



Volume 18 – 12

www.FlyingClub1.org

December 2018

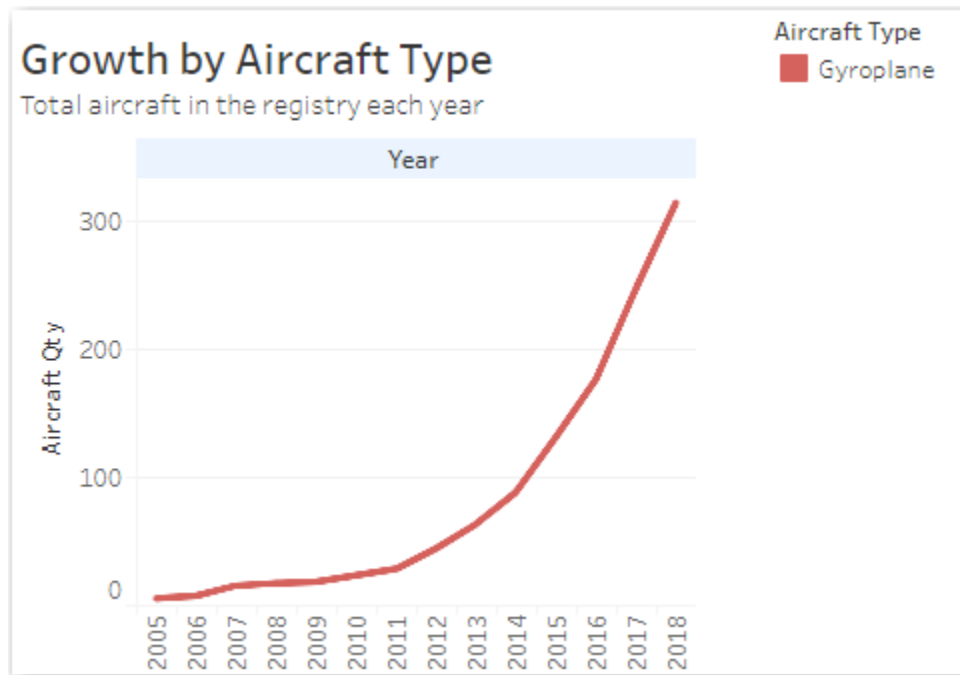


The Privileged View

Steve Beste, President

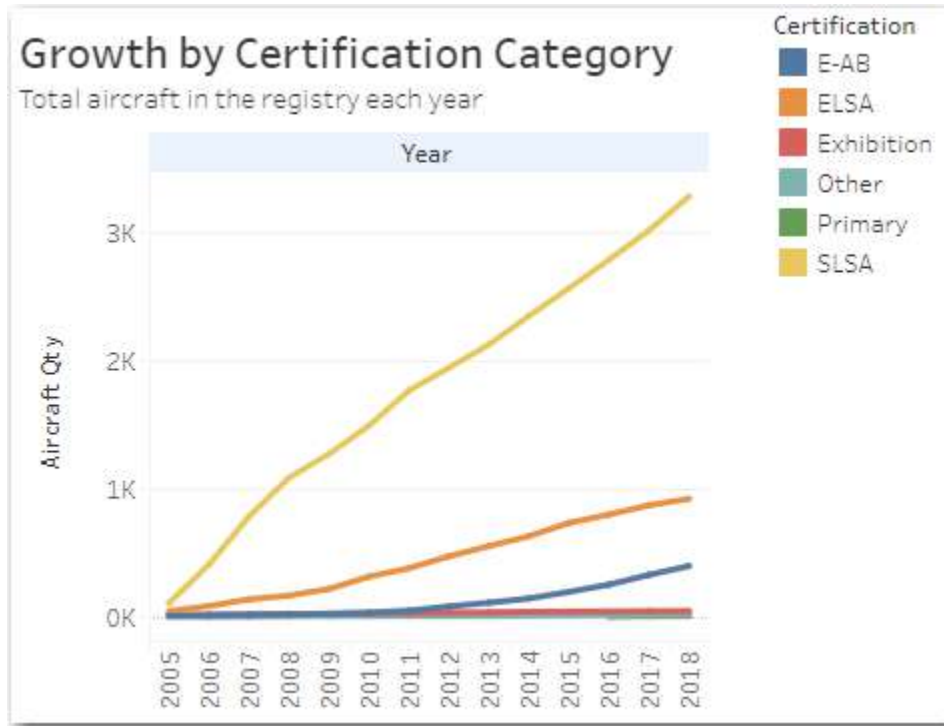
Data, data, data. I love data! Even more, I love *pictures* of data - charts and graphs that tell stories. So here are some interesting charts about LSA and European-style gyroplane registrations drawn from a new website that uses data from the FAA aircraft registry.

