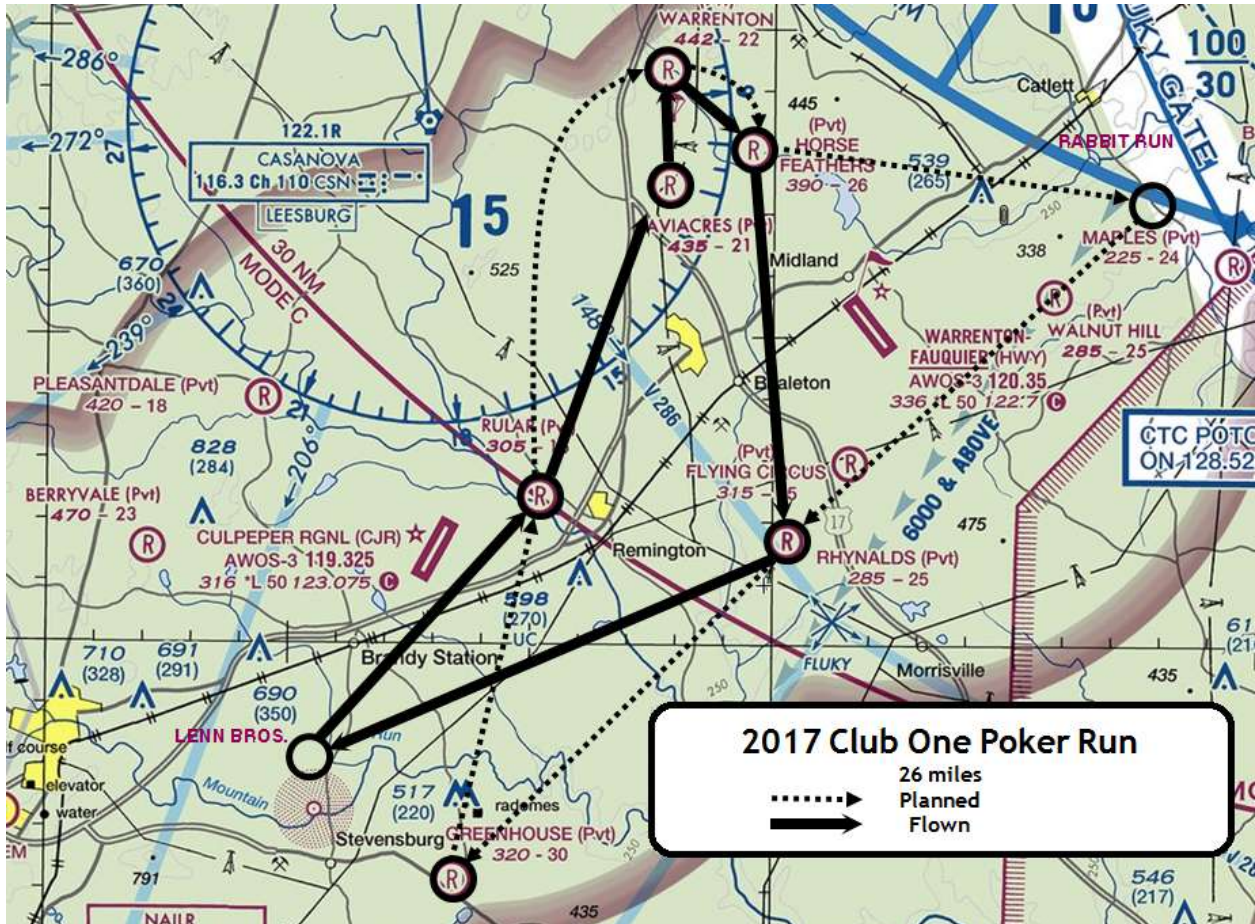




The Privileged View

Steve Beste, President

2017 Poker Run. We finally ran the Poker Run this year, a day late and with last-minute airfield substitutions. I wanted to add some new fields to the mix, so I arranged for Horse Feathers (last visited in 2011), Rhynalds (2010) and new field Rabbit Run. Then the wind bumped us a day. Then Robert Doak reported from a reconnaissance trip that Greenhouse wasn't mowed. Then Caleb Nissley called to say that the wet weather had prevented him from haying off Rabbit Run. Last minute calls to Boots Lenn and John King got us into Lenn Bros. and Avi Acres. Many thanks to all the airfield owners who let us in.





