



Volume 20 – 09

www.FlyingClub1.org

September 2020



The Privileged View

Steve Beste, President

Low ceilings. Last month's club meeting dawned clear but with a 700' ceiling. Some PPGs went flying at the Airpark. As did some ultralight airplanes. And some 2-seat Experimental Light Sport airplanes. All safely. But were they legal? There was some discussion at the meeting, but also some uncertainty. I've run this all to ground. Here's a refresher for everyone.

I'm relying a lot on Jeff Goin's excellent DVD, [Airspace & Law for Ultralights](#). It's \$35, and every new ultralight pilot should have a copy.



Visibility & Cloud Clearance Rules

Ultralights & GA

(note 1 mile visibility in Class G)



Sport Pilot

(note 3 miles visibility in Class G)



Thus, using Goins' memory shortcuts:

Ultralights & GA

In Class E = 5, 1, 2 & 3
In Class G = CoC & 1

Sport Pilot

In Class E = 5, 1, 2 & 3
In Class G = CoC & 3

OK, but where are Class G and Class E airspace?

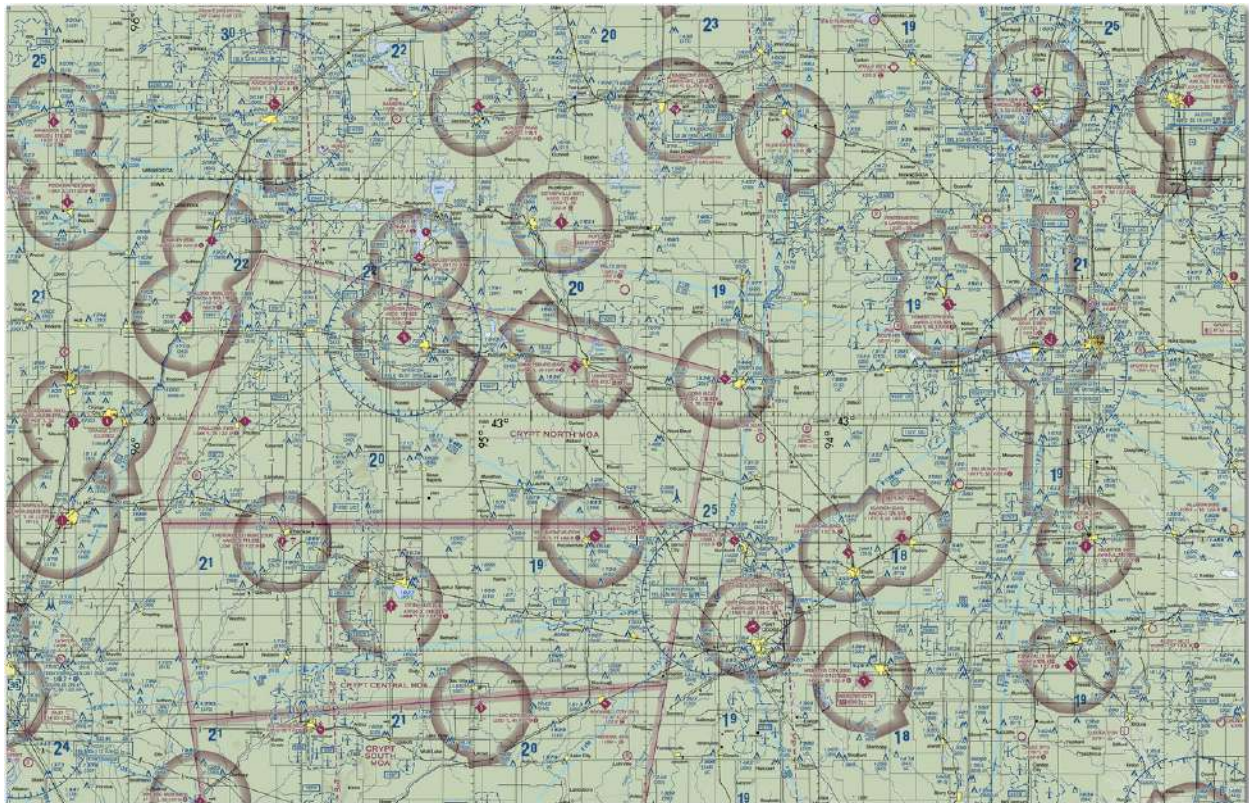
Where is Class G Airspace?

