



Volume 16 – 07

www.FlyingClub1.org

July 2016



The Privileged View

Steve Beste, President

Fortune favors the bold - the 2016 Poker Run. At 6:30am, USAirnet was calling for 300-500' and mist. But the Warrenton-Fauquier AWOS reported 2,200' and ten miles with a 3-knot wind from the northeast. Sometimes the weather turns out better than forecast. You just have to show up and see. For the six of us who showed up for the Poker Run, it turned out to be a fine day for flying. We had no sun, but no thermals, either. The mountain passes were socked in, so if my trike had been fixed, I couldn't have gotten through from Front Royal. But Tom Simmons generously took me on as a passenger. Special recognition goes to Dick Martin, who put out the boxes the day before, and to Robert Doak, who flew his first Poker Run. Congratulations, Robert!



Robert Doak, Loyd Peterson, Don Sheehan, Dick Martin, Steve Beste, and Tom Simmons.

The course was the same as in recent years: Airpark - Rular - Greenhouse - Lenn Bros. - Berryvale - Fox Acres - Airpark. That's 46 miles; about 2½ hours allowing for time to gather and chat at each field. See the map [here](#).

We had a bit of a navigation problem at Berryvale, as the coordinates I sent out were wrong. Loyd followed them and disappeared to the north somewhere. Robert got on the radio and talked him back by listening for the sound of his engine. "Go south. Now turn east. I see you! Do you see us?"

With the companionship, the flying, and the beautiful countryside, the Poker Run is my favorite Club 1 event. I get credit for arranging it, but the real credit goes to all the airfield owners who keep their fields mown and then welcome us. It takes Conrad Miller 3½ hours to mow Fox Acres. Now that the Van Wingerdens sold their Cessna at Greenhouse, I think we may be the only people who use their airfield. Yet they mowed it for us. The Lenn brothers don't even fly anymore, but they asked their son to mow their field for us. We are so fortunate. Thank those airfield owners every chance you get.



Robert Doak in his Hurricane.



Tom Simmons and the crew at Rular.



Don Sheehan at Greenhouse. Joe van Wingerden had just mowed the field for us.



The crew at Lenn Brothers. Their son mowed the field the day before.



Unbeknownst to himself, Tom Simmons drew the winning card from the box.



Departing Lenn Bros. Open-air flying at its finest.



Tom Simmons in his Quicksilver at Berryvale.



Dick Martin in his Allegro at Berryvale - a beautiful field.



Lloyd Peterson in his Kolb at Berryvale.



Robert Doak arrives at Berryvale.



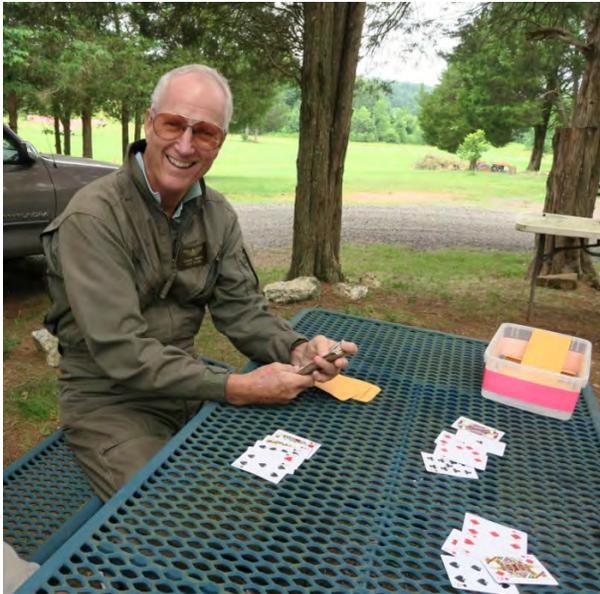
Host Conrad Miller at Fox Acres. His runway looked like a golf green.



All of us lined up at Fox Acres.



The poker game.



The winning hand - a mere pair of fives.



