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www.FlyingClub1.org

November 2019

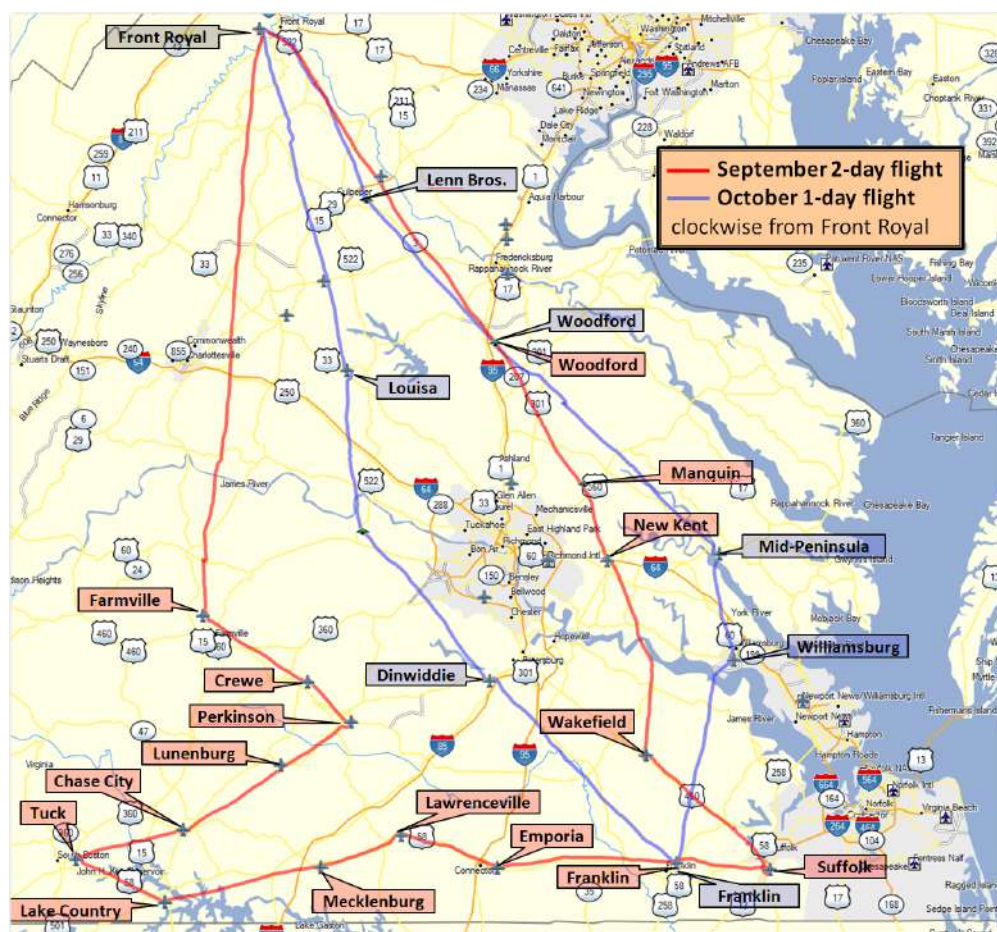


The Privileged View

Steve Beste, President

Three days of chasing leather. The Ambassador program¹ has got me flying more often, further, and to more unexpected places than I ever imagined. Excellent! Enough with just flying around the home patch. Go explore Virginia. Even if it's at only 53 mph.

Thus spurred, I made a 2-day flight to Southside airports in September collecting stamps in my passport.



¹The [Ambassador program](#) from the Virginia Dept. of Aviation: Visit all 66 public-use airports in Virginia – plus four museums, a fly-in, and an FAA seminar – and they'll give you a leather jacket.

Then, in October, a *long* ten-hour day took me back to Franklin to get the stamp I couldn't get the first time because the office had been closed that Sunday.

Right there is lesson #1: call ahead about the stamps. Many are in outdoor boxes that you can reach 24/7. At the larger airports, though, the stamps are kept in the FBO office and are not accessible after hours. Even so, most will leave the stamp somewhere accessible if you call ahead. But I visited 20 airports. That's a lot of calling ahead that I didn't do. Hence, that second trip to Franklin. Here are some pictures from the two trips.