“G” is for ground. Class G is everything from the ground up to 700' AGL or 1,200' AGL, depending. Depending on what? Depending on whether you're inside one of the magenta circles around airports like those you see below.

Inside the magenta: Class G goes up to 700' AGL
Outside the magenta: Class G goes up to 1,200' AGL

Everything immediately above Class G is Class E.

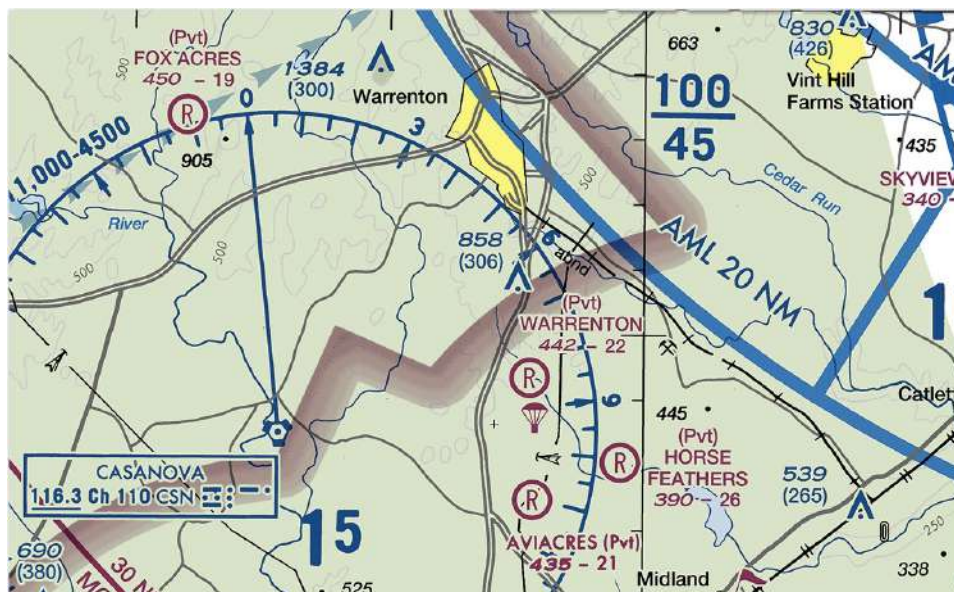
And notice that these are AGL – Above Ground Level, not mean sea level (MSL).



The *Airspace & Law for Ultralights* DVD shows it graphically like this:



In our area, the magenta airport circles run together, so that the top of Class G at the Airpark is 700' AGL, whereas at Fox Acres, it's 1,200'. Again, AGL.

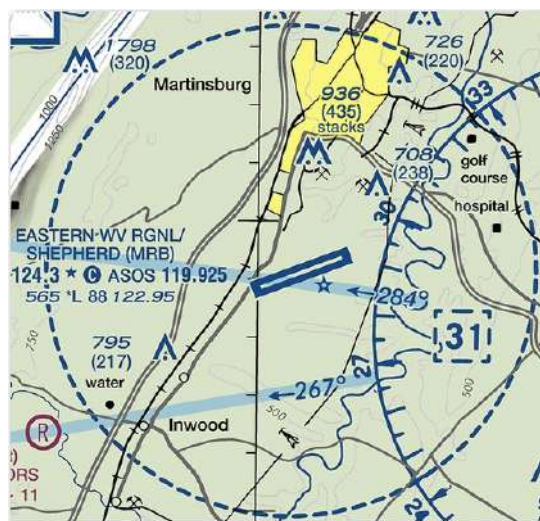


700 and 1,200. Learn those two numbers and that's mostly all you need.