Gyroplane growth. You already saw this back in that August [gyroplane issue](#). The number of European-style gyroplane registrations has doubled in the last two years!



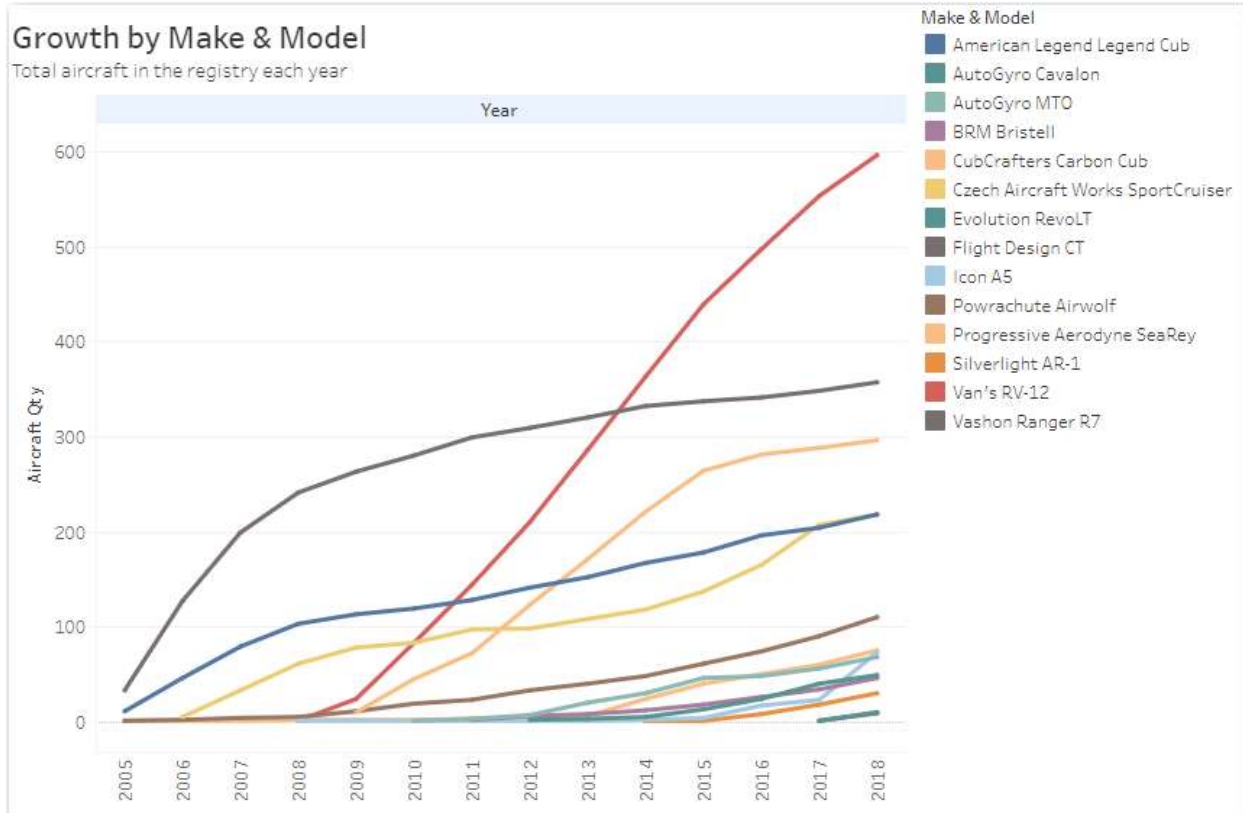
People like the ELSA category. Surprisingly, 20% of the registrations are ELSA, Experimental - Light Sport Aircraft. Since these figures exclude all the grandfathered 2-place ultralights, these ELSAs are where owners could have gone SLSA but chose not to.

