Pancake Breakfast	Farmville Regional Airport (KFVX)	84 NM
Sat, Mar 26 / 8:30-10:30 AM	Fly-in Pancake Breakfast	Franklin Municipal Airport (KFKN)	125 NM

## Eighty Year History of the Warrenton Airpark (1936-2015) *Phase 3: 1963-1992 as Warrenton Airpark - Over 20 years of Very Active Glider Training*

*By Tom Richards*

*Last month's newsletter covered the history of the Warrenton Airpark (then known as Zieger Field) from its founding in 1936 through its sale to Charles Beatley in 1963.*



The 1966 aerial photo obtained from county record shows the overall runway configuration and no evidence of hangars. It should be noted that the two runways were previously separated by the flowing stream, Licking Run. As of when this picture was taken, it appears that a 96-ft-long, 3-ft diameter culvert was in place, enabling a main runway extension to be built across soon thereafter - this having been installed by Mayor Beatley soon after he acquired the 263-acre (mile-long, 1/2 mile wide) property.

With the Special Use Permit, the field was reopened as Warrenton Air Park, a public-use airfield. The new owner, Charles Beatley (shown at right) at that time was Mayor of Alexandria and a United Airlines Captain. The Beatley family remained in the family compound in Old Town Alexandria with the Mayor driving out on most warm-weather weekends to fly and mow the grass.

Soon thereafter, a hard-surface was added in this area with the middle section being concrete. Asphalt extensions were later added on each end to bring the 18 ft wide paved surface to a length of approximately 750 ft. This hard surface was to prove useful as the “launch pad” for the gliders that were soon to appear.



In October of 1969, the [Capitol Area Soaring School](#) moved to Warrenton Airpark, after Leesburg's new Godfrey Field had become too busy for glider operations. The Company was then owned by Gordon Bogora and Ernest Klimonda. CASS advertised introductory rides for \$9.

“Warrenton” was depicted as a public-use airfield on the 1970 Washington Sectional Chart (courtesy of John Clifford). The Capitol Area Soaring School eventually became the [Warrenton Soaring Center](#), which was incorporated in 1974. It eventually operated a wide variety of gliders and tow aircraft from Warrenton Airpark over the next two decades. The 1982 AOPA Airport Directory (courtesy of Ed Drury) described “Warrenton” as having a single 2,000' turf Runway 15/33. The operator was listed as the Warrenton Soaring Center, which was also a Schweizer dealer.



The photo above shows one of the gliders the WSC used as trainers at that time. Mr. Beatley occasionally piloted the tow-plane. The American Champion Citabria and Piper Pawnee were used as tow-planes.

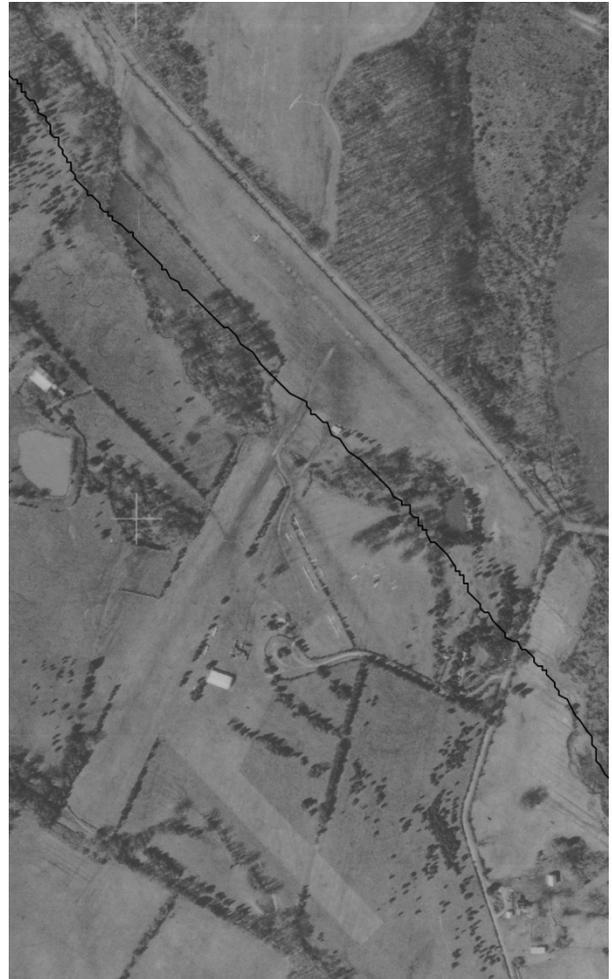
At least 2 astronauts flew with CASS/WSC. One was Major Tom Stafford, commander of the Apollo-Soyuz Mission (now-retired Air Force Major General), and the other was Bill Anders of Apollo 8, who was taken for his first glider flight by Al Dresner on December 11, 1969. This was almost exactly a year after Commander Frank Borman, Command Module Pilot James Lovell, and Lunar Module Pilot William Anders became the first humans to travel beyond low Earth orbit with Borman broadcasting a special Christmas Eve message while in lunar orbit that many of us remember.

