



Volume 18 – 10

www.FlyingClub1.org

October 2018



The Privileged View

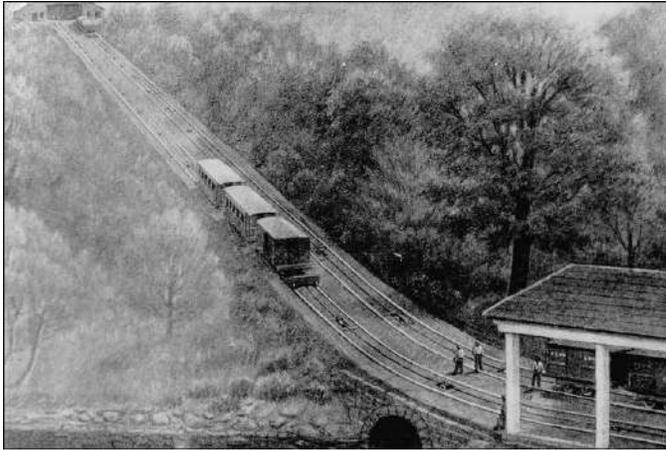
Steve Beste, President

Historical flying. Is that just a house down there - or is it Monticello? Is that just a pretty beach - or is it Kitty Hawk where the Wright brothers flew? Having that historical connection makes a difference to me. I love *understanding* the stuff I fly over. It transforms a pretty view into something that has meaning as well as beauty. For that, I hit the jackpot with a flight to Altoona last July.

First up: the Allegheny Portage Railroad (APPR), Pennsylvania's answer to the Eire Canal. Imagine it's 1826 and you're a merchant in Philadelphia. The Eire Canal opened last year and has proven an enormous success, paying off its entire debt in its first year. Ships that previously came to Philadelphia are now going to New York instead. You have to do something. You won't build a railroad because those are still in the future (1830 in Baltimore). You want a canal! Like New York has! You want a link to Pittsburgh and the riches of the Ohio River Valley.

The problem is the Allegheny Front, an escarpment in the middle of the state just west of Altoona. Running at 2,700 feet and steep on the eastern side, the Front is much too high for canal locks. Your solution: you dig canals to either side to the Front. Then, to get over it, you build the Allegheny Portage Railroad. Cargoes are loaded onto rail cars which are then hauled up the mountains by stationary steam engines. Between these "inclined planes", mules pull the cars along the flat bits. It operated from 1834 until the railroad crested the Front in 1854.





I wanted to understand why they put it where they did. For that, I needed to see the terrain, and *that's* best done from the air. So off I went.

I chose the [Cove Valley Airport](#) (6G6) as my destination. I had originally planned to go to the Altoona airport and rent a car (which is possible there). But the airport is open only from 7-5, with a locked gate. I would be flying at the edges of the day to avoid thermals, so that wouldn't work. In-

stead, I flew to Cove Valley Airport, a public use grass field further north. It's the finest grass strip you'll ever find and has no gate. So I went there. The hitch is that you can't rent a car there. So I enrolled my brother Jay in Philadelphia to drive there and meet me at 8pm. We then did the adventure together - his car and my trike.



Core Valley (6G6). Midway between Harrisburg and Pittsburgh, it was built in 1931 to be an emergency landing field for pilots flying the mail between those two cities.