They gave up the right to rent their aircraft or give instruction in it - and perhaps some resale value - for the ability to do their own maintenance.

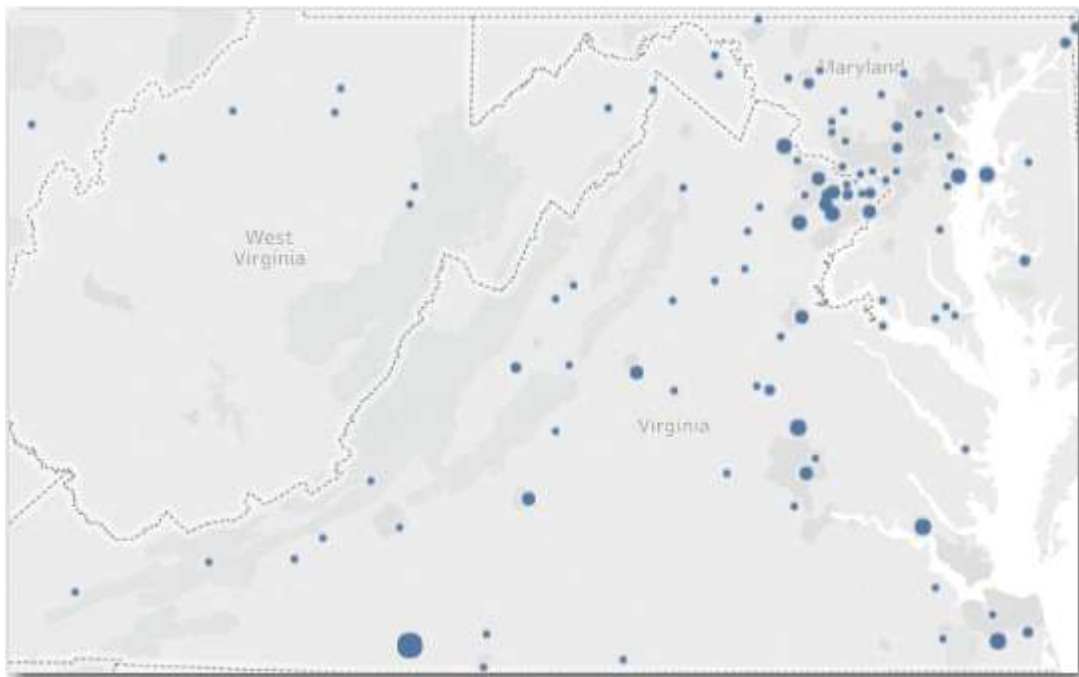


The current market leaders. These are the 12 aircraft models that had the most new registrations in 2018 (through October, and counting just LSAs and gyroplanes).