Robert Doak at Rular



Allen Whatley, Dick Martin, Steve Beste, and Robert Doak with Allen's new Aeronca Champ



Horse Feathers for the first time since 2011



Final to Lenn Bros. We all agreed that we needed more practice finding this field.



Allen and Dick leaving Lenn Bros.

The poker game was won by Dick Martin with a pair. He professed to not know how to rank poker hands, but isn't that how hustlers always talk? As it was, he won big time (see the picture).

Fly safely,

Steve



28th Annual 4th of July Fly-in picnic on Tuesday the 4th of July 2017

No Rain date

Fly-in at the Eyer field

11 am till 6pm

Come earlier if you like.

Meeting and Fly-in. **Start eating about 12 noon** Meeting about 4pm

, fried chicken, hamburgers, hot dogs and pot luck. Drinks Provided.

Bring your Favorite Side Dish.

Except the pilots who fly in.

To the EYLER Field:

Get a map. get to I-70 anyway you can. From Baltimore -head toward Frederick and exit at MD rt 75 (exit 62) . Go north toward Libertytown about 5.5 miles. You will climb a steep hill and on the other side is Artie Kemp road . All you can do is go left, so do that. Go about 1/3 mile and bear left at the top of the hill onto Alton Rd. Follow Alton down the hill and around the corner and turn right at the first barn on the right. You are there. If you should have your little GPS with you it should read:39.27.38 X 77.16.08

That was from I- 70 below is from I-270

Go 270 to Frederick get on RT 15 north -Pass Motter road exit. Get off next exit (might be exit 9) named Liberty road or Rt 26 and head east. Get in the right lane as you cross the Monocacy River bridge to stay on rt26. From that point go 5.8 miles on and as you pass the small shopping center on the right get ready for a right turn onto Artie Kemp Road. Go 1 mile on Artie Kemp and turn right on Alton rd. Follow it to the first Barn on the right. Turn right just before the barn. You are there. Parking is \$4 per hour But It's free if you bring a food Dish for the potluck.

If you are flying in: Don't Buzz The Field until you have been Briefed!

From the South come in over the big concrete bridge to the runway. The south end of the runway has about a sixdegree incline the first 1000 ft and then sort of levels out for the second half

From the North come in over the Nursery . The trees are pretty high so use caution .Stay at least 500 ft in the area of the field so as not to tick off the sensitive since 9-11 neighbors.

It's a left hand pattern from the north or south

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

Date	Event Description	Location	Distance from 7VG0
Sat, July 1 / 11:30AM-10PM	BryceFest Fly-in: food, live music, vendors, sports, fireworks, camping ok.	SkyBryce Airport (VG18)	47 NM
Tue, July 4 / 11AM-6PM	28th Annual 4th of July Fly-in Picnic	Eyler Field (39°27'38"N, 77°16'08"W)	57 NM
Sat, July 8 / 11AM-2PM	Commemorative Air Force Capital Wing Open Hangar Day	Culpeper Regional Airport (KCJR)	8 NM
Sat, July 8 / 8-10:30AM	EAA 518 Fly-in drive-in breakfast	Mifflin County Airport (KRVL)	121 NM
Sat-Sun July 8-9 / 9AM-5PM	Wings and Wheels Extraganza. www.goldenageair.org	Grimes Airport (8N1)	130 NM
Sat, July 15 / 11AM-12:30PM	EAA Chapter 1563 Monthly Meeting	Gordonsville Municipal Airport (KGVE)	35 NM
Sat, July 15 / 10AM-4PM	Wings and Wheels Bath County Air Show	Ingalls Field Airport (KHSP)	105 NM
Sat, July 22 / 11AM-2:30PM	Biplane Fly-in	Massey Aerodrome (MD1)	100 NM
Sat, July 22 / 8:30-10AM	Fly-in Breakfast	Chase City Municipal Airport (KCXE)	117 NM
Sat, July 22 / 8:30-10:00AM	Old Dominion Squadron / EAA 339 Pancake Breakfast	Franklin Municipal Airport (KFKN)	125 NM
Sun, July 30 / 9AM-1PM	EAA 426 fly-In breakfast	Greater Cumberland Regional Airport (KCBE)	73 NM

Flight Planning

By Thomas Simmons



Don't worry. This is not a self-righteous article about how thoroughly you should conduct your pre-flight. (That's between you and your will to survive.) What I'm talking about here is planning for longer flights involving multiple airports and operational logistics.