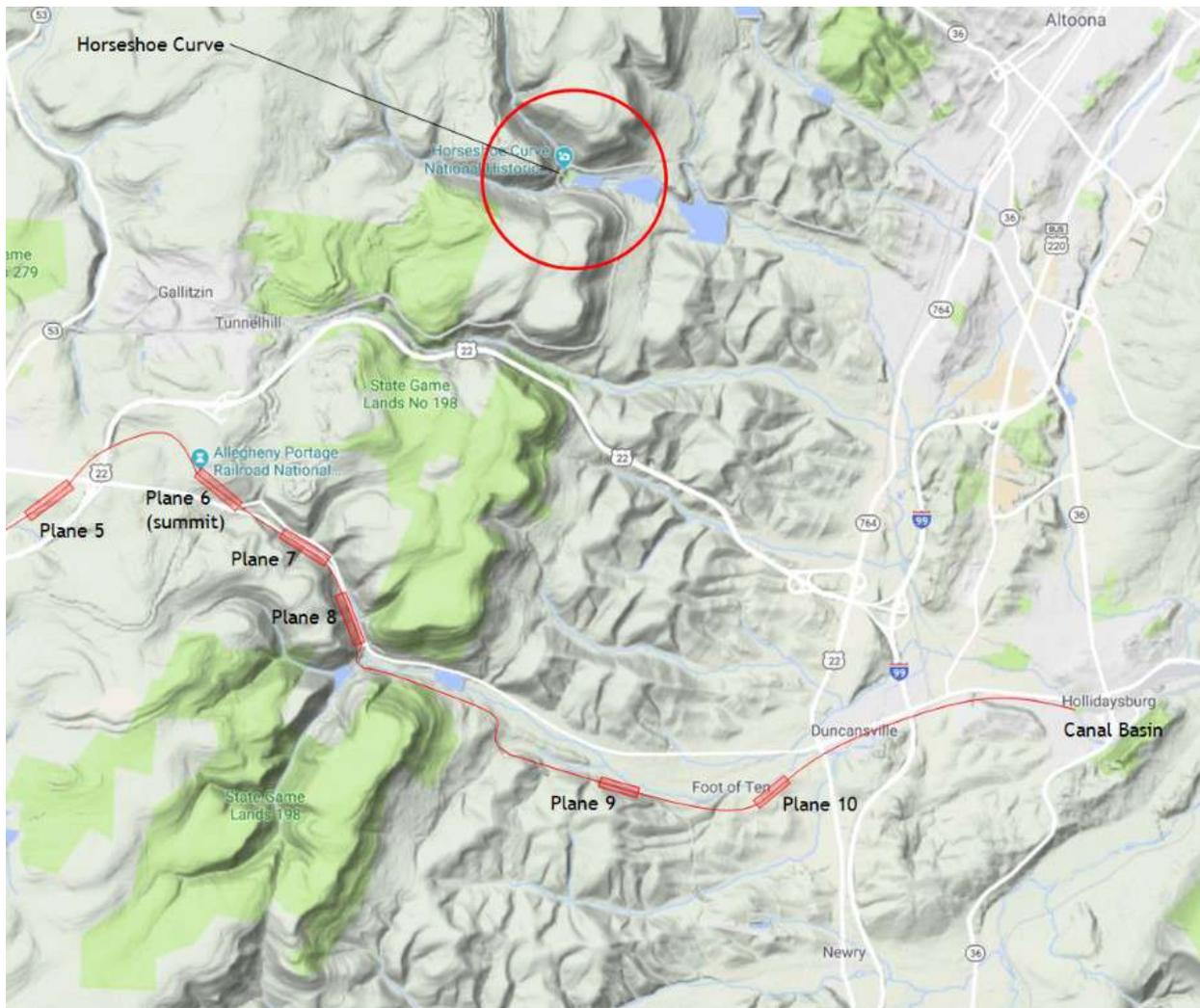


We began with a good night at the Blue Lantern B&B in nearby Williamsburg, then up before dawn to go flying. After flying, we returned for a superb breakfast at the B&B.

I had done some research and created this map of the portage railroad. You can easily see the escarpment of the Allegheny Front, cut by several east-flowing valleys.

The cliffs of the escarpment are too steep even for an inclined railway, so they built the APRR in the southernmost of three valleys.

Heading west, it began on the Juniata River at Hollidaysburg, then up to the summit at “Plane 6” where the National Park Service has a superb visitor center and re-created engine house.



Route of the Allegheny Portage Railroad between the summit and the canal at Hollidaysburg

Jay and I flew the route early in the day when the light cast every hill and ravine into clear relief. The view was spectacular.