Woodford (20VA)



Woodford (20VA) looking east

Johnny Caton welcomes all of us to his beautiful 2,600' grass field 13 miles south of Shannon. Now that I'm 73, I'm like a pregnant woman: I know where all the bathrooms are. Woodford has this porta-potty. I'm just sayin'. You know who you are.

Overcast

I purposely flew on days that were overcast so as to minimize the bumps from mid-day thermals, strategy that only partly succeeded. The downside is that the world was pretty gloomy as you see here. And I got rained on.

Still, the 2nd trip was spectacular starting out. You could see 40 miles under a 3,000' thick overcast, patches of rain falling here and there. There turned to here as I left Woodford headed for Mid-Peninsula.

Manquin (04VG)



Manquin is home to Steve Wendt and his [Blue Sky Hang Gliding](#). He teaches both hang gliding and paragliding using a scooter tow system that you can see on his website. He's also the East Coast go-to guy for trike and hang glider sail repairs. A friend corrected me once that a *hang glider* is a wing, not a person. The person is a hang glider *pilot*. So when I tell you that this shed is full of hang gliders, you'll be clear that those are not the remains of unfortunate hang glider *pilots*.

Williamsburg (KJGG)



Campus of William & Mary looking southeast toward "the point"

If you went to William & Mary, you'll recognize it above. I was on the approach for the Williamsburg airport (KJGG).

Lunch! I sussed out the airport restaurants on my tours: Williamsburg and Suffolk both have them. And mighty welcome they both were. By the time I got to Suffolk, I had been flying for 4 hours. Williamsburg, the same.

The James River



It's not the mighty Mississippi, but the James does have tows, like this one 14 miles above Jamestown, probably carrying oil to Richmond.



Meanwhile, Jamestown has the [Jamestown-Scotland ferry](#). Run by VDOT, it operates 24/7/365. The crossing takes 20 minutes and is free. Take your grandkids to historic Jamestown. Then toss in this ferry ride both ways.

Clouds

Yes, I started out with an overcast and hopes of minimizing or delaying the afternoon thermals. (Though honestly, if you're going to be traveling any distance in a light plane, you're going to get tossed around in the thermals. Just get over it.)

By the time I reached Wakefield at 10:30am, 30 miles from Suffolk, the overcast had broken and the thermals were beginning. I flew up to 3,300' to get above them. The view was spectacular!



At 3,300' going to the southeast to Suffolk

Franklin (KFKN)

What a bust! It was Sunday and the FBO was closed, so no stamp for me. I took this picture as alternate documentation that I had been here.

But then I returned the next month, having called first.



Mecklenburg Brunswick Regional (KAVC)



Socked in. With the courtesy car at Mecklenburg.

By the time I reached Mecklenburg, it was 2:30pm but I was beat. I had been traveling for almost 8 hours – five sitting in the trike. I was so done.

The wonderful people there lent me their courtesy car for the night, so I got a good dinner and a good bed. I retired early for sure.

Day two was going to be another long day like the first, so I got to the airport early only to find it fogged in. I napped in the car until the place opened, but I knew my 9am take-off meant I would get pounded later in the day.

A friend of mine, John Williams has done the Ambassador circuit twice in his trike. He tells of sleeping on the couch at Grundy. Mind you, his Revo trike flies at 90mph and handles thermals better. But sleeping on the couch? Dinner from the vending machine at the FBO? I'm thinking those days are behind me.

Day 2

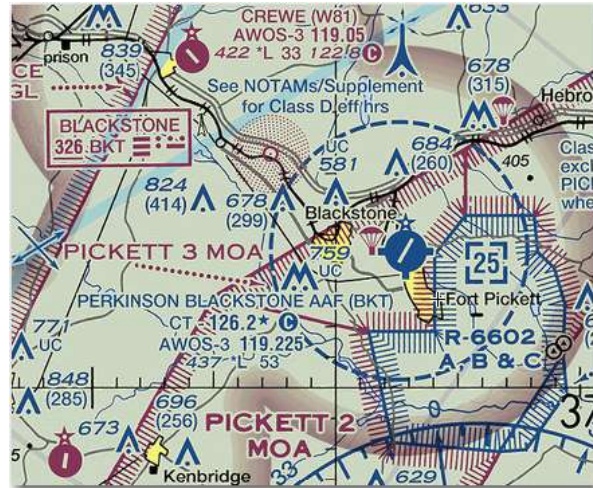


Lake Country (W63)

Most of the airports on Day 2 were like Lake Country here – well-maintained but deserted. They keep the Ambassador stamps in a place accessible at any hour.