Since I've been flying ultralights, I've flown to the Finger Lakes in NY, Kitty Hawk NC and, more recently, the New York City SFRA. Each of these flights involved significant planning. I'll use the most recent as my example.

When I decided I was going to damn well circle the Statue of Liberty, which I had been talking about for 30 years, I needed to ask myself what special considerations that flight involved. There were several.

First off, I have always flown using pilotage, not a GPS. It's a skill I value and I want to keep it sharp. But the flight to NYC involves low flying over a densely populated, light industrial area of New Jersey in close proximity to Newark International Airport. Sometimes small airports are hard to spot and I didn't want to risk any chance of getting lost in this airspace.

So I got an iFly GPS, which I now love. Seriously, love. I even use it locally now.

Next, I had been thinking for years about replacing my instrument pod with something that didn't hang my field of view. I decided to switch over to smaller instruments in a straight-line pod that sits a little higher on the crossbar, where I can read my instruments easily without losing precious visibility.

Now that my equipment changes were decided, it was time to look at the sectional and plan the flight. My plane has about an 80-mile range. Wind conditions can change that but for planning purposes, I never plan a flight leg longer than 80 miles and that's pushing the envelope.

Planning your flight route is pretty convenient using SkyVector online: <https://skyvector.com>. It gives you mileage and compass headings, which is pretty nice. It also shows all TFRs and other airspace restrictions. Once you've decided on your flight plan, you can plug it into your GPS. Easy peezy.

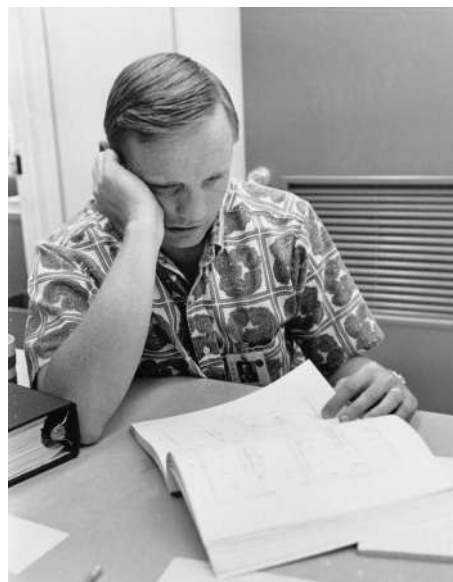
But that's not the end of the flight planning. As the Ginsu knife people say, "Wait, there's more!"

Because now I have a fair amount of new equipment in a new configuration and I need some stick time to get used to it. I've been flying for 20 years with my radio and sectional on a kneeboard and

3” altimeter and ASI right in front of me. Suddenly I’ve got a GPS on my kneeboard, my radio tucked between my legs on the seat, and 1 1/2” instruments at a slight angle above my straight-line view.

I don’t want to take off on an ambitious flight until my eyes and hands know instinctively where everything is. Plus, I’m going to bring cameras on the trip and that’s a whole other dimension. The one on my wingtip is actuated by a wifi device I wear on my left wrist; my second camera is on a telescoping selfie-stick that I tuck under my crotch when it’s not in use.

So I spend a lot of time doing local flying, learning the new configuration and gaining confidence that everything is working well. The New York flight involves about an hour and a half flying low over water (800-600 feet MSL. I mentally prepare myself for ditching procedures in the event of a water landing but, all things considered, I’d rather not “do a Sully.”) So feeling really, really good about how my engine is running is an important consideration.



After 10 or 15 hours of stick time, I’m feeling good about everything. So now I’m done, right? Well, not quite.

I run my GPS application on my iPad. The battery is supposed to last 8 hours but it’s not performing as well as it should. Since the whole point of the GPS was to cover the New Jersey leg, I don’t want to lose battery power late in the flight.

Fortunately, they sell external batteries with USB connections and I can fit the battery in my flight suit pocket just under my kneeboard. (See why I wanted to get some stick time with the new configuration?) So that problem is solved. Plus, I need to bring recharging cords for my phone and iCom radio so I can fully charge everything when we stop for the night. Plus, a change of clothes, etc., etc.

Let’s not forget that this is a 500-mile round-trip flight. So I’ve also got to figure out how much 2-cycle oil to carry with me and where to stow it. (Unless I want to land in a Walmart parking lot somewhere along the route.)

Another thing worth remembering: with a pusher prop, anything that comes loose from the cockpit is likely to go through the prop, at which point I have to shut down the engine and land no matter where I am. So I’m pretty interested in having everything reasonably secure and there are a lot of moving parts.