If you drive the route, you see nothing but trees. But from the air, the route becomes clear. It's now a hiking trail, which I've highlighted in the pictures below.



Of course, any visitor to Altoona has to see the famous Horseshoe Curve, the second historical site on this trip.

In 1854, the Pennsylvania Railroad finally reached the Allegheny Front, following the valley of the Juniata. They faced the same terrain that the APRR builders had, but they could not tolerate the steep grades of the APRR's inclined planes. Nor could they tolerate even the modest grade of U.S. 22 that you see climbing the middle valley on the map. They needed to reach the same altitude as the highway does, but take further to get there.

Their solution was to wrap the tracks in and out of the valleys, climbing all the way. The centerpiece of the work is the Horseshoe Curve that lets the tracks go into one of the major valleys and out again, lengthening the line. (You can trace the route in [terrain view on Google Maps](#) from Altoona to Gallitzin if you like.)

According to displays at the visitor center there, the Horseshoe Curve has been in continuous operation since it opened in 1854. It's still - along with the Erie Canal route in New York State - the major link between the East and Chicago, with three tracks and 50 trains a day.



Horseshoe Curve, a National Historical Landmark, early in the morning



This view looks east from near the summit, looking down the length of U.S. 22 as it rises toward us from Altoona

The train in the picture was going away from us, downhill, heading around that large promontory you see dead ahead and on the terrain map. The valley with the Horseshoe Curve is just visible in the far top left corner of the picture. The light was superb.

After the flight, Jay and I refueled the trike at the Altoona airport (it has a self-serve pump open 24-hours a day), and returned to the Blue Lantern for a fine breakfast. We then drove the same routes we had flown over, stopping at the visitor centers at:

- [Canal Basin park](#) in Hollidaysburg, which has a diorama of the canal basin.
- The superb park service [visitor center at the summit](#).
- Horseshoe Curve and its [museum](#).
- The [Railroaders Memorial Museum](#) in downtown Altoona.

Jay dropped me at Cove Valley at 5pm, and I had a fine flight home to Front Royal via Cumberland. You can see more [in-flight pictures](#) and a fuller account of the trip [here](#). But you should really go yourself. It's not far, Pennsylvania is beautiful to fly over, and there's so much history in those valleys.

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

Date	Event Description	Location	Distance from 7VG0
Sat, Oct 13 / 9AM-4PM	Culpeper Regional Airport Annual Air Fest	Culpeper Regional Airport (KCJR)	8.5 NM
Sat, Oct 13 / 9AM-12PM	EAA 186 Young Eagles Rally	Manassas Regional Airport (KHEF)	13 NM
Sat, Oct 13 / 8:30-10:00AM	Farmville Fly-In Breakfast	Farmville Regional Airport (KFVX)	84 NM
Sat, Oct 13 / 8-10:30AM	EAA 518 Fly-in Drive-in Breakfast	Mifflin County Airport (KRVL)	121 NM
Fri-Sun, Oct 19-21	B17 Tour Stop	Manassas Regional Airport (KHEF)	13 NM
Sat, Oct 20 / 9:30AM-1PM	Young Eagles Rally	Shannon Airport (KEZF)	28 NM
Sat, Oct 20 / 11AM-12PM	EAA Chapter 1563 Monthly Meeting	Gordonsville Municipal Airport (KGVE)	35 NM
Sat, Oct 20 / 9AM-1PM	EAA 231 Young Eagles Rally	Middle Peninsula Regional Airport (KFYJ)	83 NM
Sat, Oct 20 / 11AM-4PM	Fly in - Pig out 10th Annual fly-in ham roast	Benton Airport (PA40)	166 NM
Sat, Oct 27 / 10AM-4PM	4th Annual Harvest Festival Fly-in / Airshow	Shannon Airport (KEZF)	28 NM
Sat, Oct 27 / 8:30-10:30AM	EAA Chapter 339 and Commemorative Air Force Old Dominion Squadron Fly-in pancake breakfast	Hampton Roads Executive Airport (KPVG)	129 NM
Sat, Oct 27 / 8:30-10AM	Chase City Aviation Day	Chase City Municipal Airport (KCXE)	117 NM
Sun, Oct 28 / 9AM-1PM	EAA Chapter 426 Fly-in Drive-in Breakfast and Young Eagles Rides	Greater Cumberland Regional Airport (KCBE)	73 NM
Sat, Nov 3 / 7:30-10:30AM	Fly-in breakfast social	Suffolk Executive Airport (KSFQ)	131 NM
Sat, Nov 10 / 9AM-12PM	EAA 186 Young Eagles Rally	Manassas Regional Airport (KHEF)	13 NM
Sat, Nov 10 / 8:30-10:00AM	Farmville Fly-In Breakfast	Farmville Regional Airport (KFVX)	84 NM