Perkinson Blackstone (KBKT)

This airport surprised me in so many ways. First, it's so big you can see it from 15 miles off. Second, it has a *private* control tower. The field is operated by an Army contractor that trains drone pilots. That's what the restricted space southeast of the field is for.



MOAs

This part of Virginia is covered with the huge Farmville MOA and three Pickett MOAs (see the [chart](#)), so I called the Washington Center on the phone that morning to see if they were in any way active. What a joke! I got literally routed in a circle as they tried to find someone who knew anything about MOAs. In the end, they said they didn't know of any military activities. The restricted areas east of Perkinson are a different matter, what with the drone operations. But I ignored the MOAs.

Farmville (KFVX)

I arrived at Farmville at 1pm, having been travelling for 4 hours and aloft for 2½. Lunch time. No airport restaurant, but they loaned me their courtesy car to go get lunch. (What a great idea these courtesy cars are!) Since I was now within 2 hours of home, I took my time. A leisurely lunch, a nap on the couch in the FBO's pilot lounge. I hung around until 5pm when the thermals were dying and flew home without incident.

Unexpected Encounters

To my complete surprise, I ran into people I knew on both trips. At Farmville, I ran into airline pilot Rock Skowbo who I know from Front Royal. He was flying his Pitts to South Carolina. He goes a *lot* faster than I do, but he says it makes a lousy cross-country airplane – too cramped and not much range. I think I'll keep my trike.



At Farmville, Rock Skowbo from Front Royal in his Pitts, bound for South Carolina

Then, on the second trip, I stopped at Louisa County on my way home, right in the middle of that long leg from Dinwiddie to Front Royal. (Did I mention that they have a very nice bathroom?) While there, I stumbled on club member **Mike Vadney** and the novel gyroplane that he's been building for the last 7 years. If you look closely, you'll see that it has a control bar like a trike.



Mike Vadney and his gyroplane before the crash

Later, I heard that he crashed the gyro on a test run the week afterwards, which is heartbreaking. As I understand it, he was traveling down a taxiway, got a little bit airborne, drifted sideways over the grass, and came down moving a bit sideways. The gyro toppled over, destroying the rotor blades, the propeller, the fairing, and much else. Mike was unhurt, but having myself crashed an aircraft I love dearly, I know what a heartache it is to see so much work and love dashed, along with all those dreams of future flying. I haven't yet heard what he will do next.

As for me, I still have 11 airports yet to visit, all in far southwest Virginia. To visit them in my trike would be three 7-hour days. So instead, I'm hoping to fly them with Allen Whatley in his fast Belanca. I'll let you know. And meanwhile, here is that stamp from Franklin (yay!).

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, Nov 9 / 8-11:30AM	EAA 518 Fly-in Drive-in Breakfast	Mifflin County Airport (KRVL)	121 NM
Sat, Nov 16 / 11AM-12PM	EAA Chapter 1563 Monthly Meeting	Gordonsville Municipal Airport (KGVE)	35 NM
Sat, Nov 23 / 8-10:30AM	EAA Chapter 339 and Commemorative Air Force Old Dominion Squadron Fly-in pancake breakfast	Hampton Roads Executive Airport (KPVG)	129 NM

The Effect of Wind on Round-trip Flights

By Steve Beste

Your problem: you're planning a flight from the Airpark to Orange and back. 31.4 miles, 62.8 round trip. You fly at 60 mph, so your flight time will be 62.8 minutes, roughly. (Throw in a couple of minutes for pattern work. You'll be flying low so there's no climb-to-altitude time. Call it 65 minutes.)

BUT: [Windy.com](#) tells you to expect a 20 mph headwind going south. You'll have the same wind at your tail coming home, but you know that tailwinds don't cancel out headwinds on a round-trip flight. That's because you spend more time in the headwind than in the tailwind.

? For the round trip, how much longer will you spend in the air because of the wind?

