



Volume 17 – 01

www.FlyingClub1.org

January 2017



The Privileged View

Steve Beste, President

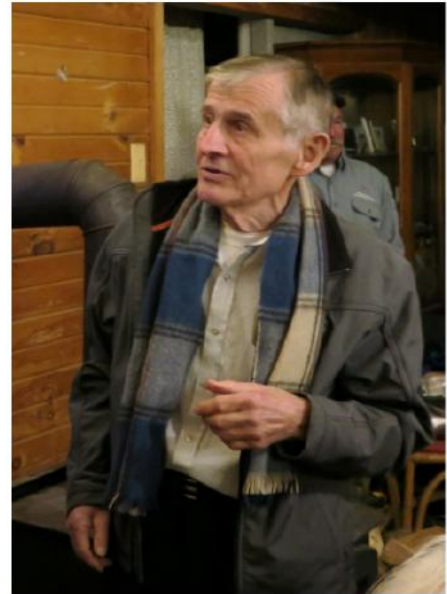
Holiday Party. Tom Richards' house never looked better than it did at last month's Club 1 holiday party. He credits his daughter Janet who responded to an urgent call earlier in the day to come help him clean up. They worked all day at it, but, they got the job done handsomely. Many thanks to Tom for welcoming us once again.

At a brief business meeting, VP **Dick Martin** and treasurer **Jim Birnbaum** were both re-elected to two- year terms. We are so lucky to have both of them.



The well-attended party

It was my privilege to present the Volunteer Awards to the four winners this year: **Jim Birnbaum, Jim Heidish, Dick Martin, and Lucy Ooi.** As all of you know, the Club could not exist without their efforts. Lucy could not attend, and I don't have a picture of Jim Heidish, but here are Dick and Jim.



The board voted unanimously to give the Directors' Award this year to **Robert Doak.** He could not attend, but in mid-December, he was back being his usual everywhere self, wrangling people to join him for some winter flying on a cold sunny day.



This year's awards

I gave the President's Award to **Len Alt**, who richly deserves it. Under the Club's by-laws, the past president becomes one of the directors of the Club. Little did Len think when he talked me into running for president that I would become president-for-life (so it seems) and that therefore HE would become *past-president-for-life*. He was president for four years 2006-2009 and past president for the 7 years since. He was president when I joined the Club, and I was impressed with the way he ran the meetings. He encouraged people to tell their stories since these are the heart of the meetings. But not for too long, a delicate judgment that he always pulled off. About business matters, he was brisk and decisive, a trait that's been an asset in his role as director. If I ask the directors for their advice on something, Len always speaks up. His contributions are always on point and move the discussion forward. It's been a treat working with him.

He called me last month to say that he was retiring and that he and Jane will be moving to Florida next spring. Further, he hasn't been doing any flying this past year as old PPG friends Dave Riedel and Ami Abramson have drifted out of the sport. He said that it's time to resign from being a director. I will miss him.



Jim Birnbaum, Tom Richards, Don Sheehan, Melodee Sheehan



Chuck Tippett, fresh from his induction into the [Virginia Aviation Hall of Fame](#)

The evening concluded with a HUGE bonfire, which turned out to be a bit larger and a bit closer to his house than Tom had expected.