Here are the exceptions:

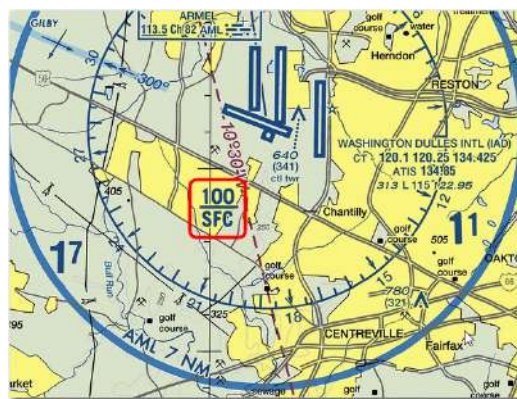
1. Class D Airspace, like this one at right around Martinsburg. Class D is for small controlled airfields. Class D always goes down to the surface. There's no G inside that circle. Outside, G goes up to either 700' or 1,200' as usual.

BUT if the tower is closed for the day, then the D airspace reverts to Class G and E. That asterisk ★ tells you it's a part-time tower. Hours of operation are in the chart margin.



2. Class B & C Airspace. These are for bigger airports. The central segment of Classes B and C always goes down to the surface, as at Dulles here, shown by the **100 SFC** in the innermost circle.

There's no G there, and their control towers never close.



3. Surface Class E. A few airports – none near us – have an area enclosed by a magenta dashed line like this. That marks where Class E goes down to the surface, wiping out any Class G below.

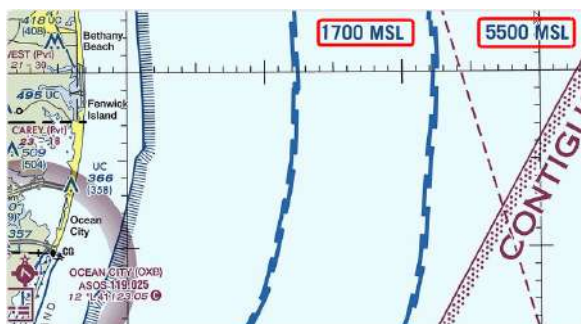
Note that since this is *not* a controlled airport (the airport symbol is magenta, not blue), there's no Class D here. Everything above Class G is Class E, as usual.



4. Specifically-marked exceptions. There are rare places where Class G goes higher than 1,200' AGL. About the only areas of this in the East are these three bits near Isle Royale in Lake Superior. But they're in Canada, so you can't fly your ultralight there anyway. The **12,500 MSL** marks the boundary of the special Class G zones.

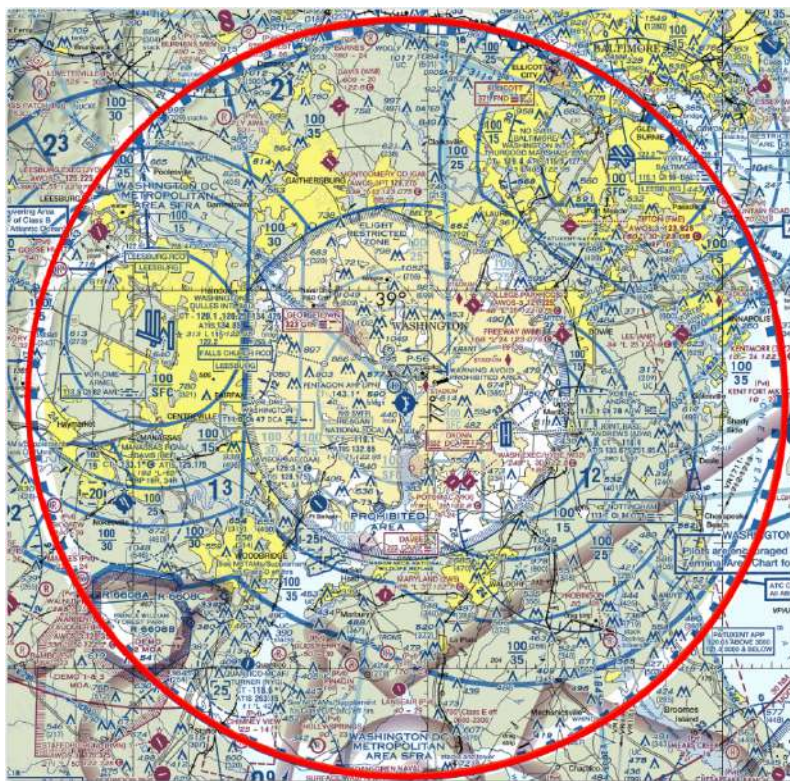


You'll also find some of these offshore, where you also won't be flying. So forget about these. The Goins DVD shows some tall Class G areas east of Las Vegas, but those are now gone. Class G tops out at 700' or 1,200' everywhere that you'll be flying.



