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www.FlyingClub1.org

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The Privileged View

Steve Beste, President

From the Airpark to Oshkosh – at 14. I remember Tom Simmons' flight to the [Statue of Liberty](#). Old-timers still talk about a memorable trip to the Finger Lakes twenty years ago. But today's news eclipses them all: 14-year-old Henry Scott just flew an ultralight from the Warrenton Airpark to AirVenture at Oshkosh. Aviation writer Dan Johnson interviewed father and son, so let's have Dan tell the story.



Henry's Aerolite in Kiho's hangar at the Warrenton Airpark

July 17, 2019 – by [Dan Johnson](#)

Happening *right now* as this is written...a young pilot, with impressive support from his father and sister, is flying to Oshkosh. Have *you* ever done it?

I've frequently had the pleasure to fly into KOSH during the show. Every time, it's been an eye opening experience, literally and figuratively.

Now, imagine making such an epic arrival in an ultralight aircraft 'er vehicle, cruising at 40-50 mph. Of course, a Part 103 ultralight means flying solo, so you do your own head-swiveling to look for traffic. Your planning better be solid to make this a reasonable task.

Go even further and imagine doing all this while you are 14 years old! Sound crazy? Yeah, it might seem that way but in an hour-long conversation with father **William Scott**, I came to admire the preparation for son **Henry Scott**'s flight.

At 14 years old Henry has already flown the Oshkosh ultralight pattern a year ago, at age 13, using his foot-launched powered paraglider (PPG). Are you starting to get the idea that this young aviator may be capable and well-schooled to safely make such a flight, of course, backed up by direct support and relying on the experienced judgment of his father, a pilot of a twin Aero Commander?

Epic Ultralight Flight

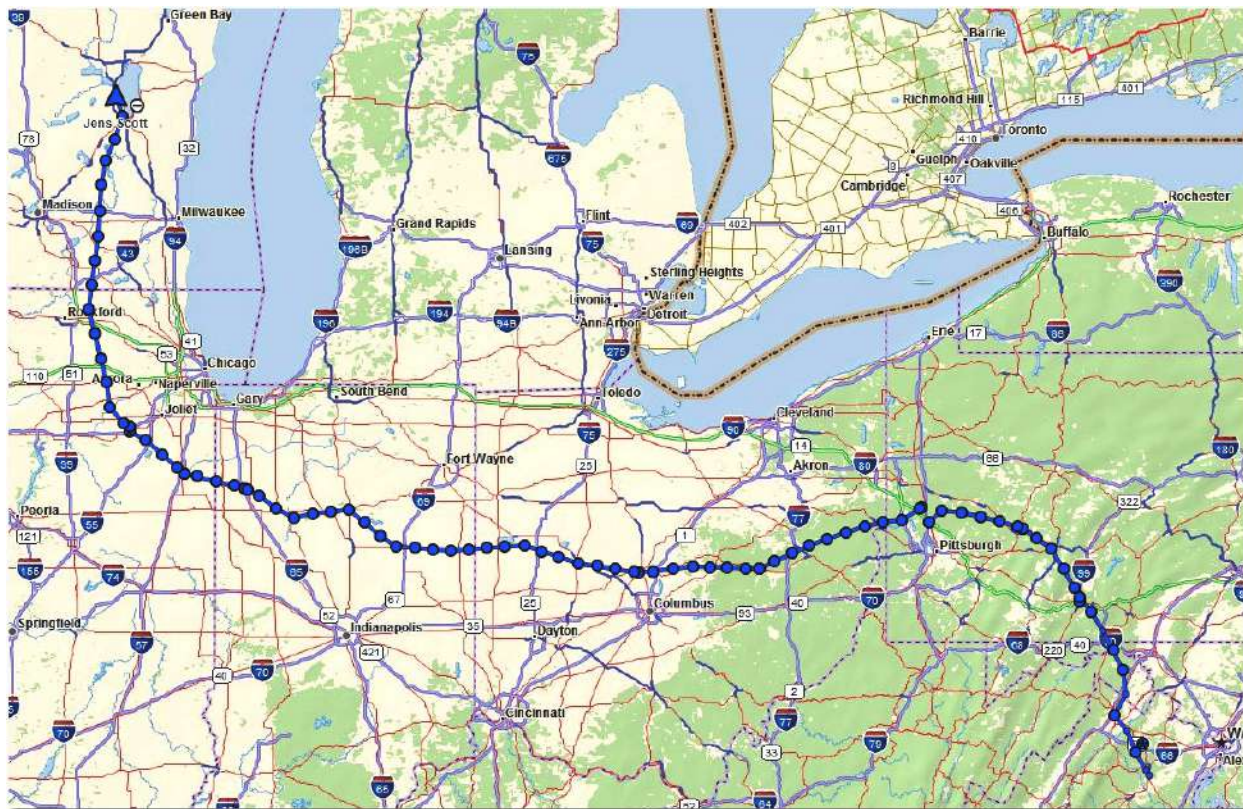
At age nine, visiting with Dad, Henry asked, “Could I fly [into Oshkosh]?” That question alone puts Henry in a class of his own. Most kids that age are playing with dinosaur toys, not asking about flying into the world’s busiest airport.



