



Volume 20 – 07

www.FlyingClub1.org

July 2020



## The Privileged View

Steve Beste, President

**Who's afraid of the SFRA?** I am. My excuse is that since I don't have a transponder, I can't fly there anyway. But if you have the equipment, don't let your fear stop you. Follow J.J. Campbell's example which he writes about in this issue. He wrote later,

"Scared? Me too! But, I took baby steps at first. My first time in I went to Lee (ANP) which you can almost see from Bay Bridge once you are in the air. My second time I went to Freeway (W00) which is also close and from Bay Bridge you just need to follow Route 50. And my final run before Leesburg was Gaithersburg (GAI) a really easy to find airport and also on the route of my ultimate goal. I think for you, starting from the West side of the SFRA, GAI or Davis (W50) would be good choices. Baby steps relieved some of the stress and let me focus on the mechanics of the SFRA."

**SFRA dodged.** Myself, I finally took that flight between the SFRA and the Dahlgren restricted area that I wrote about last [February](#). Here I am 300 yards south of the SFRA headed for the 301 Bridge. Actually, it was 7:45am and Dahlgren doesn't open up until 8am, so the restricted area to my right wasn't going to be a problem anyway.



To get there so early, I left Front Royal just before dawn. And to do that, I slept in my hangar the night before. Mind you, this was my third try at this flight. The first time, in January, I woke in the hangar to find morning fog. That and the short winter days scrubbed the flight. Then, last month, as I settled into the hangar, I discovered a broken bracket on my engine. Another scrub. This time was a go. As with J.J.'s practice runs, perseverance seems to count in this sport.



*Trike and sleeping bag in hangar at Front Royal. Ready to go. Maybe.*

Truthfully, the SFRA/Dahlgren thing just added a game to the flight. I mainly wanted somewhere pretty to fly. All those rivers did not disappoint me. All those houses and docks were jewel-like in the morning light.



*Bays, houses and docks east of Hummel on the Rappahannock*

Here's a picture of Sanford (VA23) where Chuck Tippetts lands when he goes to his place on the



water nearby. I flew over the beach out on the point where his daughter Tory got married as you saw in the [newsletter last year](#).



*Sanford (VA23) looking north to the Potomac*

Another excuse for the flight (why do we even need excuses?) was to take a picture of a friend's house at Stingray Point at the mouth of the Rappahannock. Being out in the wind, my trike makes a superb photo platform. Job done! Thanks to that dawn start, it's only 10:20 in the morning. Time to head back to the mountains, four hours away.



*Houses at Stingray Point looking south*

Coming and going, I took pictures of all the grass airports I passed. I then sent these to SkyVector and AirNav. They both like to show pictures in their airfield writeups, but don't get many for the little fields. It's a way to make myself useful to the sport.



Fly safely,  
Steve

P.S. A week after the flight I got a call from an agent with the Naval Criminal Investigative Service asking about my flight past Dahlgren. It seems that they've had trouble with drones overflying their facility recently. Then along comes this "red ultralight" doing who knows what. Concern mounted. It got all the way up to the Pentagon. The assignment went to the NCIS: find this guy and see what the hell is going on. Naturally, I eagerly told the agent about my plan for flying the slot between the SFRA and Dahlgren. Heck, I'd even *published* my plan in the Flying Club 1 [newsletter](#). No secret there. He was satisfied that I had no connection with the drones.

But how did he find me? I filed no flight plan. I have no transponder. I did not talk to ATC. Someone in security at Dahlgren had seen me fly past at 7:45 that morning – hence, the "red ultralight" description. They looked up my radar track and saw that I had stopped at Stafford (where no one was about). However, the next day, I had telephoned the Stafford people saying that I had flown through the day before, and would they give me the combination to the hangar-area restrooms? (No, they wouldn't. Local pilots only.) But I left a telephone number. That's what the agent called. So it was really just a fluke that he found me. Not that I was trying to hide.

And the SFRA? No mention. Not their concern. The FAA is probably still looking for me.