Unfortunately, the [Warrenton Soaring Center](#) operations faced increasingly difficult conditions as described below in excerpts from *Skyline Soaring Club in the Twentieth Century* By [Jim Kellett](#), January 2000 - excerpts from Chapter III:

The airport had two runways running roughly SW-NE and E-W. Each was a little over 2,000 feet long; the SW-NE runway terminated in about the middle of the E-W runway, and it was common practice to land to the west, stop in time to be in position to launch to the SW. But the intersection was close to 100' lower than the opposite threshold, and the E-W runway

was entirely surrounded by trees. Warrenton Airpark was (and is) a challenging airport, to put it mildly. Over the ca. 15 years WSC operated there, several aircraft were destroyed and several pilots suffered injuries, some serious, and with two fatalities. I personally believe that the airport became increasingly unsuitable for gliders over the years as the trees on and around the facility grew **and as the continued failure to get hangars constructed led to increasing maintenance costs for the company.**

Derek Piggott was here for the SSA convention, and flew at Warrenton with some of the staff and customers and with typical British reserve, called it a “difficult place to land.”



The 1981 USGS topographic map depicted Warrenton Air Park as having two unpaved runways, with the crosswind runway at the north end of the field. By this time, as mentioned earlier, the quarry had been allowed to flood, forming the pond mentioned earlier - as shown on the map at right.

1991 was a dramatic and traumatic year for the Warrenton group. Having finally been convinced of the unsuitability of Warrenton Airpark, the Board reluctantly decided to move operations, and in January the Corporation was implementing its planned move to the Front

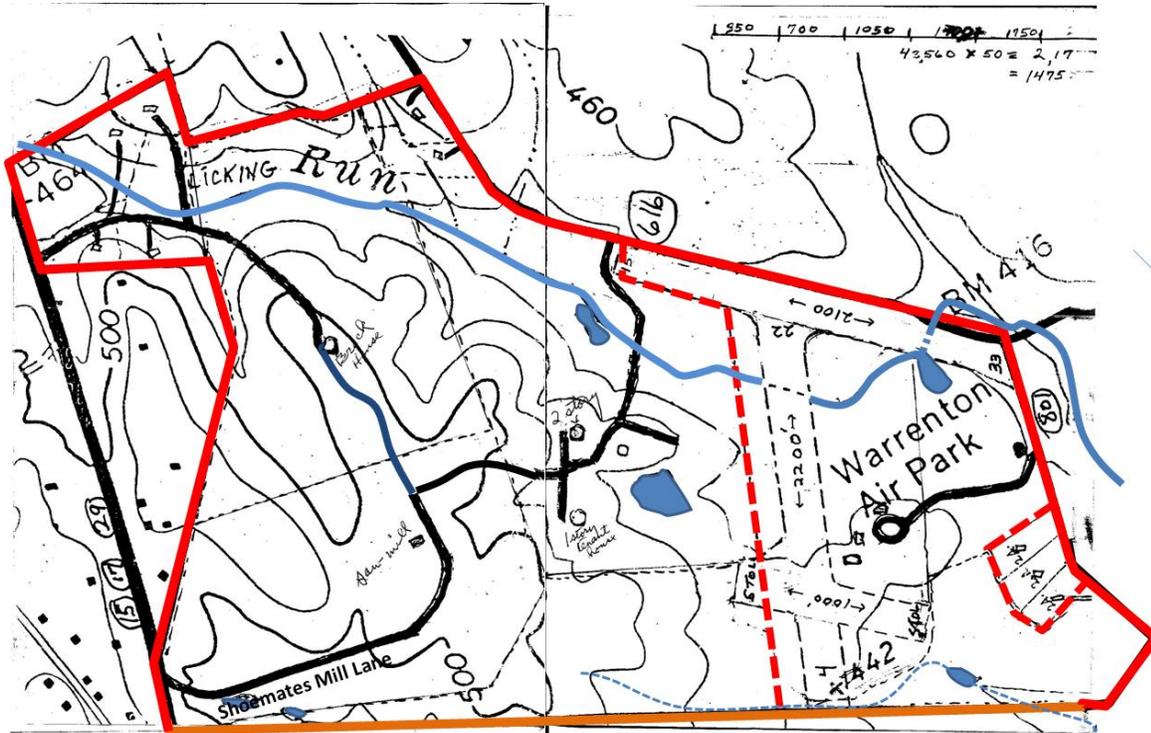
### Royal Airport.