Henry Scott in flight in his Aerolite

So, in 2019 commenced a major cross country flight of some 720 miles from Warrenton, Virginia to Oshkosh, Wisconsin. This took a whole series of short legs because any true Part 103 ultralight may only carry five gallons of gas, or something over an hour of flight with a reserve. This map shows his path over the Appalachian mountains and Midwestern farm land. With average flight segments of 45 minutes, lots of landing were involved.

[See all his stops in [iFlightPlanner.com](https://www.iflightplanner.com). That also gives a satellite view of the route.]



GPS track of Henry's flight to Oshkosh

"We used a methodical process," remembered William. "I didn't want my son to be hurt and aviation can be merciless."

William and Henry started with a powered paraglider when the lad was only 10 years old. He soloed at 11 after bringing in an expert from Florida to assure he really had the right stuff. Dad William is an experienced GA pilot but knew little of PPGs.

At Henry's age 13, the Scotts ordered an Aerolite. This followed many flights in a Cessna 150 with his father, where he learned all the basics of flight while someone was ready to assist when (and if) needed. However, at his youthful age and unable to obtain a Private Pilot certificate, Henry could not solo the C-150.

"We chose the Aerolite 103 because it looked like an airplane," explained William. "It was confidence inspir-



ing. It had airplane features I was familiar with, such as flaps.” Yet, he humorously added, “It’s an anodized aluminum chair.”

For readers that may not know, Part 103 is a very special regulation dating to 1982. The entire rule can be printed on the front and back of a single piece of paper making it aviation’s most charming rule, in my opinion. No pilot certificate is required. No aircraft registration is required. No medical of any kind is needed. Plus, a Part 103 aircraft can be delivered fully ready to fly.

Typical Henry Scott Flight Plan

For most pilots, a 700-mile cross country would be a good voyage. Commonly, though, they would complete the trip with two or three stops. As you can see from the map and read below, Henry had to plan approaches and landings many times while dad and sister raced along in the ground chase vehicle.

“We planned 10 days for the trek,” William detailed. Each day involved multiple landings. “On one day, Henry flew seven legs.” Commonly, legs were 45 minutes, making the trip a series of bite-sized experiences but also allowing close checking of weather allowing Team Scott to simply avoid most weather.

Despite their close eye on Mother Nature, Henry got completely doused as he flew in rain at one point (he had no other problems). As you might expect at this point in the story, a wet Henry remained undaunted.



Minor repair to nosewheel steering linkage shows this is a family affair

“Typically he flew at about 1,000 feet AGL,” said William. “The Appalachians were more challenging with up and down drafts. We prepared for this by going to Colorado in the Commander and taking a mountain flying course, learning about anabatic and katabatic [upslope and downslope] air movements.” This prepared Henry to use lift when it was available and to learn the hazards of sinking air in such terrain.

Each day involved about four hours of flying. Father and son planned 28 legs over seven days assuming some days lost due to weather. Each segment covered about 35 miles. “Forty miles is possible with a safety reserve, but we proceeded with caution.” Even for those of us with a lifetime of flying in our logbooks, I’m not sure how you top the experience Henry is gaining as this is written. Good for Henry and good for dad and sis’ for supporting their son and brother en route to aviation’s summer celebration of flight!