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

**While restrictions due to COVID-19 are loosening in Virginia, the following events still have the potential to be canceled, and it is recommended to check in with the hosting organization.**

Date	Event Description	Location	Distance from 7VG0
Sat, Sun Jul 11, 12 / 9AM-5PM	Golden Age Air Museum Fly-in & Car Show	Grimes Airport (8N1)	130 NM
Sat, Jul 18 / 11AM-12PM	EAA Chapter 1563 Monthly Meeting	Gordonsville Municipal Airport (KGVE)	35 NM
Sun, Jul 26 / 8AM-12:30PM	EAA Chapter 426 Fly-in Drive-in Breakfast	Greater Cumberland Regional Airport (KCBE)	73 NM

There are still plenty of online resources for beating the boredom!

EAA's [webinar series](#) is going strong. Upcoming webinars include ones which provide a look into Space Shuttle Mission Control and tips for completing the FAA application for a medical certificate.

AOPA also has a collection of both [live and pre-recorded webinars](#).

The FAA created a website designed to reduce the incidence of runway incursions. It has instructional videos, scenarios and reference material designed to help pilots navigate the airport surface environment. It can be found at: <https://www.runwaysafetysimulator.com/>.

The Smithsonian Air and Space museum's [Air and Space Anywhere](#) has added new videos. There are also virtual tours of the museums that can be accessed from the site.

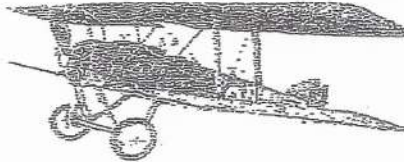
And, of course, July is when EAA's Airventure Oshkosh typically takes place. The event was canceled this year, but join EAA for their virtual Airventure at <https://eaatogether.org/>.



# E.A.A. Chapter 426

Greater Cumberland Regional Airport-CBE

AWOS  
128.62



Unicom  
122.8

## **Fly-In / Drive-In Breakfast**

**8:00 am until 12:30 pm**

**Welcome back to our Fly-In / Drive-In Breakfast**

**Due to current conditions, we will be serving our customers instead of buffet style at this time. We will be offering only Eggs, Sausage and Pancakes at a reduced rate of \$6.00 for eat in OR take out.**

**All State laws and guide lines will be followed for your safety which will include mandatory masks entering and exiting the building with limited seating for social distancing. There will also be unregulated seating outdoors, weather permitting.**

**For more information contact Katie Kight @ 301-268-2624**

**Check us out on Facebook**

**[www.facebook.com/eaachapter426](https://www.facebook.com/eaachapter426)**

## Want to show off your Flying Club 1 spirit?

Courtesy of Kurt Mohr, we now have TWO different types of Flying Club 1 stickers that will be for sale at the July meeting as a fund raiser for the club. Hope to see you there!





## Poker Run 2020 Photos



*The gang at Lenn Brothers*



*One Champ, the Challenger, and the tip of the gyro's rotor (just above red roof) at Berryvale*





*The Trike and the other Champ at Berryvale*



*The Champs at Aviacres*



*The Challenger and the gyro at Aviacres*



## Traversing the SFRA VFR

*By JJ Campbell*

My new Tecnam Eaglet has been living at Bay Bridge (W29) since I purchased it in March. It was always my plan to move it to Virginia. It just took a bit longer than expected. The good news is I collected 15 stamps for my Maryland Ambassador's Passport. I am looking forward to starting my Virginia collection!

I decided on Leesburg (JYO) as my new home primarily because it afforded the easiest commute from my home in South Arlington. My first step was to develop a route through the SFRA from W29 to JYO. It is critical that before you embark on your trip that you file an SFRA Flight Plan. More about this towards the end of this story.



The above is the “VFR Flyway Planning Chart” from the back-side of our area’s Terminal Area Chart. You will note that I did not start my plan beginning at W29. This is because you must activate your (already filed) SFRA flight plan by radio while in the air. (Unless you are starting from inside the SFRA. In this case you would call by phone while on the ground.) I picked a charted reference point on the Southern tip of Kent Island. This was a good place to do 360° turns while I contacted Potomac Approach. What I told Potomac Approach was “Light Sport 693JP at 7MD8, 3,000’ SFRA on File.” Be patient. They are remarkably busy. When time permits, they will respond with a unique transponder code. You confirm and they will tell you to standby and when they see you on radar, will tell you to proceed VFR on course and stay clear of Class B.