In March, the Board reconsidered its planned move and negotiations with IAD had led to agreements to operate our tow-planes without transponders in the “veil”. In April, the planned move to Front Royal had run into snags, and the operation continued at Warrenton Airpark. The Company also decided to hire a full time manager, and if none could be hired by May 1, that the Corporation will close its doors. By June, the last frantic efforts to save the Company had played out and the Board was committed to disestablishment - which occurred in March 1992.

The 1987 aerial photo (above, at right) shows the runway configuration as described above with the 80’ by 45’ roof-only hangar that had provided shelter for the gliders to the left of the turnaround. At that time, it had no sides or sliding doors. Also of note is a square structure with an unintended swastika pattern for inner walls. At this point it had a concrete floor and cinder block walls but obviously no roof. So it was started before 1987 - but was finally completed more than 10 years later. This had originally been intended to shelter tow-planes. Somewhat ironically, for at least a 10-year period, the field had two buildings - one with roof only, the other with concrete floor, cinder-block walls and no roof.

The photo below shows a glider being towed on a take-off run on the hard surface in 1988, courtesy of Phil Jordan who flew gliders here then as partner in the Warrenton Soaring Center. This group is reincarnated as the Blue Ridge Soaring Club flying out of Front Royal, 30 miles northwest. This background is very similar today, except the trees are 10 to 15 feet taller.





Property contour map annotated in **1990** by then-owner, Charles Beatley...Red and blue notations added by Tom Richards 2015 - Red outline shows original 263 acres...Dashed Red shows 76 acre Airpark.

## Air and Space Museum Field Trip

*By Robert Doak*

A Flying Club 1 field trip to the National Air and Space Museum's Udvar Hazy Center was organized for February 20, 2016. Twelve members and their guests attended: Loyd Peterson and his wife, Dick Martin, Dave Reidel, Greg Anderson and his father-in-law Bob Runger, Marve Kidder, Bob Chapman, John Jelinski, Tom Richards, and Rob Doak.



*The group on the main promenade overlook*

Well, what could be better than a wonderful warm February day and a bunch of Flying Club 1 Members and guests gathering at the National Air and Space Museum's Udvar Hazy Center at Dulles Airport. And this is what happened on the 20th of February: 11 members and guests met up at the Mclearen Square shopping center at 9:45 Saturday morning to carpool to the museum. With schedules and time limits for some, we ended up mostly driving each of our own personal vehicles to the museum. This worked out fine as everyone was able to come and go as needed. We arrived at the museum promptly at 10 am and gathered on the overlook on the main promenade that had the iconic view of the SR-71 Blackbird and the Space Shuttle Discovery in plain view. And just think....it all started with two men from a bicycle shop in Ohio.



*View from the overlook*

After taking a few moments to meet and greet everyone we proceeded down to the main lower display floor to get in a guided tour..and what a great idea that was! Our tour guide Harry was super knowledgeable and very patient with questions and additional comments. Harry's tour lasted about two hours and in those two hours he informed the group of all the knowledge inside many of the items on display in very deep detail. Harry is a true treasure to have on a tour and his knowledge and love for aviation showed. I would like to thank all those who showed up for the field trip and for those club members that had other plans, you were missed and perhaps we can gather again for another "special" outing.



*The extremely knowledgeable tour guide, Harry*

## Meeting Minutes

*February 2016*

### *Flying Club One Meeting*

Thursday, February 4, 2016

Centreville High School

Centreville, VA

#### **Selling 50/50 tickets before meeting**

#### **Call to Order**

*President, Steve Beste* called the meeting to order at 7:35 P.M.

10 members present.

#### **CONNECTIONS**

#### **Visitors & New Members**

None

#### **Old Members**

**Jim Birnbaum** was back from sick leave and said that he is on the road to recovery from his flying accident. **Bob Chapman** said that the U.S. Hang-Gliding Association is losing their commercial insurance that members could get and is now thinking of self-insuring. Not sure if this could happen to the USUA? Many Ultralight and LSA pilots get their third party insurance from USUA membership.