Afterwards, we picked up Bob Kane and Tom Richards and retired to The Black Bear Bistro in Warrenton for a satisfying lunch together.

Fly safely,

Steve



Correction: *In the last newsletter, it was stated in the table summarizing accidents that in Jim Birnbaum's accident in the Rans S-12 he struck trees on landing. This is incorrect. The accident was a very hard landing caused by a micro-burst or strong air-burst. We apologize for the error.*

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

Date	Event Description	Location	Distance from 7VG0
Fri-Sun Jul 8-10	Recreational Aviation Foundation Fly-in Campout	Warrenton-Fauquier Airport (KHWY)	5 NM
Sat, Jul 9 / 8AM - 1PM	EAA Chapter 36 Breakfast/Lunch Fly-in/Drive-in	Hagerstown Regional Airport Firehouse (KHGR)	63 NM
Sat, Jul 9 / 8:30-10AM	EAA 1202 Egg and Pancake Breakfast	Farmville Regional Airport (KFVX)	84 NM
Sat, Jul 9 / 12-4PM	Beaverdam Annual Fly-in	Beaver Dam Airpark (VA33)	108 NM
Sat, Jul 16 / 7-10AM	Fly-in Pancake Breakfast	Altoona-Blair County Airport (KAOO)	101 NM
Sat, Jul 16	Wings and Wheels Bath County Airshow (Airshow is 1-3PM)	Ingalls Field (KHSP)	105 NM
Sat, Jul 16 / 8AM - 12PM	EAA 240 Pancake Breakfast and Young Eagles Flights	New Garden Airport (N57)	117 NM
Fri-Sun Jul 15-17	Smoke Town Fly-in Camp-in	Smoketown Airport (S37)	111 NM
Sat, Jul 23 / 6-9PM	Movie Night at the AOPA National Aviation Community Center (Showing <i>Planes</i>)	Frederick Municipal Airport (KFDK)	50 NM
Sat, Jul 23 / 8:30 - 10:30AM	Fly-in Pancake Breakfast	Franklin Municipal Airport (KFKN)	125 NM
Sun, Jul 31 / 9AM - 1PM	EAA 426 Fly-in Drive-in Breakfast	Greater Cumberland Regional Airport (KCBE)	73 NM

A Grand Tour of the USA

By Lee Fox

After flying over so many spectacular sights in the US at 35,000 feet and Mach 0.82 during my airline career I had always wanted to get a closer look at these incredible features of our great country. The original plan was to do this in a Winnebago with my wife, Deb; but upon reflection it seemed our Mooney would be a better option. Good choice! We wanted to include Alaska, so that meant a May/June timeframe would be best because of more favorable weather. So on May 10 we set off on the adventure of a lifetime!



The route



Our Mooney



The crew

Our journey covered over 10,000 miles in 31 days burning 793 gallons of 100LL in 82 hours of flying time. We started by flying to Kerrville, TX, to spend five days at a Mooney “Homecoming” event. Over 100 Mooney owners gathered for fun, great seminars and a tour of the Mooney factory. It was pretty impressive to see how these marvelous planes are made. Deb took the day long co-pilot course and reinforced her skills (she had taken the FAA “Pinch Hitter” course eight years prior) that would enable her to communicate with ATC and land the airplane if needed. Then we headed west.

Most of our stops (other than for fuel) were single overnights. However, we picked special places for double overnights that were worth more ground level investigation. Our first stop was Albuquerque, NM, where we took the tram up Sandia Peak for a spectacular view of the area and a delicious meal. From there we flew over Ship Rock, Arches National Monument, Canyonlands, Lake Powell, and on to Bryce Canyon for a ground tour and much-needed visit to the laundromat.