My starting point lined me up nicely with VPOOP the first of the two VFR Flyway navigation points which define the corridor between the FRZ no-fly zone and the BWI Class B. This VFR corridor has a West-bound altitude of 1,500’. I started at 3,000 feet so that I would have some glide range while crossing the bay. Halfway across, I started losing altitude for entry to the VPOOP VPONX leg. This corridor is very narrow. I actually flew it at 1,300’ favoring the Class B on the right since I really didn’t want to risk crossing the line into the FRZ. (Dragons be there!)

Past VPONX, I had some elbow room as the airspace opened some. I started a slow climb to 2,500’ to overfly Montgomery County Airpark (GAI) an excellent reference point and quite easy to see from the air. I had just flown to GAI a few days before as part of my due-diligence for this trip.

At this point many of you are probably wondering “Why is he heading off into the hinterlands rather than just heading straight to JYO from GAI?” It was an alluring idea, but it did not take me long to see that to do so would mean that I had to be under 1,500’ ten miles from JYO approaching an airport with a Traffic Pattern Altitude (TPA) of 1,200’. I was unfamiliar with the airport, the geography and was not at all confident that I would be able to see the airport from such a low altitude. This combined with the certainty that Potomac Approach would undoubtedly hand me off to another controller around that time. This would mean fussing with the radio while trying to not bust Class B while still trying to find the airport. Just thinking about it made me want to reach for the Tums...

I opted for adding 30 miles to the trip and a thousand percent to my comfort level by maintaining the heading I was on by aiming for a private grass strip, Grass Patch, out past the final Class B ring and exiting the SFRA via the LUCKE Gate. Once outside the SFRA, I was released by Potomac Approach. I was now free to resume normal VFR.

I then headed toward another private grass strip, Pickles, that I had no intention of trying to find since near it was the only bridge across the Shenandoah River as far as the eye could see. Don’t you love those easy to find reference points? From the bridge, the final leg of 19 miles was now much less problematic. I could start as high as I liked for a due East run to JYO. All I had to do was be sure to stay below the ceiling for each Class B ring as I approached my target.


JYO is in the SFRA but it is in a special area known as the Leesburg Maneuvering Area (LMA). The LMA allows ingress and egress without filing a SFRA flight plan simply by squawking 1226. When Potomac Approach released me, rather than squawking 1200, I squawked 1226. The final leg was almost anti-climactic since at this point it was a straight-forward approach and landing.



*Juliet Poppa wearing her new dress to celebrate arriving at her new home at JYO.*



So, what is this oft mentioned SFRA Flight Plan?

**Draft** ICAO  Domestic

Recent Flight Plans PALEO TO LUCKE Save as Favorite

Notice: Per FAA Guidance, all civilian flight plans must be filed as ICAO flight plans.

Aircraft ID N693JP	<b>Flight Rule</b> IFR	Flight Type G	No. of Aircraft 1	Aircraft Type ECHO	Wake Turbulence L	Aircraft Equipment G
<b>Departure</b> PALEO	Airport Info Area Brief	Departure Date & Time 06/29/2020 1000 EDT		Cruising Speed N0090	<b>Level</b> VFR/015	Surveillance Equipment CB2
Route of Flight DCT VPOOP DCT VPONX DCT KGAI DCT				Other Information (Optional)		
<b>Destination</b> LUCKE	Airport Info Area Brief	Est Elapsed Time 0130		Alternate 1 (Optional)	Alternate 2 (Optional)	
Fuel Endurance 0430	Persons on Board 1	Aircraft Color & Markings (Optional) W		Supplemental Remarks (Optional)		Pilot In Command (Optional)
Emergency Radios <input type="checkbox"/> UHF <input type="checkbox"/> VHF <input checked="" type="checkbox"/> ELBA	Survival Equipment <input type="checkbox"/> Polar <input type="checkbox"/> Desert <input type="checkbox"/> Maritime <input type="checkbox"/> Jungle	Jackets <input type="checkbox"/> Light <input type="checkbox"/> Fluorescent <input type="checkbox"/> UHF <input type="checkbox"/> VHF	Dinghies (Optional) Number: 00 Capacity: 000 Color: Covered: <input type="checkbox"/>		Pilot Contact Information CAMPBELL, JAMES, (703)625-7928 W29, (410)604-1717	