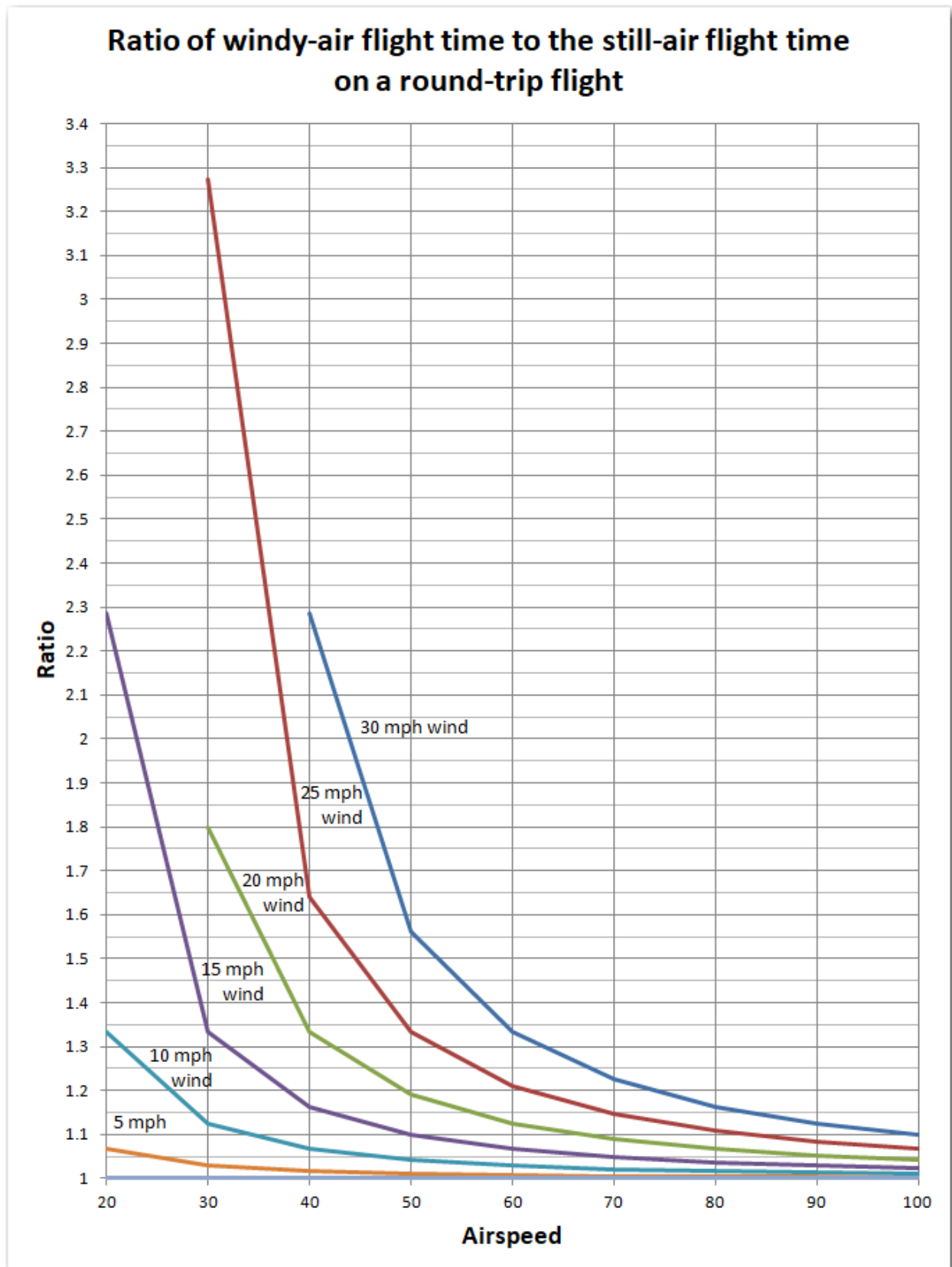
The chart on the next page gives the answer: 1.13 times as long, or 71 minutes (62.8 minutes times 1.13).

Of course, if you're a PPG flying at 25 mph, a headwind is a much bigger deal. Let's say the winds aloft are 15 mph. Your round-trip time will be 1.8 as long as the still-air flying time. That is to say, 80% longer. That's why you're probably staying on the ground.



OK, but what if it's a crosswind both ways? That will slow you down half as much. Using the online E6B described in the next article, I get a total round-trip flight time of 67.3 minutes for this flight. Thus:

- Still-air time: 63 minutes Multiplier = 1
- 20 mph headwind time: 71 minutes Multiplier = 1.13
- 20 mph crosswind time: 67 minutes Multiplier = 1.06



An Online E6B

By Steve Beste

Let me recommend the online E6B calculator at <https://e6bx.com/e6b/>. It's simple and clean. It's also available as an app for both iPhone and Android.