UPDATE: As I finished writing this article, William texted me, “He’s on final for 36!” **Hurray for the Scotts!**

They trailered the plane home. I have invited the Scotts to come tell us about their adventure at an upcoming club meeting. I’ll let you know when that’s arranged. And if you don’t already follow Dan Johnson’s blog, you should bookmark it and try it out: <https://www.bydanjohnson.com/>

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, Aug 10 / 8-10:30AM	EAA 518 Fly-in Drive-in Breakfast	Mifflin County Airport (KRVL)	121 NM
Sun, Aug 11 / 9AM-1PM	EAA 857 Fly-in Breakfast and Young Eagle flights	Pittsburgh-Butler Regional Airport (KBTP)	162 NM
Sat, Aug 17 / 11AM-12PM	EAA Chapter 1563 Monthly Meeting	Gordonsville Municipal Airport (KGVE)	35 NM
Sat, Aug 17 / 7-11AM	Chapter 36 Young Eagles Flights and Breakfast	Hagerstown Regional Airport (KHGR)	63 NM
Sat, Aug 17 / 10AM-3PM	Garrett County Wings and Wheels	Garrett County Airport (2G4)	91 NM
Sat, Aug 17 / 8:30-11:30AM	Fly-in Breakfast	Mid-State Airport (KPSB)	134 NM
Sun, Aug 18 / 12-5PM	EAA Chapter 45 Corn Roast and Picnic	Rostraver Airport (KFWQ)	133 NM
Sat, Aug 24 / 8:30-10AM	Monthly Fly-in Breakfast	Chase City Municipal Airport (KCXE)	117 NM
Sat-Sun, Aug 24-25 / 10AM-6PM	Lancaster Airport Community Days	Lancaster Airport (KLNS)	112 NM
Sat, Aug 24 / 8-10:30AM	EAA Chapter 339 and Commemorative Air Force Old Dominion Squadron Fly-in pancake breakfast	Hampton Roads Executive Airport (KPVG)	129 NM
Sun, Aug 25 / 8AM-12PM	EAA Chapter 426 Fly-in Drive-in Breakfast and Young Eagles Rides	Greater Cumberland Regional Airport (KCBE)	73 NM
Sat, Sep 7	Keller Bros Airport Fly-in	Keller Brothers Airport (08N)	126 NM
Sat, Sep 7 / 7AM-12PM	SFQ Fly-In Social	Suffolk Executive Airport (KSFQ)	131 NM
Sat, Sep 7 / 11AM-4PM	29th Annual Wings N' Wheels	Wings Field Airport (KLOM)	147 NM

The Other Oshkosh Fly-In

By Steve Beste

After four days of AirVenture, I was pretty blown out. Too many crowds, too much walking, too much roar of airplanes. Then, on my last afternoon, I discovered the Seaplane Base, and felt like I had come home. It was human scale. And it was *quiet*.

Like the main show, it had lots of people, but not so many, and all in the woods like this SeaRey. Its owner could have landed at Wittman Airport and parked in the sun with a thousand other planes. Or he could park as you see here, come and gone when he pleased, and taken the shuttle bus to the main show. And notice the boy swimming off the beach. You won't be doing that at Wittman Field.



To be fair, this SeaRey got a unique spot. The other planes were anchored in the cove. Here's how it works:

- When you arrive, you taxi to the main dock.
- The volunteers unload your plane.
- They then tow your plane out to a buoy.
- When you want to leave, they fetch it – valet service.
- Meanwhile, they check on the planes during the days and nights to make sure your plane isn't sinking. If it is, they'll tow it to a beach and call you.

Meanwhile, there's a campground in the trees reserved for seaplane pilots. The shuttle bus to Wittman Field runs every 20 minutes for \$3.



The lagoon. They had a record number of seaplanes this year.



Towing a plane to its anchorage

For us visitors, they have a pair of pontoon boats that give a tour of the anchorage. They also have a concession stand and entertainment.



A superb marimba player



How Chuck Tippet would fly his float plane from the Potomac to Wisconsin I don't know. There aren't many seaplane bases in the mountains. But get me an amphibian like this SeaRey and I will *definitely* be flying to Oshkosh – just to this quiet anchorage in the woods.