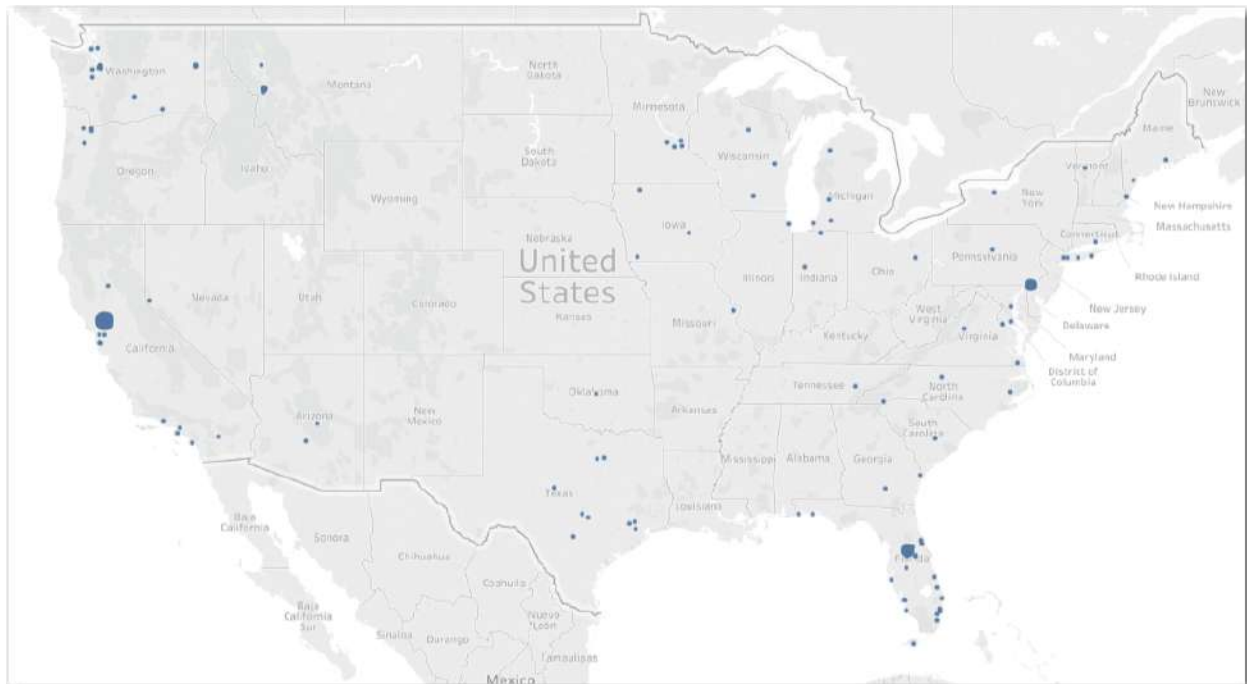
- The growth star here is the Icon A5 seaplane, with 50 new registrations. Notice the steep light-blue line.
- The RV-12 continues as far and away the most popular LSA, eclipsing the Flight Design CT back in 2014.
- But look - it's not all airplanes. A powered paracute, the Powrachute Airwolf, is that brown line, coming on strong with accelerating sales. (You can tell because the slope of its line is getting steeper.) And with 195 LSA models, it's the 5th most popular LSA out there. A PPC! I had thought that PPCs were yesterday's hobby, but the facts say differently.
- Indeed, 5 of the top 12 models are not airplanes at all. That's three gyroplanes, a trike (the Evolution RevoLT), and that PPC. It looks like alternatives to airplanes are holding their own.



Anybody local? From the same website, here's a map of where these aircraft are in our area - or at least the locations where their owners live. With the online version of this map, you can zoom in and out and click on the dots to see what aircraft are behind them.

