



Volume 20 – 10

www.FlyingClub1.org

October 2020



The Privileged View

Steve Beste, President

Jim Birnbaum steps back. At the September meeting, our long-time treasurer, Jim Birnbaum, announced that he is retiring from the jobs of treasurer and membership chairman. Amazingly, Jim has served us as Treasurer since

2004 – 17 years!

Although he hasn't had an airplane for the last five years, Jim was an active flyer and builder back in the day. He first arrived at Flying Club 1 sometime around 1990 shortly after the club was founded. His first airplane was a [Phantom](#), followed by a two-seat [FlightStar](#), and then, in 1998, a [Rans S-12 Airaile](#) that he built himself.

In 2005, he began building an X-Air, which he took through the Light Sport process, making it an official Experimental Light Sport Aircraft in 2007. He flew the X-Air for 6 years, selling it to former club member Lee Fox in 2013. The club newsletters record that he flew it to a win on the 2006 Poker Run (winning with three tens).

Done with building airplanes, he next bought a ready-built Aerolite 103 in 2015.

Through all of this, however, Jim has had unusual bad luck. His FlightStar was destroyed when a tornado hit the hangar at Whitman field where it was housed. His next airplane, the Rans, crashed because of a microburst at the Airpark in 2000. That landed Jim in the hospital for a week. The X-Air flew well but went through several engines. The Aerolite crashed on his first flight because of a weight and balance miscalculation, landing Jim in the hospital a second time. That was his last airplane.

Fortunately, Jim's career as our Treasurer had the reverse trajectory, from bad to good. He took on the job after his predecessor, [Mike Moulds](#), died, leaving the books in some disarray. Jim had to sort all that out. He passes them on to his own successor complete and well-organized. Plus, we have money in the bank! Jim has a reputation for frugality, a trait you always want in a treasurer. For instance, when the time came to buy our current gas grille - and that time came only when



we really needed a new one - Jim made sure we got an end-of-season clearance price. Anytime I considered buying something for the club, I knew the purchase would have to pass the Jim test for both necessity and bargain. Thank you, Jim, for that restraining hand on the purse strings.



The X-Air



Jim in his Aerolite 103

Mention of the grille brings me to Jim's other great contribution: he's fed us all these years. He doesn't recall when he got into being our food impresario, but he's had that role since I got here in 2006. Every meeting, various people cook, but Jim stands behind them, teaching the new people the ropes, bringing the drinks and setups (and *storing* them, thank you, Jim), and often being grille chef himself. If an army travels on its stomach, the same can certainly be said of Flying Club 1. Food is what brings people together, and Jim has never let us down. Mind you, he always threatened to feed us road kill – and who knows, perhaps he actually did one of those times. It was all good. Jim says that he'll stick around, so give him your thanks when you see him.



Jim Birnbaum receives award for 17 years of service.

Fabian Georges steps up. Besides needing its food, Flying Club 1 depends on its volunteers. We've been blessed that someone has always stepped forward – as Jim did back in 2004. Today, that's Fabian Georges, our new Treasurer and membership chairman. Fabian has been in the club for three years, but has now resolved to get an airplane, get trained, and get flying. Enough looking in the candy store window. It's time to go inside. He sees his role as Treasurer as part of that, cementing him to his new resolve to be active in the sport. I look forward to flying with you, Fabian!

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-Sun, Oct 16-18	Fall Fly-in	Front Royal - Warren County Airport (KFRR)	27 NM
Sat, Oct 17 / 11AM-12PM	EAA Chapter 1563 Monthly Meeting	Gordonsville Municipal Airport (KGVE)	35 NM
Sun, Oct 25 / 9AM-1PM	Fly-in Farmers' Market	St. Mary's County Regional Airport (2W6)	62 NM

The flying season may be winding down, but the weather is still fantastic! Get out and fly! Here are some local airports with food on or near the field. Did I miss some? Let me know!