Next day we flew over Zion National Park, the Grand Canyon, Monument Valley, and Meteor Crater. Since we had seen so many beautiful “red rock” areas we were on sensory overload thinking nothing could be more beautiful. Then we flew into Sedona, AZ. Oh my...! Sedona is red rock cliffs and formations on steroids. Absolutely breathtaking! After a full day in Sedona we flew over Lake Mead, the Hoover Dam, and on to California where we visited longtime friends in Carmel. Deb had lived there in the early 70’s; and we always love exploring Carmel Valley. It was so cool to fly over Pebble Beach and Spyglass Hill Golf Courses, Point Lobos and down the coast to Big Sur. We were planning to leave for Napa the next day by way of Yosemite National Park and Lake Tahoe. However, severe storms were developing inland so we decided it was best to head straight to Napa where we were treated to some mighty fine wine tastings.



Bryce Canyon



Ship Rock



The Grand Canyon



The crew relaxing in Sedona, Arizona



The Hoover Dam

Then we headed north to see Multnomah Falls outside of Portland, OR. On the way we flew around Mt. Shasta, Crater Lake, the Three Sisters, and Mt. Hood. Spectacular! The next day it was off to Mt. Adams, Mt. Rainier, and Mt. St. Helen's. It was amazing to see the ash that is still covering so much of the side of the mountain that was blown out by the last eruption in 1980. We overnighted in Bellingham, WA, where we had the plane serviced to make sure it was ready for the challenging week in Alaska.

You really don't want any mechanical or weather problems when flying in Alaska. Diversion airports and suitable emergency landing sites are few. Alaska flying is very challenging and not a place for the inexperienced or unprepared. The weather can change very quickly and often without warning. Weather forecasts are notoriously inaccurate. There is a lot of high altitude and mountain flying involved. But the payoff is aerial scenery of glaciers and mountains that is beyond breathtaking!



Crater Lake



Mount St. Helens

The weather was perfect so we were able to fly up the Pacific Coast route to Anchorage. You don't want to do this in less than perfect weather. The leg from Bellingham to Ketchikan was our longest of the entire trip at 4½ hours, not by choice, but of necessity since there was nowhere in between to land that had AvGas! Then it was on to Sitka where we saw grizzly bears, bald eagles, and even a whale! Deb took some amazing video of grizzlies eating salmon and the eagles (20-30 of them) swooping in to steal their lunch! She was even “buzzed” by an eagle while filming!!

Next day we were off to Juneau, Glacier Bay, Skagway and Yakutat. Alaska is a spectacular expression of God's handiwork in nature that leaves you really appreciating His creation. Yakutat is a fishing village with very little to offer for accommodations. We called this one of our two “rustic” Alaska experiences. However, it was pointed out to us that this was actually an “authentic” Alaska experience! In fact the sign over the airport FBO read simply, “Food, Shelter, Booze.” Perfect!



The Yakutat FBO

Then another amazing day flying over ice fields, Mt. St. Elias, the Hubbard and Malaspina Glaciers. Hubbard is the fastest moving glacier advancing about 150 feet a day. It calves many icebergs because it is advancing so fast. The Malaspina Glacier is North America's largest measuring 60 miles across! Flying over the Chugach Mountains was breathtaking! Before stopping in

Anchorage we flew over the Kenai Peninsula which looked comparatively tame compared to other Alaska terrain. Alaska has over 100,000 glaciers. We photographed as many as we could!!



Hubbard Glacier

In Anchorage we dined at the Double Musky Restaurant and split their pepper steak (the most requested menu item). We still could not finish it - it was so large and delicious! Then on to Denali National Park where we flew all the way around 20,320' Mt. Denali (McKinley) at 16,000 feet (on oxygen, of course). It was a perfectly clear morning, and we could see the mountain all the way from Anchorage (well over a hundred miles away). We cannot begin to describe the beauty! You get a feeling of complete insignificance when flying next to such a massive mountain. Then we landed at nearby Talkeetna airport and took a ride in a Turbo Otter on skis to tour the mountain at around 10,000' and land on a glacier in the Sheldon Amphitheater of the Ruth Glacier. The thing about Alaska that is so apparent while flying around Denali is the ENORMOUS scale. We saw a base camp where scores of climbers were getting ready to ascend the mountain. Dressed in orange for visibility, they were barely visible small dots the size of a pinhead in the vast expanse of ice. What looked like small cracks in the glacier were actually vast crevasses large enough to swallow buses and in some cases, houses. Something we will truly never forget.