Route Brief   File   NavLog   Return Flight Plan   Clear

As you can see, it is an ordinary flight plan with a few idiosyncrasies. First off, Flight Rule of IFR must seem odd. This is done to force the system to forward the flight plan to ATC. The Level entry of VFR/\*Altitude in hundreds of feet\* will tell ATC that this is a VFR SFRA flight plan. For SFRA flight plans, ATC does not care where you came from or where you are going. They only want to know the Gate you are entering and the one you will be departing through. So, the Departure and Destination fields are Gate names rather than airport names. The route tells ATC what twists and turns you plan to take while inside the SFRA.

That is the short version of SFRA flight plans. The FlightService Website [www.1800wxbrief.com](http://www.1800wxbrief.com) has a wealth of helpful information including a great video tutorial. When you take the mandatory SFRA training course on FAASafety.gov you will gain access to a must-have kneeboard SFRA tip sheet PDF. Finally, if you create a profile for your aircraft on 1800wxbrief, most of the above fields will be pre-populated when you create a new flight plan. Oh, and you can save favorites for future use!

## A Pilot's Dream – To Share the Experience

*By Mark Barron*

On a sunset flight on Father's Day I heard a small voice over the radio from my 14 year old son as we lifted off the ground, "Woah".

Almost four years ago I was doing ground training for PPG with Michael O'Daniel at Warrenton Airpark (WAP). While I was there I met a bunch of people that call WAP their base of operation. I had been trying to get my boys to come out to the field with me to see all the cool aircraft and see what I had been doing on weekends when the weather allowed. One of those people was Tim Loehrke who at the time only had his Piper Cub in what I could only call the best "man cave" ever! We got to talking and I found out he had a son, Ryan, about my youngest son's age. We agreed to let each other know if our boys would be at WAP the next time we went. Knowing he and his son would be at the field one Saturday I asked my son if



*Blake Barron (10 yrs old) and Ryan Loehrke at WAP*

he wanted to go. His response was the same as other times, "No thanks dad". But when I told him he could bring his iPad and sit under a tree and play video games if he wanted to, he agreed to come. When we got there Tim and Ryan weren't there yet so I started kiting practice with Michael. Ryan saw Blake sitting there and walked right up to him and asked "Wanna go for a ride in my go-cart?". From that moment on Blake started asking me when I was going to WAP.

One of the times we were there I was offered a ride with Tom Simmons in his 2 seater ultralight. I told Blake I would be back in a bit. That's when Tim asked me if it was ok if he took Blake for a ride in the Cub. I immediately said "He would love to!...I mean...you should ask him 😊" That was his first introduction to flight in a small aircraft and he loved it.



*Tom and myself*



*Tim and Blake*



Later that year Blake and I went to the Flying Circus in Bealeton, VA for a scout camp-out and he went for a solo ride in a biplane with Chuck Tippet at the stick. He wanted to do an aerobatic ride but he was too young. It was then that I could tell it was in his blood. He loved that ride too.



*Blake (11 yrs old) and Chuck Tippet*



*Me, Chuck, and Blake in the WACO*

But it wasn't until 2 years later in September 2019 when we were at the Flying Circus again for another Scout Camping weekend that Blake and I took a ride in the Waco (which has a 2 seater in the front) with...you guessed it, Chuck Tippet at the stick. When we landed Blake was so excited about that flight. More than any other he had been on. But to my surprise it wasn't because of the flight itself but the fact that I was pointing out all the places I fly with my PPG. "That's the dam I foot drag (Germantown Lake)." "That's

the corn maze at Cows and Corn." "That's the field I landed in when I had an engine out." He said he really enjoyed seeing the places I fly over and seeing them from the perspective of 1000 feet up.

That's what set me on a course of events to share the experience of flying PPG with him (and others). I signed up for a course that would allow me to earn my FAR Part 103 Tandem Exemption on a PPG trike. There are Foot Launch Tandem rigs but the thought of 4 legs running in unison with a propeller spinning at 7,000 rpm only 6 inches away from your head just doesn't appeal to me. Trike is much safer and requires less effort both for the pilot and the passenger.