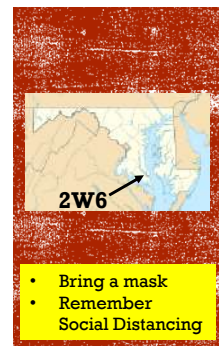
- Shannon Airport (KEZF) - On the field: Robin's Nest Cafe (closed Sundays), Walkable: Wawa, Perfect Pollo
- Cumberland Airport (KCBE) - On the field: Hummingbird Cafe (closed Mondays)
- Richmond Exec Chesterfield (KFCI) - On the field: Kings Korner (closed Saturdays)
- Eastern West Virginia Regional Airport (KMRB) (towered) - On the field: Crosswinds Cafe (closed Sundays)

AIRPORT FARMERS MARKET
SUNDAY 25 OCT
9 A.M. – 1 P.M.

ST. MARY'S COUNTY
REGIONAL AIRPORT
FAA LID – 2W6



Fly-in to Maryland's only "Fly-in" farmers market. Plenty of room to park your aircraft and walk to the market in front of the terminal building. Shop for oysters, eggs, pork, honey & farm produce as well as local wine beer & Bourbon! There will be a food trucks to get a bite to eat.



From Our Members

Though the Arsenal of Democracy fly-over ended up getting canceled due to weather and expiring DC overflight permits, Lucy Ooi caught some of the planes at Culpeper.



Last month, I challenged readers to identify the island chain. Jim Heidish correctly identified the islands as being in Lake Erie. He writes:

My family had a large cabin cruiser boat on Lake Erie (port of Erie, PA) for many years when I was young in the 1950s and learned to navigation on its waters. Using charts, sextant and triangulation over and over again, I still have a good picture of the lake in my mind. Anyway, as I first sent to Steve: This must have been taken on Lucy's flight to Michigan. The aircraft was heading in an NW or SE direction and the image was taken over Lake Erie just north of Sandusky, Ohio. The closest one is Middle Island and it is just over the line in Canada. The ones in the distant are South Bass, Middle Bass and Isle St George, all in the USA.

I propose we keep the guessing game going! Send me your pictures! For starters, let's explore our local area. I'll start with an easy one. Where was this taken?



Have a picture for the guessing game? Email me at ooi.lucy@gmail.com.



Paracamping – Monument Valley to Shenandoah Valley

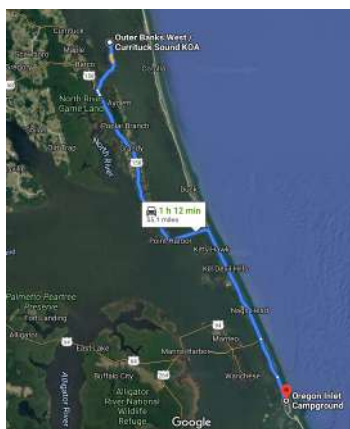
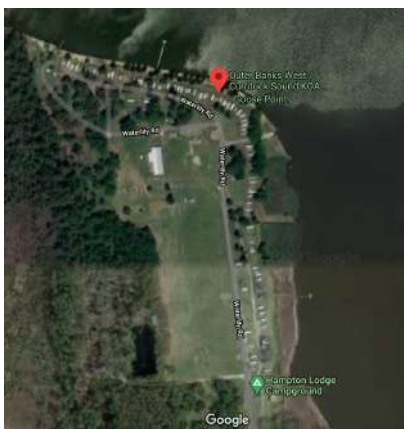
By Mark Barron

What is Paracamping? It can be one of 2 things. Driving to a destination and car camping with your paramotor so you can fly from remote locations. Or flying cross country with a tent and landing to sleep and wake and fly home or further along your cross country trip. This is a story about the former.