Note the ring of burning grass



Tom and his tractor to the rescue

Fly safely,
Steve



This Month's Fly-In Destinations

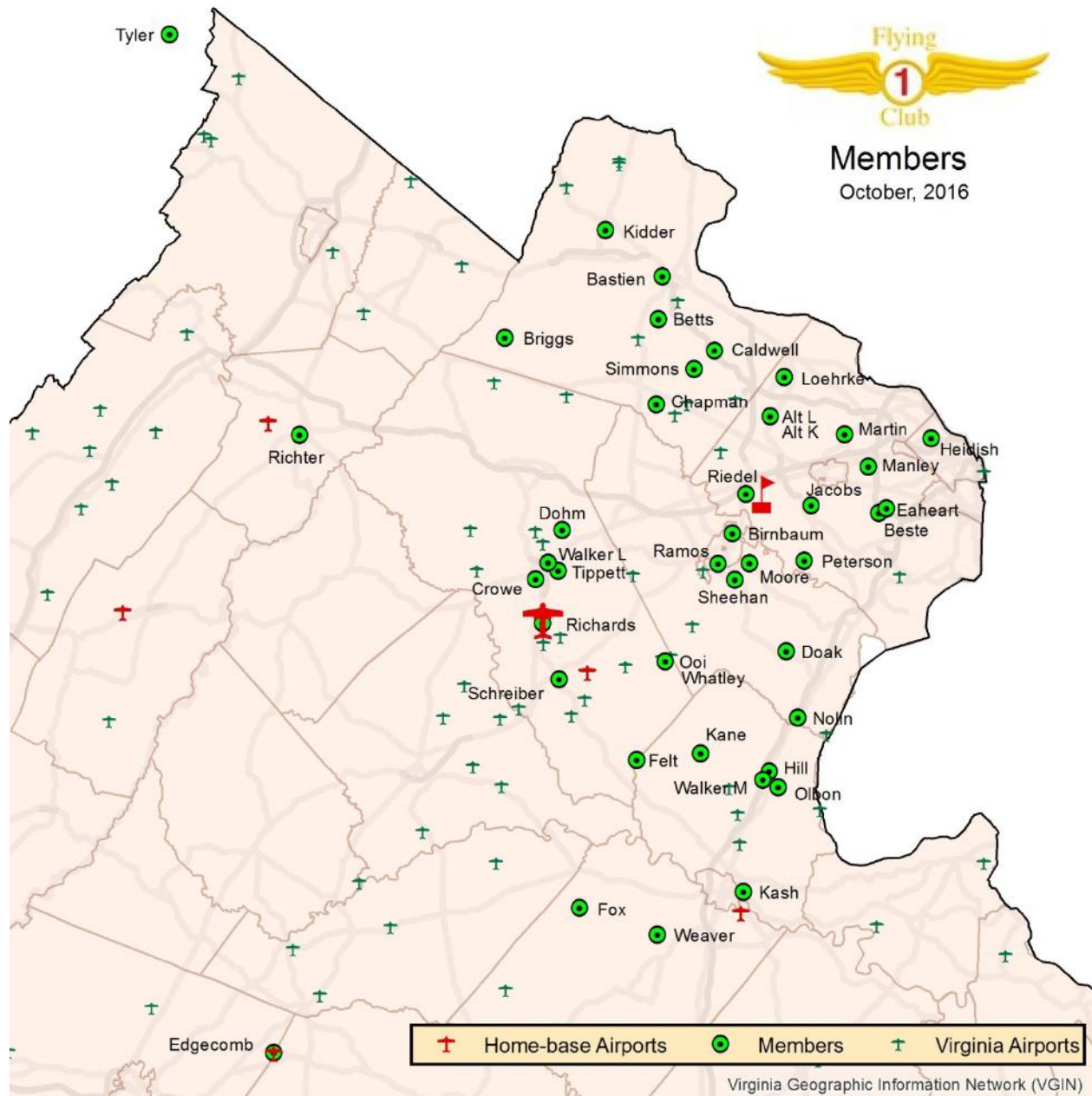
To encourage all of us to get in the air more, the following is a list of fly-ins I found within (about) 100 NM of the Warrenton Airpark which are occurring in the next month. Sources are: The [EAA Calendar of Events](#), the [AOPA Calendar of Events](#), www.flyins.com, www.socialflight.com and the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

Date	Event Description	Location	Distance from 7VG0
Sat, Jan 7 / 9-11:30AM	Lancaster Airport Fly-in Breakfast and Presentation. Breakfast until 10:30. Presentation at 10:30 on mobile devices in the cockpit.	Lancaster Airport (KLNS)	112 NM
Sat, Jan 21 / 11AM-2PM	Chapter 769 Fly-in Drive-in. Planned as a ski plane fly-in. If no snow, wheels will be ok. Contact Jim Staib (570) 275-1750	Sunbury Airport (71N)	142 NM

Member Map

By Steve Beste

Here's where we live. For some of us, it's a long way to the Airpark. And one of us - like his wild Irish ancestors - lives outside the [pale of settlement](#).



I made this map using a high-end mapping tool called Esri ArcGIS which I got for free (for a year) as part of a class I'm taking at George Mason University: *Introduction to Geographic Information*

Systems. It turns out that if you're over 60 and a Virginia resident, you can audit classes for free at any public university in Virginia. Since I love maps and have always wondered what the heck the Lambert Conformal Conic Projection was all about, I'm having a ball. In this particular course, we don't write papers, we create maps, which is even better. The course is two lectures and about 6 hours of homework per week. The course itself is free, but the books were \$300, and there was an \$80 lab fee.