Here, it's set up for the headwind leg of that flight to Orange in the previous article. Flight time southbound: 47.1 minutes. If you do the northbound leg, you'll get 23.55 minutes. Total = 701 minutes, same as you get from the chart in the previous article.

Online E6B Computer / E6B Emulator

Heading, Ground Speed, & Wind Correction Angle

Course :	216
True Air Speed :	60
Wind Direction :	216
Wind Speed :	20
Wind Correction Angle :	0
Heading :	216
Ground Speed :	40

Flight Time for Distance & Ground Speed

Distance :	31.4
Ground Speed :	40
Flight Time :	47.10 minutes

Fuel Consumption for Flight Time

Flight Time (min):	47.1
Fuel per Hour :	
Required Fuel :	

Illustration

Wind: 20 @ 216
WCA : 0

Course : 216
Heading: 216

GS : 40
TAS : 60

Meeting Minutes

October 2019

Flying Club One Meeting

Saturday, October 12, 2019

Warrenton Airpark

Warrenton, VA

Selling 50/50 tickets before meeting

Call to Order

President **Steve Beste** called the meeting to order at 11:15 AM.

13 members present.

Visitors, New Members and Old Members

Sarah & Ralph Reynolds who live and fly out of the Dogwood Flying Community near Fredericksburg, VA dropped in for the meeting. **Sean Roe** and **Jackie George** said they had their aircraft on display at a Boy Scout event held at the Flying Circus field. **Tim Loehrke** said he flew his J3 Cub as a candy bomber over Messick's Farm Market's Fall Festival on Rt 28 near the county airport. **Steve Beste** said he is still flying to airports on the *Virginia Aviation Ambassador* program list and it has been a real fun flying adventure.

Reports

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

Treasurer: **Jim Birnbaum** reported that the September income was \$50.00, expenses were \$86.39 and check book balance is \$2614.69.

President: **Steve Beste** reported that a group of very active PPG fliers called the *Air Dogs* are flying out of the Airpark and any member that is flying or interested in PPGs should make contact. He said there was a very good article in the EAA Sport Aviation magazine about all the different fuel we can use in our aircraft. He started a discussion about all the plusses and minuses that the article stated and asked what the members thought was the best fuel to use.

Also, next month we start our cold weather indoor meetings, but no longer Thursday nights! Our first indoor meeting of the winter season will be **Saturday, November 9th at 11:00 AM** in the **Manassas Central Community Library** on Rt 28 in Manassas, VA. More info to come.

Membership Director: **Jim Birnbaum** reported that with the new members, we now have 54 on the roster. As a reminder: if you do not have a club name card/badge let Jim know. He is now accepting 2020 membership dues. Also, to clear up new member dues: no matter the month of the year during which one joins, the dues are the full amount (not pro-rated)!

Warrenton Airpark Owner: **Tom Richards** – Tom was at the meeting, but did not have a chance to report because he had to leave early and show people around the Airpark.

Old Business

None

New Business

None

Monthly Program

None

50-50 Drawing

Ralph Reynolds donated his winnings to the Club.

Adjourn

President, Steve Beste adjourned the meeting at 11:50 AM.

Cook Out

Sean Roe cooked up a classic hamburger lunch with all the trimmings.

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, November 9th, 11 am	Conversation, club business meeting and program	Manassas Central Community Library
Sat, December 7th, 5 pm - 8 pm	Monthly meeting and Holiday Party	Airpark Club House
Sat, January 11th, 11 am	Conversation, club business meeting and program	Centreville Regional Library
Sat, February 8th, 11 am	Conversation, club business meeting and program	Centreville Regional Library
Sat, March 14th, 11 am	Conversation, club business meeting and program	Centreville Regional Library
Sat, April 11th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, May 9th	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, June 13th, 8:00 am	Poker Run	Airpark
Sat, June 13th, 11:00 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, July 11th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, August 8th, 11 am	Memorial table, monthly meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, September 12th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, October 10th, 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 14th, 11 am	Conversation, club business meeting and program	Centreville Regional Library

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 ½ 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 ½ 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