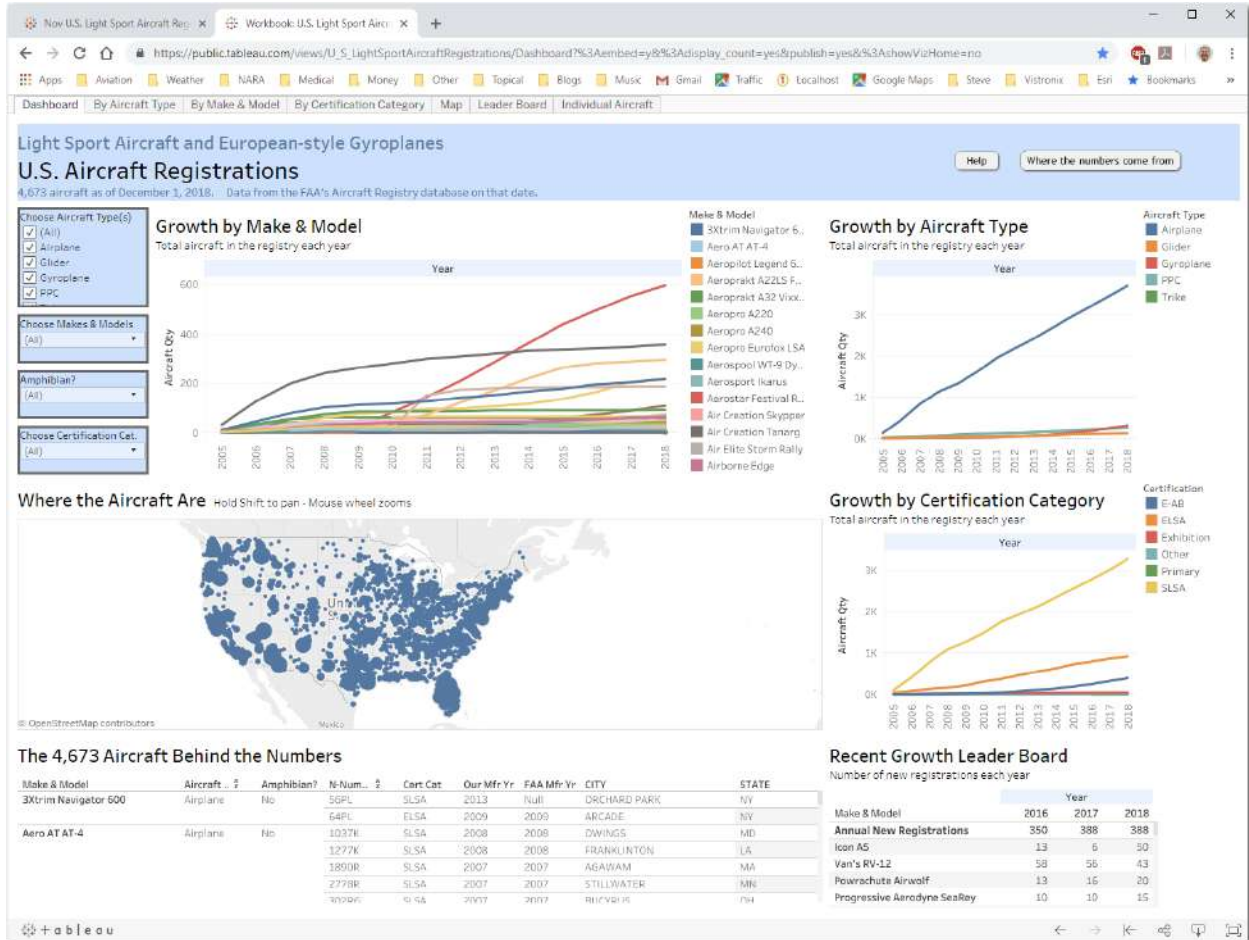


Here's where all those flying boats are. Lots are in Florida, but there's a Super Petrel in Waynesboro, of all the unlikely places. Maybe he has a place at Smith Mountain Lake.



A new online source. These screenshots all come from a new interactive website that I created myself in conjunction with [Dan Johnson](#), the man who writes and blogs about our kind of aircraft. The FAA publishes its aircraft registry as a downloadable data file, but it's not easy to use. Dan had been struggling with it for some years. Before I retired, I made a career out of pulling data from difficult data sources, finding the stories in them, and publishing them. So this is a natural collaboration. The key to publishing the data is Tableau Public, a free website made available by Tableau, the market leader in data visualizations. So it's all come together - the FAA, Tableau, Dan, me, and now you.

Check out the website yourself at [Tableau Public](#). In the new year, Dan will embed the Tableau site into his own website, and 'll do the same with Flying Club 1's. I'll then update everything quarterly.



Fly safely,

Steve



Holiday Party



December 8th
5 to 8 P.M.

At Tom Richard's home
Warrenton Airpark
9272 Green Meadows Road
Warrenton, VA
Pot luck, beverages
provided by the Club.