5. The SFRA. There's a lot of Class G in there – even some 1,200' Class G (can you see it?). But you probably won't be flying inside the SFRA. You need an aviation radio, a transponder, and ADS-B equipment. Then, every time you go in, you have to file a special flight plan and go exactly where you said you would be going.

That's not the kind of free flying that brought you to ultralights in the first place. So unless you want to buy the equipment, get the training, and deal with the restrictions, just stay out of the SFRA.



Know where the SFRA is and just stay out of it

How Low Can You Fly?

As we've seen, last month when the ceiling was 700 and visibility was good, you could legally fly below the clouds. But how about avoiding stuff on the ground?

Legal Requirements

Minimum Altitude Requirements

When Flying	Ultralights	Light Sport & GA
Everywhere	<p>Stay high enough not to create a hazard.</p> <p>No person may operate any ultralight vehicle in a manner that creates a hazard to other persons or property. §103.9(a)</p>	<p>Same.</p> <p>An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface. §91.119(a)</p>
Over other than congested areas	<p>No minimum altitude requirement.</p>	<p>Stay 500' high. Trikes & PPCs have no minimum altitude requirement.</p> <p>An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure. §91.119(c) & §91.119(d)(2)</p>
Over congested areas	<p>Not allowed.</p> <p>No person may operate an ultralight vehicle over any congested area of a city, town, or settlement, or over any open air assembly of persons. §103.15</p>	<p>Stay 1,000' high.</p> <p>Over any congested area of a city, town, or settlement, or over any open air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft. §91.119(b)</p>

Says Goins in *Airspace & Law for Ultralights*, “More ambiguity hides in the ‘congested’ rule than in any other.” That’s because the term *congested area* is nowhere defined with any specificity. Looking at court case precedents, Goins takes it to mean that ultralights cannot fly over:

- Occupied buildings denser than a typical suburban neighborhood.
- A busy 4-lane road
- Groups of 2 or more people, like beaches with people, golf courses, events...
- Anything involving children – like schools – will be perceived more strictly.

Goins takes *over* to mean *directly over*. That gives lots of wiggle room.