Beyond the pleasure of the maps, the course has opened a door for me into a whole world I didn't know existed. For instance, there's a worldwide [group of volunteers](#), who create real-time maps when there's some disaster. In the hours after the earthquake, where are the worst-hit neighborhoods? Where are the aid stations set up? Which roads are passable? These guys take information from people on the ground and put it into online maps for use by first responders. Since I'm newly-retired and looking for some place to use my talents, this is exciting!

As for this membership map, I am being taught to give credit to my sources. This is an academic course, after all. Therefore, I should tell you that the airport locations come from a database you can download for free from the FAA. Member locations are from the latest membership roster (thank you, **Jim Birnbaum**), which I then geocoded - converted into latitude and longitude coordinates - for import into the mapping software. The Flying Club 1 logo is of course from **Jim Heidish**. The Virginia outline, the county outlines, and the road layer are all downloadable via Esri from the Virginia Geographic Information Network.

Gross Weight and LSA

By Robert Kittine

This article is reprinted with permission from the Aeronca Aviator volume 22, number 2, October 2016.



I think it is safe to say that those of us who are reading this publication love our little Aeroncas. I took my first hour of instruction in a 7AC back when I was 13 years old. Some 10,000 hours and 40 plus years later, I had only logged a few more hours in a Champ, but always wanted to own one. That soon changed.

First, it was a stroked C-85 11AC Chief on EDO 1400 straight floats, bought purely for the joy of flying a small plane on floats as well as being an Aeronca. With a need for an LSA-legal plane on wheels and floats and my continued longing to

own a Champ, I was a man on a mission. Five pre-purchase inspections, title searches and fees to the FAA for the aircraft history on CD I finally found one that was both legally LSA and had what I wanted. Today, I enjoy flying N38SM, my 7CCM converted from a 7AC.

The four other that did not qualify all turned out to be because the owners believed that they legally qualified as LSA, but for some reason or another modifications made during the aircrafts' lives, precluded them from qualifying. Going through this process along with a lot of help and support from Bill Pancake, J.J. Frey and others, has made me much more knowledgeable about Aeroncas, LSA rules and the idiosyncrasies of the FAA.

Before the advent of Sport Pilot licenses and LSA-qualifying aircraft, no one really cared whether an aircraft was certified for a specific maximum gross weight or at least not as long as they could load the plane legally and safely. It is no wonder that when there was an option to increase the MGW, people mostly elected to do it. Herein lies the issue.

I was led to believe that once you made a change to the MGW of a certificated aircraft, there was no going back, regardless of what you did. Since the increase in MGW was normally predicated on some added feature, option or improvement in the aircraft, I could never fully understand that concept. I found a 7DC, which had the no-bounce landing gear; the owner had increased the MGW from 1300 to 1350 as was allowed. I was told that no matter what I did, there was nothing that could be done to qualify it as LSA. Then I thought about my Chief sitting on the EDO 1400 floats.

Under Type Certificate A-761, an 11AC Chief has a maximum gross weight of 1,250 pounds, well within the 1,320 maximum allowed to qualify to operate under LSA rules. Add a C-85 to it and call it an 11BC and it still shows a MGW of 1,250. But, put a set of EDO 92-1400 floats on it and

it becomes an S11BC with a MGW increase to 1,350. Under LSA limits, 1,430 MGW is allowed for planes equipped with straight floats.

So then the question was, if you took the floats off and put the wheels back on, what did you have and was the MGW 1,350 or 1,250? It would make sense that it reverted to 1,250. So, after reading all the posts, including my own on what you could do regarding the reduction of MGW, I decided to make another effort and see if I could get a FSDO to not only give me a believable answer, but also confirm it in writing. I talked to the Albany FSDO and here is what I found out:

If you installed the optional no-bounce gear, you as the owner had the *option* to increase the maximum gross weight. In the case of the 7DC, this meant an increase from 1,300 to 1,350, effectively eliminating LSA use. Once changed, you cannot change it back. However, if you remove the no-bounce gear and out on standard landing gear, you effectively returned the aircraft to another model and hence you not only could, but *had* to revert to the correct MGW.

I received the following email confirmation:

Good Morning Again,

After reviewing the Type Certificate Data Sheet for the 7DC, I have determined that the original maximum gross weight was 1300 lbs. By replacing the long oleos with the original part number landing gear and making a simple maintenance record entry, the aircraft is returned to the original gross weight, and subject to the original weight and balance limitations. No FAA form 337 would be required since the modification is listed in the TCDS. The aircraft could then be flown under LSA rules. Please don't hesitate to call or write with any other questions.