#### **SERVICE PROVIDERS**

Recap our standing list of service providers:

- PPG instructor and dealer: **Michael O’Daniel**
- CFI: **Pete Bastien**
- Fixed wing instructor: **Chuck Tippett**
- PPG, Ultralight, LSA and General Aviation flight instruction: **Grass Roots Flyers**
- Welder: **Tom Kotsch**
- A&P mechanic (not at Airpark): **JD Ingram**
- Light Sport Condition Inspections, Rotax Certified: **Tim Loehrke**

#### **REGULAR REPORTS**

*Secretary: Position Vacant.* Minutes (taken by **Lucy Ooi** of the January meeting were published in the February Club Newsletter and approved as published.

*Treasurer: Jim Birnbaum* reported October Income: \$20.00, Expenses: \$0.00, the Flying Club 1 Checkbook Balance: \$2949.52

*President: Steve Beste* said **Robert Doak** suggested that the Club go as a group to tour the Smithsonian Udvar-Hazy Air and Space Center at the Dulles Airport. He suggested Saturday, February 20th and that we could carpool to avoid everyone having to pay the \$15 parking fee. Members like this idea, so more info will come from Robert. Also, Steve was contacted by a party that is looking to buy the property owned by pilot Bob Niesslein that is along side of the Warrenton Airpark and has access to the main runway. He said they had a lot of ideas on what to do with the property and one was airport related. He put them in contact with **Tom Richards**.

*Safety and Training Director:* **Pete Bastien** - not at meeting.

*Membership Director:* **Jim Birnbaum** reported that over the past few months we have acquired three new members and that membership renewals are coming in. As a reminder, the monthly roster that is emailed out has a date after each member's name. If 2015 is still next to yours, you need to pay your 2016 dues.

*Warrenton Airpark Owner:* **Tom Richards** said that all the hangars came through the big snow-storm in good shape because the wind was blowing the lightweight dry snow off the roof as fast as it accumulated. He said the work crew that **Robert Doak** put together did a great job of clearing out the trees that were close to the main runway (a deer crossing area) and it should discourage the deer. Tom is still working on the hangar repairs and has a man looking at the zero-turn lawn mower to see if the motor can be repaired for under \$1000.

## Old Business

None

## New Business

None

## MONTHLY PROGRAM

**Dick Martin** showed *GoPro* shots (motion) of him flying his LSA. Dick mounted GoPro cameras on three locations around his aircraft; one was mounted out near the wing tip giving a wide-angle view of most of the fuselage. The arrangement captured some very dramatic images that he could edit (go back and forth between the

cameras) for the best views when showing. It really captured the joy of flying.

## 50-50 Drawing

Winner **Bob Chapman** donated his winnings to the Club.

## Adjourn

*President,* **Steve Beste** adjourned the meeting at 8:40 P.M.

Submitted by **Jim Heidish**

## Activities

### *2016 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 2016 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

Date	Activity	Location
Thu, March 3rd, 7:30 pm	Conversation, club business meeting and program	CVHS
Sat, April 2nd, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, May 7th	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, June 4th	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, June 18th, 7:30 am	Poker Run	Airpark
Sat, July 2nd, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, August 6th, 11 am	Memorial table, monthly meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, September 3rd, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, October 1st	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, October 22nd	Club 1 Color Run Fly-out	Airpark
Thu, November 3rd, 7:30 pm	Conversation, club business meeting and program	CVHS
Sat, December 9th, 5 pm - 8 pm	Monthly meeting and Holiday Party	Airpark Club House

## 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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**To place an ad in the newsletter, contact [ooi.lucy@gmail.com](mailto:ooi.lucy@gmail.com)**

## 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 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 Birmbaum  
Flying Club 1  
Membership Director, Treasurer

## MEMBERSHIP APPLICATION



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.

### 2016 CLUB OFFICERS AND DIRECTORS

President: Steve Beste 703-321-9110

Vice President: Dick Martin 703-242-2367

Secretary: Open - to volunteer, contact Steve!

Treasurer: Jim Birnbaum 703-361-7478

Director & Past President: Len Alt

703-945-9314

Director At Large: Pete Bastien 703-568-5778

Director At Large: Lucy Ooi 585-410-5573

### 2016 CLUB VOLUNTEER STAFF

Safety & Training: Pete Bastien

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 mem-*

*ber 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](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)**