Going on long flights, especially as part of a group, can be great fun and it’s very invigorating. But no one wants to be grounded far from home, so a little advanced planning is like money in the bank.

Airfield Updates

By Steve Beste

I love flying into grass airfields, so I try to keep up with all our local ones - whether they're landable and whether we're welcome. Here's the latest news on some. Refer to the chart earlier in this newsletter or to the [Terminal Area Chart here on SkyVector](#). Coordinates for all fields are on the Club website under the sidebar link to [Northern VA Airfields](#).

East

Rabbit Run. (OPEN BUT USABLE ONLY IF MOWED) This is a farm field, not on the chart. It's where Jackie George used to keep his Quicksilver. The owner recently died, and his heirs have a new policy: aircraft are welcome to use the field, but none can be kept there. Caleb Nissley farms the field for the owners and sometimes flies his Cherokee 180 into the field. However, the field is not usually mowed. In any case, Caleb closes it Sunday mornings to keep the Sabbath.

False field. While looking for Caleb's field, I got excited by this view in Google Maps. It's a field a mile north of Rabbit Run. That's a Cessna 172. I was going to knock on their door when Caleb stopped me. "I farmed that field. It's much too rough for an airplane, and the people don't even like airplanes. That plane isn't on the field, it's flying *over* the field just as the satellite snapped the picture." What are the odds?



Horse Feathers. (OPEN, SHARED USE) Owner Frank Thompson is elderly and in poor health. The upkeep of the field and its use are largely in the hands of a group who fly radio-controlled gliders. They put Xs on the field when they are using it, though they don't always remove the Xs. We're welcome to land when the Xs are gone.

South

Greenhouse. (OPEN BUT USABLE ONLY IF MOWED) The Van Wingerdens sold their Cessna two years ago, which means they no longer have a reason to keep the airstrip mowed. We're welcome to use the field, but it may or may not be landable, depending on whether they mowed it or not.

Simpsonville. (GONE) Although it's on the chart, this airport doesn't actually exist anymore.

Belmont. POSSIBLE FUTURE) Chuck Tippett knows the owner here, having done some electrical work for his distillery, which is next door. In May, Chuck walked the field and reported that it is currently too rough and needs rolling. However, the owner is keen to get back into flying and plans to fix the field. He would love to have Club 1 have an event at the field.

Mystery field. I stumbled on this newly-built field on the line between Lenn’s and Belmont. It’s at [38.417216, -77.953079](#). Does anyone know anything about it?



North

Airlie. (CLOSED TO US) In 2015, the Airlie Conference Center stopped leasing the airfield. Control reverted to the Kimmaren Corp., a holding company set up for the children of Dr. Murdock Head who built Airlie. The people there have NO interest in aviation, so the field is closed and not used. This is a great loss to us all. I was able to fly there once in 2008 through a one-time loophole that I wrote about in [Airlie One Morning](#).

Meadows. (CLOSED TO US) This is home base to Ken Hyde and The Wright Experience, a group who build Wright replicas and research the Wright Brothers’ work. Ken leases the land at the north end of the runway from Airlie so Ken is very sensitive to Airlie’s views on visiting aircraft. As long as Airlie is closed, Meadows is closed.

Ayres. (OPEN SEASONALLY BY REQUEST BUT IN POOR CONDITION) Although it’s on the charts, this field sees an airplane only once a year or so. It’s basically a hayfield on a hill, short, rough, and full of cow pies. In May 2017, I walked the field with Henry Ayres, the owner. He was welcoming, but I judged the cow pies to be too big for my trike. When the cows are not in the field, it’s given to hay, which may or may not be mowed. If you want to take on the roughness, shortness, hay, and cow pies, contact Mr. Ayres.