Local Requirements

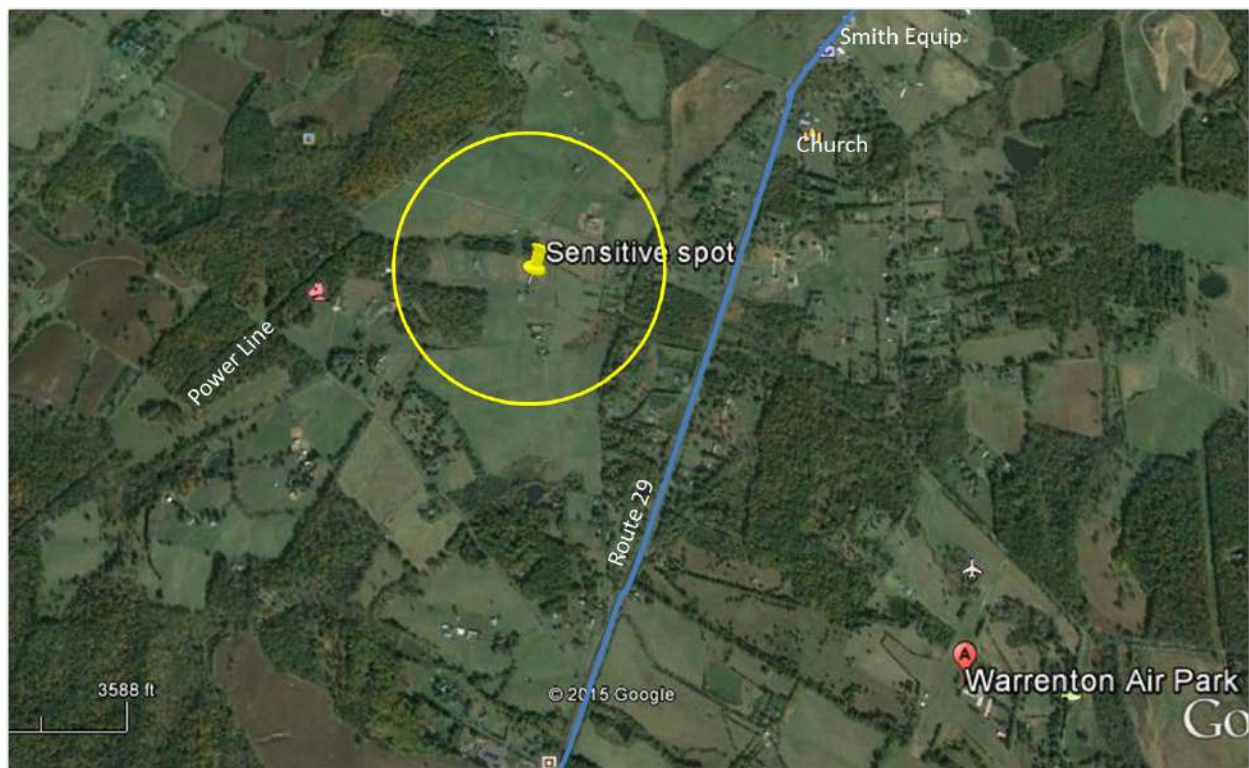
In addition to flying legally, we have to keep the neighbors happy. If we upset the public, they will eventually pass laws that curb our freedom to fly. Therefore, here's the most important rule about low flying:

Don't fly in a way that pisses off people on the ground

For example:

- Don't loiter over people's houses.
- Don't fly low over their livestock, especially horses.
- Don't practice turns around a point around those radomes near Remington.

Tom Richards, the owner of the Warrenton Airpark, hears the complaints. He asks us to avoid the circled area northwest of the Airpark.



Area to avoid near the Airpark

So, what about last month, when the ceiling was 700' AGL with good visibility at the Airpark?

- Could you legally fly an ultralight there? Yes. you were in Class G clear of clouds.
- When the ceiling went up to 900', could you go higher, too? No. At the Airpark, that would take you into Class E, where you have to stay 500' below the clouds. Thus, you wouldn't get any additional altitude until cloudbase rose above 1,200'.

- With a 700' ceiling could you fly a 2-seat Quicksilver? Yes, but since that's a Light Sport Aircraft not an ultralight, you should stay 500' above the ground (except for landing and taking off). That gives you a 200' band to fly in, just under the clouds.
- With a 700' ceiling could you fly a 2-seat trike? Yes, indeed. And you wouldn't need to stay 500' off the ground because of [§91.119\(d\)\(2\)](#). Trikes rule!
- Can you circle in your PPG while you wait for your buddies to launch? Sure. But *pay attention to what's on the ground*. Don't be doing this over someone's house lest you aggravate them.

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](#).

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
Fri-Sat, Sep 11-12	Front Royal Low Key Fly-in	Front Royal - Warren County Airport (KFRR)	27 NM
Sat, Sep 12 / 11AM-4PM	Open Airplane Afternoon & Cruise-In	Hagerstown Regional Airport (KHGR)	63 NM
Sat, Sep 19 / 11AM-12PM	EAA Chapter 1563 Monthly Meeting	Gordonsville Municipal Airport (KGVE)	35 NM
Sat, Sep 19 / 10AM-10PM	Golden Age Air Museum Bi-plane, Bands & Cruise Night	Grimes Airport (8N1)	130 NM
Sat, Sep 26 / 8AM-12PM	Pancake Breakfast	Clearfield-Lawrence Airport (KFIG)	146 NM
Sun, Oct 12 / 11AM-4PM	Open Airplane Afternoon	Hagerstown Regional Airport (KHGR)	63 NM

This isn't a fly-in event, but the Arsenal of Democracy Fly-over of DC is scheduled for Friday, September 25th. Details at ww2flyover.org

The Smithsonian Air and Space Museum is also featuring WW2 in their online activities this month. Check it out at <https://airandspace.si.edu/learn/highlighted-topics/world-war-ii>.