4TH ANNUAL HARVEST FESTIVAL FLY-IN / AIRSHOW OCTOBER 27TH

Bring your kids for "Trick or Treat" aviation style!
See A Great Airshow, The Shannon Air Museum, Static Aircraft,
Food, and Fun at Shannon Airport Harvest Festival!

General Admission - \$12
12&under - \$7 **3&Under - Free**

Saturday October 27, 2018
Festival/Airshow 10am - 4pm
(RWY Closed for Airshow 12:30-2:45pm Oct 27)



Shannon Airport (KEZF)
Fredericksburg VA 540-373-4431 www.shannonezf.com

Thank You Larry Walker!

At the September Club meeting, Steve Beste presented Larry Walker with a plaque commemorating and thanking him for his many years of service.



The plaque reads:

To Larry Walker
In appreciation for your many contributions to the ultralight and experimental aviation community, and to Flying Club 1 in particular, the members of Flying Club 1 give you this commemorative award.
September 2018

Shannon Air Museum

By Dick Martin



Steve Beste, Dick Martin, and Dick's wife Aimee made a visit to the new Shannon Air Museum at Shannon Airport in Fredericksburg on Saturday, January 27, 2018. The museum has an unusual history. An article in the AOPA News (June 6, 2017) recounts it as follows:

“Sidney L. Shannon Jr. opened Shannon Airport in October 1950, and founded the Shannon Air Museum in 1976, collecting 13 vintage aircraft and many artifacts from aviation's early history. He dedicated the museum to his father, Sidney L. Shannon Sr., who became a pilot in 1927, then opened an airport where the Fredericksburg fairgrounds are today. Shannon Sr. became an early investor in Eastern Air Lines, when it flew mail by night in single-engine aircraft, and spent time with aviation pioneers Eddie Rickenbacker and Dick Merrill, among others. After Shannon Jr.'s death in 1981, the aircraft became the core of the new Virginia Aviation Museum at Richmond International Airport, which became part of the Science Museum of Virginia in 1990; the aviation museum closed in June 2016 because of significant problems with the museum building.”

The current owner of Shannon Airport, Luke Curtas, arranged to take the airplanes back to Shannon and use them as core exhibits of a new museum. There are currently 8 planes (all well-explained with written plaques), a big wall of photos and histories of pilots included in the Virginia Aviation Hall of Fame, and other smaller displays. The current museum is a large, clean, well-lit hangar and is staffed (at least when we visited on a Saturday) by well-informed, enthusiastic docents who entertain visitors with stories about the pilots and planes. Butch Cover, a docent who took us on a tour of the 8 planes on display, had been one of the early founders of the original Shannon Museum; had been a personal friend of Shannon pioneer pilots Dick Merrill and Sidney Shannon Jr.; and had flown and helped restore some of the planes in the exhibit. He had fabulous stories, including one about a woman co-pilot of the big Vultee V-1A wrestling jungle animals, including a snake and an ocelot, back into their cages while flying lost and low on fuel over the mountains of Bolivia.