But let's back up just a bit. 3 months ago another PPG pilot, Remy Faures, and I were paracamping and decided we wanted to fly in Monument Valley, Utah. Over the course of several weeks we planned almost everything about the trip. The dates, the time we would spend driving, the stops along the way we would explore by flying, campgrounds and airports, etc. However the planning for that trip will have to be put on hold for a while. You see there was this thing going on in the world that made it both dangerous and (we felt) reckless to leave our families for 10 days to drive across the country. COVID-19 cases had recently spiked and although there was risk of the campgrounds and parks along our route being closed, it just didn't seem like a good idea during a pandemic. Monument Valley will have to wait.



Picture from Facebook...unfortunately not us



Currituck Sound KOA with Field

Drive to 2nd Campground

Oregon Inlet Campground

With all good plans we had a backup. Plan B was to go somewhere a bit closer to home that is still far enough to be a rare experience. We set our sights on Kitty Hawk, NC. I had been there before but Remy had expressed an interest in flying the OBX beaches and from First Flight Airport (KFFA). 2 years had passed since I had been there before and I was happy to return to fly

with a friend. We started planning again, dates, the 5hr drive, made reservations at Outer Banks West/Currituck Sound KOA campground for 2 nights which had a very promising field, at least on Google maps. The plan was to fly from that field over the sound at the beach for 2 days and we would probably either get bored of the same scenery or the locals would get tired of us waking them up at sunrise. So we also made reservations for 2 nights at Oregon Inlet campground just over an hour's drive south down the coast. Launching from the sand of the beach is always a treat with a paramotor when you can do it. However once again the cards stacked against us and as the dates got closer the weather started to turn bad. There was a storm that decided to park over OBX for 3 days. Although the winds might have subsided for half of our trip it wasn't worth driving 5 hrs just to camp 2 days and risk sub optimal flying conditions.



Remy just downstream from Compton rapids

Enter Plan C! At the last minute we decided to cancel our reservations in OBX and change to 2 nights at River Run Campground, Rileyville, VA in the Shenandoah Valley. The result was better than we could have expected. Friday night was raining so rather than setup camp in the rain without being able to fly we decided to get up early for a sunrise flight from Front Royal (KFRR). We considered going to the campground at sunrise but with an unknown location and setting up in the dark we thought better of it. Although I had camped there before and remember thinking I could launch from the field, I really hadn't scoped it out completely. Saturday morning was overcast so we got a late start. We had a short visit from Rock, the airport manager, to say "Hi"

and he offered us coffee. Once the fog lifted Satish Venkatesan and I had a great flight to the south along the Shenandoah River. It was his first time flying the valley so even though it was overcast and dismal to me, he was excited to have new scenery to look at.



Satish over the Shenandoah River



Remy, Satish, and Mark

After our morning flight we met Remy at the campground and set up camp for the remainder of the day with the intent of flying that evening. The winds were coming down the field in a perfect direction for us to take off. We had an audience since the campground was full and we were happy to share the experience with those camping that didn't expect to see such a show. We flew 3 mornings and evenings from the campground and from KFRR. What a beautiful way to see the valley. I have lived in this area all my life and have hiked and driven along 340 hundreds of times. Seeing it from this

perspective was just breathtaking. Flying 25 miles an hour has both its disadvantages and advantages. The disadvantage is our range. We certainly can't go far from our runway without a chase crew so we typically fly into the wind and boomerang back when the first of the group has half a tank of fuel left. For this trip the furthest south we ventured was to Luray Caverns Airport (KLUA). The advantage is taking it all in at a slow pace. We can turn on a dime and see things with 360 degrees free of obstruction. Our runway had tall 60 foot trees all around but we were able to get off the ground and bank within the field to climb out and over. It was tight, but we are all experienced pilots and it was well within our comfort zone. This will go down as one of the most memorable flight experiences of my PPG flying career...at least until we get to Monument Valley 😊



Mark and Randy Somewhere Over Luray



Campground LZ Over My Left Toe



Mark With Remy and Satish Setting Up



Remy and Mark Somewhere Over Luray

Check out the YouTube video of the Shenandoah Valley trip [here](#)

Meeting Minutes

September 2020

Flying Club One Meeting

Saturday, September 12, 2020

Warrenton Airpark Warrenton, VA

Call to Order

President **Steve Beste** called our meeting to order at 11:05 AM. Because the COVID-19 virus is still around we conducted the meeting outside with social distancing.