The NAS Oceana airshow is virtual this year and will be streaming online. See www.oceanaairshow.com for details.



**BIPLANES,
&
BANDS**

Fly-In / Drive In
Bring a lawn chair
or blanket!
BYOB

Cruise Night

At the Golden Age Air Museum
371 Airport Rd, Bethel, Pa.
Saturday -19 September 2020

FREE
ADMISSION!
(Donations Preferred)

Gates open 10 AM
Music from
1 PM - 10 PM

Museum Tours &
Biplanes Rides
All Day

Wine Tasting by Bouchette Vineyards

Overnight Camping Encouraged !

Blues, Pop Covers, Jazz, Folk, Originals and Rock by:

HEX HIGHWAY BLUES BAND
PENNY LYNN MUSIC - THE CRUNCH DADDIES
JEFF LOVELL / JUSTIN MORELL JAZZ DUO
JIM MATLACK - MICHAEL O'NEAL JR

For more information visit - www.goldenageair.org

From Our Members

Robert Meadows sends in this photo of him flying over Lake Anna in August after having his annual done at KPTB.



Lucy Ooi was “flying the islands” in her Champ. Can you guess where?



A Reflection of our Flying Club

By Jim Heidish

If you remember, in the [February 2017 Club Newsletter](#) I had an article about flying gliders from the slopes of the famous Wasserkuppe Mountain near Fulda, Germany, not far from the big US Army base at Wildflecken where I was stationed (1963-1966). Ever since spending three very different years of my life in that beautiful Rhon Mountain area of Bavaria, I have always tried to keep up with what's happening there.

Google Maps and satellite images with their attached photos and street view images have really helped keep it alive. So exploring, I found an LSA/Ultralight grass airfield with a flight school, small restaurant and flying club in the German State of Thuringia (a one-time state in the old East German sector) and just short of ten miles inside the old heavily armed and protected East-West border that I patrolled 55 years ago.

Called the **Dolmar-Fluggemeinschaft**, its grass strip is situated on the sloping high meadows of Mt. Dolmar, not far from the farming village of Kuhndorf. It looks like our kind of flying with LSA, Ultralights, Trikes and PPGs, all in the air above a beautiful country landscape.



See the image of their field and their website (<https://flugschule-dolmar.de>). Look for it on Google satellite and images and click on the blue spot next to the airfield name to see a great 360° drone shot. It is located about 35 miles east of Fulda, Germany.

Uncharted Airfields

By Steve Beste

Our area has a number of secret airstrips – ones not on the charts. You learn about them because you know somebody. Or maybe you stumble on them by accident. Take these two...

Boyd

I found this one completely by chance while flying northeast of Flint Hill. I noted the GPS location and later drove there and knocked on the door of the house in the picture.



Chuck Boyd's airfield looking South

There I found Chuck Boyd, 82, a retired Air Force 4-star general and fighter pilot. He built the field in 2015 with some difficulty since the land thereabouts is quite hilly. It's 1,150' long and he keeps a 180 hp American Legend Cub in the hangar you see. That's mainly for morning and evening flights. For more serious flying, he keeps two planes at the Warrenton-Fauquier airport:



T-34



2017 Great Lakes

One thing did surprise me: Chuck says that he doesn't know Chuck Tippet. Tippet seems to be the thread that connects everything in Virginia aviation. But I see that it has hidden worlds – like this hidden field – beyond even his extraordinary reach.

Where is this field? To make things fun for Jim Heidish and other treasure hunters, I'll say only that it's on the 109° radial from the Linden VOR and the 339° from Casanova. That's easiest to see on [iFlightPlanner.com](https://www.iflightplanner.com), which lets you toggle between chart and satellite views.