Mt. Denali (McKinley)



On a glacier with the Turbo Otter

We then flew south to Glennallen where we spent our last night in Alaska at The Rustic B&B, which was our other authentic Alaska experience - complete with the legendary mosquitoes. Experiencing how people in Alaska's interior live was a real treat, and the owners could not have been more accommodating.

One in five Alaskans is a pilot because many places are only accessible by air. Most small planes don't have radios or transponders, so it is truly a "see and be seen" Wild West environment. There were times when our only emergency landing options were freezing cold water, mountains, or a glacier. Those options made the glacier look pretty good. Even though it was summer with good weather forecast we still had a few unexpected encounters with icing. That will get your attention quickly!

We had originally planned to return via the coastal route, but poor weather was moving in. Weather is one thing you don't want to challenge in Alaska in a small plane. So we headed back to the lower 48 through Canada's Yukon Territory, landing in Whitehorse, Watson Lake, Grand Prairie, and Calgary. In Whitehorse there is a DC-3 weathervane. Yes, it is an actual DC-3 and actually rotates as the wind shifts! While in Calgary we drove out to spend a couple of days in Banff. The Canadian Rockies are so very beautiful - arguably surpassing the beauty of the US Rockies. We spent the day up at Lake Louise, Moraine Lake and Emerald Lake and were again overwhelmed by the beauty. Then, back to the USA landing in Great Falls, MT, to clear Customs and on to Jackson Hole, WY, and Grand Teton National Park.



The Tetons and Jackson Hole, Wyoming

Jackson Hole was one of my favorite airline layovers, so we reminisced and visited my favorite restaurant, The Mangy Moose, for a memorable dinner. Next morning we enjoyed a world class breakfast at The Bunnery and drove up to Yellowstone National Park. However, the bridge was out so we didn't make it to Old Faithful. We did see other geysers and geothermal sites that really gave us a taste of the area. It is just indescribable to see steam and hot water popping up out of the earth's surface.

Next day it was off to fly over the Badlands, the Black Hills, Devils Tower, and Mt. Rushmore. Deb mentioned that if we hadn't already seen such beauty in the Southwest we would have been more awed by the Badlands, but this area is still something we are glad we saw.



Devils Tower

Our final stop was in Lincoln, NE, to visit special friends. Their superb hospitality was the perfect transition back to “reality” before heading home via “flyover country” on June 10.

The importance of thorough planning and preparation before undertaking a trip like this cannot be overemphasized. There are many “cultural” differences between flying in Alaska, Canada and the lower 48. Having the proper equipment, training in high altitude and mountain flying (an instrument rating is almost mandatory), Customs documents, Canadian paperwork, awareness of

Special Flight Rules Areas and procedures, accommodations, rental cars, and several backup plans is crucial to your enjoyment and survival. But the payoff is huge!

It is impossible to pick a favorite part of our trip. However, Alaska does really stand out! We had been there before on cruises and had even taken a Vista Dome train from Anchorage to Fairbanks so we knew how spectacular it was. However, seeing it from an aerial perspective this time was indescribable. We could really see how the glaciers carved their way to the sea and saw things like vast ice fields not able to be seen from land due to the inaccessibility. And to see Mt. Denali “up close and personal” was..., well, just amazing! We are extremely thankful for the extremely good weather we had because other than skipping Yosemite and Lake Tahoe (guess we need to plan another trip!) the only weather delays we had were two mornings, one in Yakutat and one in Jackson Hole when we waited until 10 a.m. for the fog to lift before taking off. We feel blessed beyond measure for the privilege it was to do this.

Meeting Minutes

June 2016

Flying Club One Meeting

Saturday, June 4, 2016

Warrenton Airpark

Warrenton, VA

Selling 50/50 tickets before meeting

Call to Order

Vice President, **Dick Martin** called the meeting to order at 11:05 A.M.