BIG turn out, 30 members and visitors!

Selling of 50-50 tickets

Visitors

Bob Romanofsky(SP?) and his family stopped in for the meeting. Bob is working on his Sport Pilot rating and also looking at all the aircraft he could fly. **Stan Robinson** was asking about learning to fly and the best way to get a demonstration flight. We suggested he ask **Jackie George** for a short hop in his two seat Quicksilver UL.

New Members and Old Members

Finally with some light winds and blue skies, we're flying again. **Bob Eaheart** said he is putting a lot of airtime on his new PPG. **Sabin Zachariya** and **Tee Wubte** now own a *FlightStar UL/LSA* and soon will be flying it out of the Airpark. **Allen Whatley** described the engine out he had on the *Skyraider* LSA he was flying to the Airpark from Pennsylvania for owner **Woody Weaver**. His engine quit near Chambersburg, PA and he had a hard landing in an open field. The aircraft was bent and Allen injured his back, but he is on the mend now. Long distance flyer, **Lucy Ooi** flew her *Aeronca Champ* over Lake Erie to Michigan on a business trip and also had some short side flights in the state before flying back home. **Steve Cherry** is getting special training for his *Northwing Trike* way up at St Marys, PA. **Mark Barron** said he is getting together a group of PPG flyers and heading down to the Outer Banks and Myrtle Beach. **Monty Betts** said he recently landed his 1941 *Aeronca Chief* at the Warrenton Airpark in a mild crosswind, then turned around at the end of the runway and took off only to have a PPG tat was taking off into the wind from the cross runway fly in front of him. He took evasive action but it was close. This started a discussion about all the hidden spots along the runways of the Airpark. (Pilots that have many years of experience flying out of the Airpark recommend: Before take off - Taxi to the intersection of both runways and do a 360, looking down each runway. *See and Be Seen!* Before landing - Over fly the center of the Airpark and do a 360 turn so you can see all the runways. *See and Be Seen!* Jim Heidish).

Regular Reports

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

Treasurer: **Jim Birnbaum** reported that the August income was \$45.00, expenses were \$104.00 (\$104.00 of that was for pizza after our meeting) and check book balance is \$3227.00. Jim said that he will be retiring as the Club's Treasurer as soon as a replacement can be found.

President: **Steve Beste** said he had nothing special to report.

Membership Director: **Jim Birnbaum** reported that we now have an outstanding total of 56 members. As a reminder: paid-up members for this year are listed on the roster with (2020) after their name. Jim also said that he is retiring as the Membership Director.

Warrenton Airpark Owner: **Tom Richards** reported that because he reached 84 years, he is now only flying with a copilot and also may be selling his GA aircraft. He said he still will be active with the *Grass Roots Flyers* Ultralight flight school and is in the process of getting a two seat *Excalibur UL* trainer to supplement **Jackie Geroge's** two seat Quicksilver. He said that he invited some of his students to the Club meeting.

Old Business

None

New Business

With **Jim Birnbaum** retiring as the Club's Treasurer and Membership Director we need to look for replacements. Contact **Steve Beste** if you would like to volunteer for one of these important jobs. [Note from editor: since the meeting last month, **Fabian Georges** has stepped up to take on these roles. Thank you Fabian!]

Program

None

50-50 Drawing

Lucky **Jackie George** donated his winnings to the Club.

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, Oct 24th, 8 am	Club 1 Color Run Fly-out (Warrenton Airpark - Front Royal - Luray - Airpark)	Airpark
Sat, November 14th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
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: Fabian Georges 571-282-3698

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: Fabian Georges 571-282-3698

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