Regards,

James E. Welch
Airworthiness Unit Front Line Manager
Albany Flight Standards District Office
7 Airport Park Blvd.
Latham, NY 12110

So if you have a 7DC where the maximum gross weight was increased, get yourself a set of standard gear and change over. Make the logbook entry and you now have a legal LSA (as far as the requirement on the MGW) and make sure to stay within 1,300 pounds. This does not just mean 7DCs and no-bounce gear, but the removal and return to original configuration of any certificated aircraft that was modified and had an increase in maximum gross weight either as an option or an automatic increase.

I asked if since you could convert a 7AC to say a 7CCM, with the addition of the required associated equipment by STC or Service Bulletin, could you convert down a model, such as remove the starter and accessory case and other special equipment in a 7EC and convert it to a 7DC with the associated reduction in maximum gross weight as shown in the TCDS. I did not get a definitive answer to that

question.

Now ponder this. If after removing the no-bounce gear on your 7DC and making the required entries, you then remove the standard gear and re-install the no-bounce gear, is this a new upgrade allowing you the option to increase the maximum gross weight back from 1,300 to 1,350? Since my 7CCM has good old-fashioned bouncing gear, I am not going to touch that one! Good Flying.

Meeting Minutes

December 2016

Flying Club One Meeting

Saturday, December 10, 2016

Warrenton Airpark

Warrenton, VA

Holiday Party and Meeting

Held at Tom Richards' home

With members and friends enjoying the Holiday feast, *President*, **Steve Beste** thanked Tom for holding our holiday event at his home and then called a short meeting to order.

The first order of business was the Election of Officers. *Vice President* and *Treasurer* were up for election for the years 2017 and 2018. Both *Vice President*, **Dick Martin** and *Treasurer*, **Jim Birnbaum** said they would stay on for two more years at the wishes of the membership unless there were other nominations; there were none, so they will continue.

The last order of business was the Awards.

4 Volunteer Service Awards, voted on by the Membership:

Lucy Ooi, for editing and putting together our outstanding Club Newsletter and a very active flyer that is always promoting our Club.

Jim Birnbaum, for his many years as *Treasurer/Membership Director* and always coming to the rescue when we need a replacement cook for our warm weather meetings.

Dick Martin, for his years of actively supporting everything we do, from taking charge of meetings, to always flying in events, to BBQ cooking.

Jim Heidish, for his [amazing and professional] graphics and art that promote the Club and our events.

1 President's Award, chosen by the President:

Len Alt, for his years of service to the Club as President and then many years as a Club Director. Len stepped down as one of the Club's Directors because he is moving to Florida.

1 Directors' Award, chosen by the Club Directors.

Robert Doak, a real spark plug for the Club that gets things started, From putting a crew together to cut down trees growing close to the Airpark's runway to organizing many of our fly-out events, Rob does it all with great enthusiasm.

All the above Awards were special flashlights with the Club logo on them.

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

Service Providers

Recap our standing list of service providers:

- **PPG instructor and dealer:** Michael O’Daniel, 540-270-8855
- **Aircraft instructor - CFI:** Pete Bastien, 703-568-5778
- **Trike instructor:** Pat Tyler, 202-746-4687
- **Aircraft instructor - light sport and seaplane:** Chuck Tippett, 540-905-5091
- **Ultralight (Part 103) instruction:** Tom Richards’ Grass Roots Flyers, 703-568-3607
- **Machinist:** Luther Taylor, 540-222-3927
- **Welder:** Luther Taylor, 540-222-3927
- **A&P mechanic/IA (not at Airpark):** JD Ingram, 513-388-6312
- **Light Sport Condition Inspections, Rotax Certified:** Tim Loehrke, 703-618-4005

Activities

2017 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 2017 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

Date	Activity	Location
Thu, January 5th, 7:30 pm	Conversation, club business meeting and program	Centreville Regional Library
Thu, February 2nd, 7:30 pm	Conversation, club business meeting and program	CVHS
Thu, March 2nd, 7:30 pm	Conversation, club business meeting and program	CVHS
Sat, April 1st, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, May 6th	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, June 3rd, 7:30 am	Poker Run	Airpark
Sat, June 3rd	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, July 1st, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, August 5th, 11 am	Memorial table, monthly meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, September 2nd, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, October 7th	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, October 21st	Club 1 Color Run Fly-out	Airpark
Thu, November 2nd, 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) when the ad is no longer needed.

To place an ad in the newsletter, contact 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.

2017 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 Emeritus & Past President: Len Alt

Director At Large: Pete Bastien 703-568-5778

Director At Large: Lucy Ooi 585-410-5573

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.

2017 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

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 mem-

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