Dick Martin, Butch Cover (docent), Aimee Martin, Steve Beste. The plaques lining the wall from the Virginia Aviation Hall of Fame can be seen in the background.

The collection includes the world's only known surviving Vultee V-1A; a Spad VII biplane built in 1917 for service in World War I; a 1927-built Pitcairn PA-5 Mailwing; and a Bellanca CH-400 Skyrocket, originally built in 1928 as a CH-300 Pacemaker and converted to a CH-400 after being salvaged from a glacier. Actually, the new nonprofit organization, Shannon Air Museum LLC, received 12 original Shannon airplanes – eight currently displayed in the hangar, three stored in other hangars, and one under restoration – and eight others not part of the original collection from Fredericksburg.

The Shannon Air Museum is open to the public from 10 a.m. to 4 p.m. Thursdays, Fridays, and Saturdays. Future plans include a 25,000-square-foot glass hangar structure with a theater, simulators, and youth activities that could host banquets and other events.

We were impressed at how big and well-organized the museum is. We spent more time there than we had expected. Even Aimee Martin, who had expected to be bored and brought along a book to read, found the displays and docent's stories interesting and entertaining. The Museum, along with the good Robin's Nest restaurant, make Shannon Airport a great destination, either by car or by air.



Docent Butch Cover explaining the Spad.



One-of-a-kind Vultee V-1A, first owned by William Randolph Hearst.

Meeting Minutes

September 2018

Flying Club One Meeting

Saturday, September 8, 2018

Warrenton Airpark

Warrenton, VA

Selling 50/50 tickets before meeting

Call to Order

President Steve Beste called the meeting to order at 11:05 AM.

24 members present

CONNECTIONS

Visitors and New Members

PPG flyer **Mark Barren** stopped by for the meeting after hearing about our club from local PPG members. Local writer **DJ Molman** is doing research for a book he is writing and needs some expert advice on how he can describe everything about Trikes and how they are flown. Trike flyer **Steve Beste** said he could help, so we will all be looking for the book and checking to see how accurate it is. **Will Jenkins** has flown fixed wing and helicopters but was looking for a cheaper way to fly and has a PPG with a wheeled trike setup instead of the standard foot launch.

Old Members

The chance of rain kept a few members from flying in to the meeting today, but most have taken advantage of the few clear days this summer to fly, if just for a spin around the field. Long distance flyers **Lucy Ooi** and **Allen Whatley** flew up to Rochester, NY in their classic **Belanca**. Lucky guy, **Pete Bastien** has the most

hours and distance flown by any member. He pilots a *Beech King Air* for charter flights. *Motor Glider* pilot and CFIG **Martin Walker** said that if his cancer problems become stabilized, he hopes to get back to flying.

REGULAR REPORTS

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

Treasurer: Jim Birnbaum reported that August income was \$60.00, expenses were \$0.00, and check book balance is \$2219.01.

President: Steve Beste presented long time member, and past Club president **Larry Walker** with a special plaque thanking him for his many years of service and contributions to the Club. Larry is moving out of the area. Steve said that **Michael Kilpatrick** and **Robert Johnson**, members of the old USUA sister Club 4 in Maryland, were killed in a flying accident. They were very active in the metro-area Ultralight community. Steve also asked about help setting up the annual *Fall Color Run*. If you would like to help, contact Steve. Also, **Ken Hyde** of the *Wright Experience*, with the help of *EAA 186*, is having an open house and lunch on September 22. Anyone that would like to go to the event should get more information and RSVP on the *EAA Chapter 186* website.

Membership Director: Jim Birnbaum reported that we have three new members and a total of 48 paid-up members. Again, he reminded members to look at the monthly email roster, where paid-up members are listed with (2018) after their names.

Warrenton Airpark Owner: Tom Richards said that he is way behind on his hangar repairs and is having a lot of problems with his big grass mower. Tom said that the property west of the Airpark is up for sale again.