After I finished my exemption course I searched the internet for a trike setup the same size and model as I had trained in because I was impressed with the portability of it. I found one in South Carolina, a bit far away, but it was at a price I couldn't pass up. I drove down to pick it up in February 2020. Of course I stopped to fly my portable aircraft at various airports along the 9 hour drive. One of them had a Waco biplane giving rides. The pilot knew the one in Bealeton, VA as there aren't that many left in service.



*Me at Franklin County Airport, GA (18A)*

When I got back home I practiced take offs and landings with my solo wing as often as the weather permitted. I purchased a Tandem Wing in April (larger to allow for the extra weight) and got everything else I needed to take a passenger up safely with me (reserve, helmet, comms, strobes, etc). I took several students for discovery flights over the course of about 2 months before my wife would give the green light for me to take our son up. She said I needed practice which I immediately thought of as cannon fodder LOL!

A few months went by and I had over 30 flights logged with the trike solo and about 15 with a passenger including my training. My wife and I had been planning a vacation to Lake Anna for over 6 months that just happened to fall during Father's Day weekend. As the time got closer I was able to check the weather forecast. It appeared that all the planets were beginning to align. Knowing that we might be able to fly I called the Lake Anna Airport (7W4) manager, Hank, the weekend before and arranged for a camp-out / test flight with Remy Faures, another PPG pilot. I wanted to scout out the area and ensure there were safe outs if I were to take my son up (or anyone else for that matter). Technically being a public airport I didn't have to ask but I wanted to make sure we wouldn't get any undue stress during my son's first flight. Some airports can be a bit prickly toward our slow moving PPGs. Hank met us at the field that night and saw that we were responsible and had aviation radios and basically gave us the green light to fly the next weekend.



*Mark Barron over Lake Anna*

I invited my father to the lake to celebrate Father's Day as well thinking he might also want to fly. He had flown with me about 30 years ago when I was taking private pilot lessons...but that's a story for another time. We headed out to the airport from our rental place, a short 10 minute drive. Remy came to fly that day as well as another PPG pilot, Will Wobbe. My wife was there to watch (she's not ready to fly with me yet...need more cannon fodder before she will go).



*Me and my dad Bob Barron (78 years old)*



*Me and my son Blake Barron (14 years old)*

It was the best flight I have had since my own first flight in a PPG. The ability to share the experience of flight, the closest there is to being a bird with no cockpit, or skin of a plane around you. You can try to describe it all you want but until you feel it...well you all know what I'm talking about.



Best Father's Day ever! 3 Generations in the air!





# Meeting Minutes

*June 2020*

## *Flying Club One Meeting*

Saturday, June 13, 2020

Warrenton Airpark Warrenton, VA

Before the meeting, Club 1 flew their annual Poker Run. 5 aircraft and 7 people participated. The \$35 pot was won by **Grover McCall**, who donated it to the club.

### **Call to Order**

*President Steve Beste* called our first outdoor meeting of the year to order at 11:00 A.M. Because the COVID-19 virus is still around, we conducted the meeting with social distancing.

25 members present

**No Selling of 50-50 tickets**

### **Visitors, New Members and Old Members**

**John Lewis** flew his Kolb III Classic in from Tappahannock, VA and said he has not flown much lately as he has been out of the country with the US Army Reserves. Visitor **Ryan Rothman** is retired US Air Force and flies a PPG now. **Steve Withe** stopped by for a close-up look at ultralights and got a ride with **Jackie George**. **Lucy Ooi** said she landed at the Greater Cumberland Airport in western MD and had a great meal in their restaurant. They also have a small museum on the field (in the terminal). **Steve Cherry** got his trike wing fixed and will start taking instruction in central PA soon. **Mike McMellen** said he retired from the USAF after 20 years. Now 15 years later, he wants to get flying again. PPG instructor **Mark Barron** reminded us that even though they fly at Remington, VA now, with a special agreement they can also use the Flying Circus Aerodrome. Many of the members said the strong winds we have experienced this spring and early summer are a lot to handle, especially crosswind take offs and landings.

### **Regular Reports**

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

*Treasurer:* **Jim Birnbaum** reported that the May income was \$65.00, expenses were \$0.00 and check book balance is \$3346.07.