Szabolscky

Stephen Szabolscky *does* know Chuck Tippet. In fact, Chuck is how I learned about the field. I was looking for new fields for the poker run, Chuck told me about this, and I called Mr. Szabolscky. He's 87 and a former airline pilot. He doesn't fly much anymore but keeps the 3,000' field in good shape. Alas for the poker run he was concerned about liability, so no go.



Szabolscky looking West

Location? It's about half way from Rambo (OVA0) to Greenhouse (02VA), a mile east of the Rappahannock River.

Meeting Minutes

August 2020

Flying Club One Meeting

Saturday, August 8, 2020

Warrenton Airpark Warrenton, VA

Call to Order

President Steve Beste called our meeting to order at 11:00 AM. Because the COVID-19 virus is still around we conducted the meeting outside with social distancing.

18 members present

No Selling of 50-50 tickets

Visitors, New Members and Old Members

We have many, many new members that are students: **Stephen Waide** and **Steven Withee** said they have soloed ultralights and are ready for cross-countries. Newbies **Sabin Zachariya** and **Tee Wubte** are flying the **Grass Roots Flyers** flight school's *Aerolite 103* ultralight. Also, a big thanks to **Jackie George** for giving everyone looking to fly an introduction flight in his Quicksilver. This is a real recruiting tool for Club membership! With all the very rainy weather this late summer, most of the old members said they have just had a few short hops or just flew close in around the pattern.

Regular Reports

Secretary: Jim Heidish reported that the July minutes were published in the August Club newsletter and they were approved as published.

Treasurer: Jim Birnbaum reported that the July income was \$165.00, expenses were \$136.60 (\$125.02 of that was for pizza after our meeting) and check book balance is \$3286.00.

President: Steve Beste said he had nothing special to report, but asked the Club if anyone knows of an online outfit that forecasts cloud base altitude. Some recommended windy.com. Steve reminded members to keep up on their airspace regulations and said that he has a good video on the subject that any member can borrow. That started a big discussion about the airspace above the Warrenton Airpark and the hazards of jets flying into Dulles that are sometimes way below regulations. So watch out above 2000 ft.

Membership Director: Jim Birnbaum reported that we now have 51 members on the roster. 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 the rain has all the grass really growing this summer and it is hard to keep everything mowed. The *Aerolite 103* ultralight that was flown from the Airpark to Oshkosh last year by a teenager is still for sale. The like-new ultralight is going for \$16,000 (over \$20,000 new). Tom said his (Grass Roots Flyers) ultralight flight school is currently training five students and more will be coming from out of state.

Old Business

None

New Business

None

Program

None

Adjourn

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

Cook Out

Pizza! With the COVID-19 virus still around and trying to be on the safe side, we had Domino's pizza delivered.

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
<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
<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, 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
Sat, December 5th, 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.

Aerolite 103 for sale

This is the ultralight in which a 14-year old flew to Oshkosh in 2019.

Since the flight to Oshkosh, wheel pants and strut fairings have been added. This not only improves the appearance, but increases the cruise speed from approximately 55 mph to almost 70 mph.



The owner, William Scott, now an airline pilot for Air Wisconsin, entered an agreement with me to broker the sale of this amazing airplane. I will accept bids from interested parties.

This is a very basic plane in that it has no electrical system (unless you count the two rechargeable 9-volt batteries that operate the flaps). So it is “pull start” and minimal instruments – Halls Airspeed, tachometer, exhaust gas and engine head temperature, turn-and-bank indicator and mechanical brakes. No ballistic Recovery Shute (BRS).

Many upgrade options are available from the factory website, www.uflyit.com.

I am asserting that this plane is “better than new” because the engine is just now “broken-in” with approximately 30 hours, almost all of which was recorded on the Virginia-to-Oshkosh flight – it was trailered back to Virginia from Oshkosh. Also, it is immediately available as compared to a substantial wait if ordering a new one. Note that there are no Aerolite 103s available on Barnstormers – Just Dealers.

As I have informed several people lately, Dennis Carley has said the factory is backed up with orders, with a six month backlog for the kits, and almost one year waiting list for the ready-to-fly planes.

For more information or submit a bid, call Tom Richards at 703 568-3607

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)



‘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. 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

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