Old Business

None

New Business

None

MONTHLY PROGRAM

None

50-50 Drawing

Winner **Tim Loehrke**

Adjourn

President, Steve Beste adjourned the meeting at 11:55 AM.

Cook Out

Because of the threat of rain, we had the lunch and celebration cake for **Larry Walker** in **Tom Richards'** home. It was prepared by **Helen & Jim Heidish** and **Jim Birnbaum**.

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
- **Gyroplane Instructor:** Frank Noe, frankcanfly@yahoo.com

Activities

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 2018 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

Date	Activity	Location
Sat, October 13th	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, October 24th	Club 1 Color Run Fly-out	Airpark
Thu, November 1st, 7:30 pm	Conversation, club business meeting and program	Centreville Regional Library
Sat, December 8th, 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.

Owner/Builder of Fisher Celebrity (biplane)

Looking for a Co-Owner

All wood construction, Grove one-piece spring-aluminum main gear
Powered by Rotec R2800, 7-cylinder radial engine, 100 horsepower

A tandem 2-place open cockpit biplane, cruises ~80 MPH
Qualifies as light sport

Construction site & hangar, Warrenton Airpark (7VG0)
Project is ~80% complete

Project includes Grove Gear, Rotec R2800, Instruments, Flying Wires and all other major components. Total value ~\$35,000

A current co-owner is offering his half of this beautiful project
(Entire aircraft sale – may be considered)

Call for additional info or to make an appointment to see this beautiful Taildragger!

Gil Coshland - (703) 618-3422
Asking \$17,500 for his co-ownership

Jim T. Hill - (703) 659-8336 (Co-owner)

Weight-Shift Enthusiasts - Your prayers have been answered! A very nice up-scale trike at an affordable price...

Specifications: NorthWing Navaho (strut braced - no king-post), 2-seat Tandem

Engine: Rotax 582 blue head with C- Gear-Box and just under 300 hours total time (never overhauled)

Well-maintained - dacron fabric and everything else looks brand new.

Many extras including Radio, GPS, Landing Lights, wheel pants, hydraulic disc brake system, wide tires, 3-blade IvoProp, 2017 Virginia License, 1,050-lb BRS parachute for safety and extra parts.

Photo below was taken at Shannon Airport. This Trike is owned by Kiho Bae, and has recently moved to Warrenton Airpark. Kiho Has asked me to advertise this at an asking price of \$18,500. Incidentally, Kiho is an experienced pilot who flew C-46 Commanders in the Korean Air Force, and now flies a Robinson R-44 Helicopter and single-engine fixed-wing as well as weight-shift aircraft. He would be happy to take you for a demonstration ride. Kiho is willing to fly it to your location.



Special Price \$18,500

Call Tom Richards (703) 568-3607 or Kiho at (703) 314-6262

SE5A EXP SCALE ROTAX 503 FOR SALE \$7,800

SE5a 1917 RAF, Scale Built 2014, 68 TTL hours Rotax 503 Blue Head Conditional Insp 3/2018..New Culver Prop..Cruise at 55-70, 6 Gallon Fuel Tank...Electric Start.. ...Fun open cockpit and easy to fly...Heater box for those cool fall days...has always been hangered inside. Aircraft is at Warrenton Air Park, Northern VA • Contact Robert Meadows - WARRENTON AIRPARK - WARRENTON, VA, Owner - located Charles Town, WV USA • Telephone: 734-645-7683



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.

2018 CLUB OFFICERS AND DIRECTORS

President: Steve Beste 703-321-9110

Vice President: Dick Martin 703-242-2367

Secretary: Jim Heidish 703-524-5265

Treasurer: Jim Birnbaum 703-361-7478

Director At Large: Pete Bastien 703-568-5778

Director At Large: Lucy Ooi 585-410-5573

Director At Large: Vacant

2018 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 member support in varying amounts. Please indi-

cate 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