Maryland

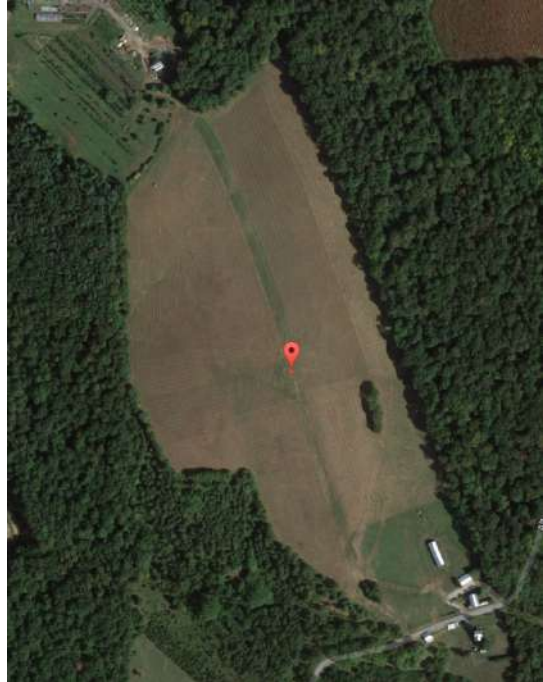
Harrison’s. (CLOSED FOR NOW, FUTURE UNKNOWN) Known as Flying H on the TAC, this farm field has long been the home base for our sister club in Maryland, the Capital Area Light Flyers (aka “Club 4”). John Harrison died, and then last year his wife



did too. The farm was put up for auction in June (\$2 million or so), but I do not yet know if it sold, who the new owners are, or whether they will maintain the airstrip. I will let you know when I hear.

Eyler. (OPEN, NOT ON THE CHARTS) This is the new home base for CALF. It's 3.6 miles southwest of Harrison's. We are welcome to fly in there, but pay attention to these notes:

- It's just outside the Class D airspace around Frederick, so coming from the southwest, either fly over the Class D (2800'), around it, or request transit permission from the tower.
- From the south come in over the big concrete bridge to the runway. The south end of the runway has about a six degree incline uphill for the first 1000 ft and then sort of levels out for the second half.
- From the north come in over the Nursery. The trees are pretty high so use caution.
- Stay at least 500 ft in the area of the field so as not to tick off the sensitive-since-9-11 neighbors.
- It's a left hand pattern from the north or south



Details:

Location: 39.46060, -77.26902
Altitude: 533'
Length: 1800'
Runways: 35/17

Meeting Minutes

June 2017

Flying Club One Meeting

Saturday, June 3, 2017

Warrenton Airpark

Warrenton, VA

Call to Order

President Steve Beste called the meeting to order at 11:10 A.M.

8 members present.

CONNECTIONS

Visitors & New Members

None

Old Members

Tim Loehrke, **Bill Dohm**, **Allen Whatley** and **Charlie Maples** flew commercial to Sun 'n' Fun together, and shared a hotel and a car for four days. While there, they met **Chuck Tippett**, **J.D. Ingram**, and other friends. They said that going as a group made it a lot more fun.

Tim Loehrke told us about a crash at **Charlie Maples'** field in May. A Fairchild landed in a wheat field next to the airstrip rather than on the grass. The tall wheat caused the plane to tumble forward, destroying it. No one was injured. Passengers included Don Rhynalds. Viewing the field from the air later, Charlie concluded that yes, the wheat field does look more like a runway than the grass - if you were unfamiliar with the field.

REGULAR REPORTS

Secretary: Absent. The May minutes were not considered.

Treasurer: **Jim Birnbaum** reported our balance at the end of May to be \$2,708.91.

President: **Steve Beste** - nothing to report.

Membership Director: **Jim Birnbaum** reported that we had one renewal, Len Alt, our previous president. Dave Riedel reported that Len has retired though wife Jane is still working. They will move to their new place in Florida as soon as their house sells, which they hope will be soon.

Safety and Training Director: - Vacant.

Warrenton Airpark Owner: Not present.

Events Coordinator: **Robert Doak** alerted everyone to the Kitty Hawk trip that he and Tom Simmons are organizing for August. Details were in the June newsletter.

Old Business

The members thanked **Tom Richards** for buying the new chairs that were authorized last month.

New Business

Members remarked that the Airpark field is rutted and needs rolling. Tim Loehrke said that Charlie Maples had rented a roller for a day to roll *his* field. The cost was about \$300 delivered. He will get particulars on that. There was a discussion as to whether the cost of rolling the field should be borne by the Club, by the sky divers (since their operations are probably what has rutted the field), or by the Airpark owner. No consensus was reached. No motion was made.

MONTHLY PROGRAM

None

Adjourn

President, Steve Beste adjourned the meeting at 11:45 A.M.

Cook Out

Jim Birnbaum stepped up at the last minute and saved the day with a great lunch!

Submitted by **Steve Beste**, *President*

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 Regional Library, 14200 St. Germain Drive, 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
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	Centreville Regional Library
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 Birnbaum
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