More information call Steve Beste 703-321-9110



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, Dec 1 / 10:30AM-12:30PM	Lancaster Airport Fly-in Drive-in Breakfast	Lancaster Airport (KLNS)	112 NM
Sat, Dec 1 / 7:30-10:30AM	Fly-in breakfast social	Suffolk Executive Airport (KSFQ)	131 NM
Sun, Dec 2 / 11AM-3PM	Massey Open Hangar Party and Fly-in	Massey Aerodrome (MD1)	100 NM
Sat, Dec 8 / 9AM-12PM	EAA 186 Young Eagles Rally	Manassas Regional Airport (KHEF)	13 NM
Sat, Dec 8 / 9AM-2PM	Virginia Chapter 99s Toy Air-lift	Richmond Executive - Chesterfield County Airport (KFCI)	76NM
Sat, Dec 8 / 8:30-10:00AM	Farmville Fly-In Breakfast	Farmville Regional Airport (KFVX)	84 NM
Sat, Dec 15 / 11AM-12PM	EAA Chapter 1563 Monthly Meeting	Gordonsville Municipal Airport (KGVE)	35 NM
Sat, Dec 15 / 10AM-12PM	FAA Safety Seminar: Winter Flying	Williamsburg-Jamestown Airport (KJGG)	99 NM
Tue, Jan 1	Young Eagles Day 1 (with pancakes and hot dogs)	Louisa County Airport (KLKU)	40 NM
Sat, Jan 5 / 7:30-10:30AM	Fly-in breakfast social	Suffolk Executive Airport (KSFQ)	131 NM

Upperville Airport and Mt. Weather

By Steve Beste

We've all flown over the Upperville airport, with its big restricted markings. It was the private airfield of Bunny Mellon, on her estate just south of Upperville. She died in 2014, and the field is still for sale - and still off limits to us. But I flew very close to it one morning this spring.



Upperville looking east

If you've flown up that way, you've also noticed Mt. Weather, the government site perched atop the Blue Ridge, 6 miles northwest of the field. Apparently, there's a connection, as this story tells.



Mt. Weather looking west

The story comes from a [Politico Magazine piece](#) published May 2, 2017. It says it is “*expanded and adapted from [Raven Rock: The Story of the U.S. Government’s Secret Plan to Save Itself—While the Rest of Us Die](#) by Garrett Graff, Simon & Schuster, 2017*”. The story is used here by permission.

Since the 1950s, Mount Weather—a mountain about 45 minutes from downtown Washington—has served as the nuclear redoubt for the executive branch. An old weather-research station—hence its name—that once held conscientious objectors during World War II, the mountain was hollowed out during the Eisenhower administration to serve as the primary evacuation point for the executive branch, where the president, or his successor, would reconvene the remnants of government after an attack and start to rebuild the United States. Over the years, Mount Weather—long known in government parlance by its codename HIGH POINT—has grown into a sprawling city, a government-in-waiting, that spent decades shrouded in secrecy until the 1970s, when an accidental aircraft crash nearby led reporters and Congress to begin asking questions. Despite its public exposure, the facility continued operation, and, on September 11, the congressional leadership was evacuated to it by helicopter from the Capitol. It’s been run since the 1980s by the Federal Emergency Management Agency—which, little known to the public, oversees the government’s secret continuity planning—and today sports its own fire department, its own police force and even a bar, known as the Balloon Shed.

But Mount Weather had a problem when it was first built: It has no plane runways, just a long grass strip and, later, concrete helipads. As planes became the primary way that presidents traveled, government planners were forced to find a convenient solution in the event that a president or other

senior officials needed to be brought in by airplane. The solution turned out to be just a few miles away, down at the base of the mountain in Upperville, Virginia: The sprawling, palatial 2,000-acre estate of the late Paul Mellon, known as Oak Spring Farms, which features an odd amenity for horse country—a paved private airstrip.

Paul and “Bunny” Mellon combined two large fortunes when they married in 1948—he a banking heir, she heir to the Gillette fortune—and they devoted themselves to horse-breeding, art collecting and Washington society, where they enjoyed close relationships with the upper echelon of D.C. It was Bunny Mellon,



a famed landscape architect, who worked with Jackie Kennedy in the 1960s to make over a stale and worn-out garden dating to the Wilson administration into the modern White House Rose Garden. Mellon in a 1969 interview described her gardening aesthetic as “nothing should be noticed,” but the phrase also appeared to help explain the couples’ reclusive and publicity-shy lifestyle in Virginia’s horse country. Given their ties to the Washington elite and their aversion to publicity, they appeared to have the perfect place to hide an airfield for Mount Weather.