*President:* **Steve Beste** said he had nothing special to report, but wanted to thank everyone that flew in the Poker Run and all the members that came together on short notice to get the meeting area ready, go out and buy new chairs, and put together a safe lunch. It was great to get outside and back in business!

*Membership Director:* **Jim Birnbaum** reported that with the new members, we now have 40 paid-up, but with over 50 on the roster, more need to get up-to-date. As a reminder: paid-up members for this year are listed on the roster with (2020) after their name.

*Warrenton Airpark Owner:* **Tom Richards** reported that his ultralight flight school is training six students with the help of **Jackie George**. He is also an *Aerolite 103* dealer, a real Part 103 ultralight, and has three on the field. His is trying to get all the old junk cars and trucks moved out of the Airpark. Tom said the grass is high in places around the Airpark because his big tractor mower is broken and he is only using the small riding mowers. With the big hangar that the skydivers used now open, Tom is using the space to build a scaled down (experimental) mini Mooney that can be powered by gasoline or electric motors.

### **Old Business**

None

### **New Business**

When **Steve Beste** got to the Airpark at 6:30 AM today, he noticed we had only three chairs! The ones we bought last year had all disappeared. **Jackie George** saved the day by going out and buying ten new chairs. The membership thanked Jackie and repaid him \$104.00. The chairs will be stored in Jim Heidish's hangar so they won't walk away.

### **Program**

None

### **Adjourn**

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

### **Cook Out**

Because of the COVID-19 virus and trying to be on the safe side, we ordered out and had pizza delivered. Everyone enjoyed the lunch and conversation while sitting 6 ft apart on our new chairs.

Submitted by **Jim Heidish**, *Secretary*





## Service Providers

Recap our standing list of service providers:

- **PPG instructor and dealer:** Brian Goff, 703-963-7389  
[spin2329@gmail.com](mailto:spin2329@gmail.com)  
<https://www.paraflightnc.com/>
- **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
- **Gyroplane Instructor:** Frank Noe, 443-253-7681  
[frankcanfly@yahoo.com](mailto:frankcanfly@yahoo.com)  
<http://www.gyromoj.com/>
- **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

For more information on instructors, see <http://www.flyingclub1.org/instructors/instructors.php>

## Activities

### *Flying Club 1 Activities Schedule*

Club meetings will be held on the second Saturday of every month. Warm weather meetings from April through October will be held at the Warrenton Airpark. Please see the schedule below for the location of other meetings and information on events. Changes in time or location will be posted in this newsletter and on the Club website.

Date	Activity	Location
Sat, July 11th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	<a href="#">Airpark</a>
Sat, August 8th, 11 am	Memorial table, monthly meeting, fly-in and cookout at Warrenton Airpark	<a href="#">Airpark</a>
Sat, September 12th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	<a href="#">Airpark</a>
Sat, October 10th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	<a href="#">Airpark</a>
Sat, Oct/Nov TBD	Club 1 Color Run Fly-out	<a href="#">Airpark</a>
Sat, November 14th, 11 am	Conversation, club business meeting and program	<a href="#">Centreville Regional Library</a>
Sat, December 5th, 5 pm - 8 pm	Monthly meeting and Holiday Party	<a href="#">Airpark Club House</a>

## 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](mailto:Ooi.Lucy@gmail.com)) when the ad is no longer needed.

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### **2008 Airborne XT912 trike with Streak III wing**

Asking price: \$28,000

Registered SLSA

Total engine time 229 hours

Excellent condition

Always hangared

New annual inspection

Located at KFRR (Front Royal)

Many extras, including:

- ICAR 2000 pilot/passenger helmets
- Lynx headsets and intercom
- ICOM Radio
- GPSmap 495 color GPS
- Microair T2000SFL mode C transponder
- BRS-6 Ballistic Recovery System

Contact: David Humm (Tel. 703-774-5881 Cell)





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**‘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](mailto:wpsullivan99@gmail.com)

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### **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. 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.

### 2020 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

### 2020 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](mailto:Ooi.Lucy@gmail.com)

Web Master: Steve Beste,

[president@flyingclub1.org](mailto: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](mailto: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](http://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](http://www.usppa.org)**