Oshkosh 2019 in Pictures

By Lucy Ooi



AirVenture 2019 was off to a rocky start after over 5 inches of rain fell Friday and Saturday



Things picked up later in the week, as this view of the airshow over a row of Swifts shows



The seaplanes weren't bothered by the wet conditions



Only 3 Bellanca Triple Tails showed up for the "mass fly-in" on Saturday



1931 Pitcairn PCA-2 Autogiro 'Miss Champion' in the EAA Museum



Operation Migration's Trike (one of the members used to have a hangar at the Airpark)



Electric eGULL charging up near the ultralight field



Luminati Aerospace's electric helicopter with counter-rotating rotors



Mosquito helicopters - yes, there is a Part 103 helicopter



Several PPG and PPC vendors were in attendance and seemed to keep busy



The best seats for watching the happenings at the ultralight field



A beautiful Aeronca Sedan parked in the vintage area



Kyle Franklin in Dracula



Heritage flight: P-51, F-22, F-35 and A-10



The one of a kind XP-82 Twin Mustang was a popular attraction



Mustang formation flight? NOPE! Twin Mustang!



Air Force C-130 Fire Bomber



Flying the Chicago shoreline on the way home

Meeting Minutes

July 2019

Flying Club One Meeting

Saturday, July 13, 2019

Warrenton Airpark

Warrenton, VA

Selling 50/50 tickets before meeting

Call to Order

President **Steve Beste** called a short meeting to order at 11:10 AM.

17 members present.

Visitors, New Members and Old Members

Steve Beste flew his Trike in from Front Royal for the meeting and commented that after trying to fly in for many months, it was one of the smoother Saturday flights he has taken in some time. **Bob Eaheart** said he had some early morning calm wind flights with his PPG. Many of the members said they have experienced a lot of windy and unpredictable weather so far this summer that keeps them on the ground or flying very short flights. Long time member **Bob Chapman** stopped by for the meeting. Bob was one of the pioneers in the early days of ultra-lights by flying and representing *Lazair*.

REGULAR REPORTS

Secretary: **Jim Heidish** reported that the June minutes were published in the July Club Newsletter and they were approved as published.

Treasurer: **Jim Birnbaum** reported that the June income was \$58.00, expenses were \$74.69 and checkbook balance is \$2674.55.

President: **Steve Beste** reported that member and Gyroplane pilot **Kurt Mohr** had a blue vertical banner made that displays our logo in yellow & red and donated it to the Club. Steve said he is going (flying airlines) to the big EAA event at Oshkosh at the end of July. A few other members said they were also going.

Membership Director: **Jim Birnbaum** reported that we now have 49 members on the roster (paid up). As a reminder: paid up members for this year are listed on the roster with (2019) after their name.

Warrenton Airpark Owner: **Tom Richards** reported that farmers are still collecting the hay bales (roto-bales) and there is a lot of farm equipment around the field yet. He is working on putting doors on the open hangars, but it will take some time. Tom said he wants to have a celebration for the *Warrenton Air Park's* 83rd birthday (1936-2019) some time in the early fall. Open to the local people and the flying community. He will need a lot of help to set it up. More details to come.

Old Business

None

New Business

None

MONTHLY PROGRAM

None

50-50 Drawing

Winner **Sean Roe** had the winning number.

Adjourn

President, Steve Beste adjourned the meeting at 11:35 AM.

Cook Out

Dick Martin served a classic burger lunch with all the extras.

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
- **Aircraft instructor - light sport and seaplane:** Chuck Tippet, 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 2019 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

Date	Activity	Location
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
Sat, November 9th, 11 am	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.

'46 Taylorcraft for 1/2 interest sale. LIGHT SPORT. TT airframe 1225 hr. Good fabric and clear glass. 12 gal main and two 6 gal wing tanks. Cruise at 95 burning 4 gph. Sensenich wood prop balanced with 350 hr. 65 hp Continental with 587 hr. Rebuilt Mags and new harness with less than 75 hr. Fresh annual and all ADs complied with. Hangared at Warrenton Airpark. \$7,000 for 1/2 interest or \$14,000 for all. Contact Bill Sullivan at 540-422-9175 or wpsullivan99@gmail.com

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)

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.

2019 CLUB OFFICERS AND DIRECTORS

President: Steve Beste 703-321-9110

Vice President: Allen Whatley 571-235-6978

Secretary: Jim Heidish 703-524-5265

Treasurer: Jim Birnbaum 703-361-7478

Director At Large: Pete Bastien 703-568-5778

Director At Large: Tim Loehrke 703-318-7896

Director At Large: Lucy Ooi 585-410-5573

2019 CLUB VOLUNTEER STAFF

Safety & Training: Tom Richards 703-568-3607

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-

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.

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