The estate’s private airstrip, which Bunny and Paul Mellon used for their own private plane, originally came into existence in the 1950s, just as government miners began to carve out the bunker at Mount Weather. On charts from the early 1960s, the Mellon runway was just 3,500 feet long—sufficient, for instance, to land a Lockheed JetStar C-140, the plane that served as the day-to-day workhorse of the presidential fleet for staff and VIPs. (Lyndon Johnson, who used Jetstars to ferry back and forth to his Texas ranch, referred to the diminutive planes good-naturedly as “Air Force One-Half.”) By 1962, as the Kennedys became frequent guests at Oak Springs—Jackie had her own cottage on the estate—the Mellons’ runway had been lengthened to 4,100 feet, and in the 1970s the paved runway underwent a third expansion to 5,100 feet. By then, it also included lighting to ease night approaches.

When the Reagan administration began a heavy investment in “continuity of government” and command-and-control networks in the 1980s, the Air Force selected the Gulfstream III jet—what became known as the C-20—as a replacement for the Jetstars that had long served as the smaller staff and VIP ferries in the presidential fleet.

The landing requirement for a C-20? 5,100 feet.

Tom Simmons – Old Guy Diving

By Steve Beste

As you know, Tom Simmons is now living as a dive bum in Key Largo, Florida. He may have given up his airplane, but not his pen - or his computer keyboard, I suppose. Every Monday, he puts an interesting story on his blog, which you should read.

Old Guy Diving: <https://oldguydiving.com/>

He makes the diving part interesting even for those of us who leave the surface in the other direction. But I particularly like his reflections on his new life. For example:

For decades I was a collector of things and my possessions were very important. They were part of me and they are gone now. I haven't missed them. At all. This was a great concern for me and my lack of regret is extremely gratifying.

If you've ever wondered what it would be like to start something completely new, you'll enjoy Tom's blog. Because we'll all be starting something new eventually, whether it's a new job, retirement, widowhood, a nursing home, or the great adventure that awaits us after death.

Take a deep breath and go read his wonderful writing. Then bookmark the URL and see what he writes next week.



Meeting Minutes

November 2018

Flying Club One Meeting

Thursday, November 1, 2018
Centreville Regional Library
Centreville, VA

Call to Order

President Steve Beste called the short meeting to order at 7:35 PM.

8 members present

CONNECTIONS

Visitors and New Members

None

Old Members

No discussion

REGULAR REPORTS

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

Treasurer: Jim Birnbaum reported that October income was \$190.00, expenses were \$76.48, and check book balance is \$2145.69.

President: Steve Beste reported that we will have our annual *Holiday Party* on Saturday, December 8 at the Warrenton Airpark in Tom Richard's home. Also, some of the club

officers' terms are up. More information to come.

Membership Director: Jim Birnbaum reported that he is getting a lot of the 2019 dues in and reminded members to look at the monthly email roster, where paid-up members for this year are listed with (2018) after their name.

Warrenton Airpark Owner: Tom Richards had not much to report, but said the good news is that **Chuck Tippett**, who had broken his back in a bad fall has recovered from his back operation and is up flying again.

Old Business

None

New Business

None

MONTHLY PROGRAM

Most of our meeting was taken up by **Steve Beste's** projected quiz program. He showed many videos and images of aviation and other subjects then asked if they were real or fake (retouched/alterd) and the members voted yes or no. Many on the aviation side were easy to tell, but a lot were not. Nowadays, digital retouching by an expert is almost impossible to detect.

Adjourn

President, Steve Beste adjourned the meeting at 8:50 PM.

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, December 8th, 5 pm - 8 pm	Monthly meeting and Holiday Party	Airpark Club House
Thu, January 3rd, 7:30 pm	Conversation, club business meeting and program	Centreville Regional Library
Wed , February 6th, 7:30 pm	Conversation, club business meeting and program	Centreville Regional Library
Thu, March 7th, 7:30 pm	Conversation, club business meeting and program (You've landed out. Now what?)	Centreville Regional Library
Sat, April 13th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, May 11th	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, June 8th, 8:00 am	Poker Run	Airpark
Sat, June 8th, 11:00 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, July 13th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, August 10th, 11 am	Memorial table, monthly meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, September 14th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, October 12th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, Oct/Nov TBD	Club 1 Color Run Fly-out	Airpark

Date	Activity	Location
Thu, November 7th 7:30 pm	Conversation, club business meeting and program	Centreville Regional Library
Sat, December 7th, 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

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