14 members present.

CONNECTIONS

Visitors & New Members

None

Old Members

Allen Whatley said he now has a single seat *Ridge Runner 3* (Sky Raider) with a HKS engine. **Tom Richards** is thinking about getting a C172 to use for training and also sight seeing flights. He said he would need CFI and Commercial rated pilots to fly it. **Lucy Ooi** is searching the market for a *Bellanca*, but plans to keep her *Champ*. **Dick Martin** had problems with the brakes on his *Allegro* LSA. Two local A&Ps could not fix them so he flew down to the USA *Allegro* factory in North Carolina and they solved the problem. **Woody Weaver** is looking for any information on liability insurance for Ultralights.

Looks like the only one is with First Flight Insurance through USUA membership. **Allen Whatley and Jim Hill's** damaged *Champ* was auctioned off by the insurance company.

SERVICE PROVIDERS

Recap our standing list of service providers:

- PPG instructor and dealer: **Michael O'Daniel**
- CFI: **Pete Bastien**
- Fixed wing instructor: **Chuck Tippet**
- 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: **Jim Heidish** reported that the May Minutes were published in the June Club newsletter and they were approved as published.

Treasurer: **Jim Birnbaum** reported May Income: \$76.00, Expenses: \$199.02, the Flying Club 1 Checkbook Balance: \$2798.94.

President: **Steve Beste** - not at meeting.

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

Membership Director: **Jim Birnbaum** reported that we have 40 paid-up Members. Your name is not on the roster if you did not renew your membership! Again, as a reminder, the Club roster

that is emailed out monthly has a date after each member's name; if 2016 is on it, you're paid-up!

Warrenton Airpark Owner: **Tom Richards** reported that he would have a rental hangar opening up soon. He is still working on fixing many of the hangar doors so they slide and close more easily. He is selling his crashed *Maule* for parts. Tom said that **Bob Niesslein** (owner of the house and hangar on the west side of the Airpark with access to the runway) has his property up for sale and an airline pilot is interested in buying it. Tom's article in the Club 1 Newsletter about accidents at the Warrenton Airpark started a conversation on safety, taking risk, and what the Club should do about it. (It will be continued at the next meeting).

Events Coordinator: **Robert Doak** reported that next month he would have in-depth information on summer flying events.

Old Business

None

New Business

None

MONTHLY PROGRAM

None

50-50 Drawing

Winner **Tim Loehrke** donated his winnings to the Club.

Cook Out

Robert Doak was chef for the day and prepared a tasty lunch.

Adjourn

Vice President, **Dick Martin** adjourned the meeting at 12 noon.

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

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
Sat, August 6th, 11 am	Memorial table, monthly meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, September 3rd, 11 am	Fly-out and Club Meeting	Robin's Nest Cafe at Shannon Airport (KEZF)
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 10th, 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) when the ad is no longer needed.

Challenger 2-place kit. Fuselage and wings are complete, the rest is 90% complete. Includes sails, doors, instruments, parachute, ceramic-coated muffler, and other goodies. Everything new. Asking \$7,000, which is less than half the current kit price. Located near Wheaton, Maryland. Bring a 20-foot flatbed trailer and two helpers. Call Don Wulfinghoff at 301-946-1196 or email DW@EnergyBooks.com.

Quicksilver instrument pod and support bracket.

Replaceable face plate is set for four instruments and a Tiny Tack: \$30. 3¼" altimeter, eight years old, good working condition: \$100. 3¼" ASI, eight years old, good working condition, \$100. Contact Tom Simmons 540-454-7751.

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: Jim Heidish 703-524-5265

Treasurer: Jim Birnbaum 703-361-7478

Events Coordinator: Robert Doak 703-897-4989

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

Web Master: Steve Beste,

president@flyingclub1.org

A club is only as good as the members who volunteer to support its activities. The follow-

ing 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