



Volume 20 – 11

www.FlyingClub1.org

November 2020



The Privileged View

Steve Beste, President

Fortune rewards the bold. But the weather gods not so much. That's how we came to have *two* color runs this year. Or $2\frac{1}{2}$. Or $2\frac{1}{8}$ for me, personally. But through it all, we had no shortage of Apple House doughnuts, the one constant of a successful color run.

The forecast for Color Run #1 looked pretty good: 65°, a high overcast to keep the thermals down, and low winds. That all turned out to be true, but the high overcast was so thick that it cast a gloomy pall on the fall colors. Not much joy there for the intrepid few who showed up. Actually, that would be the intrepid *two*. **Allen Whatley** and **Grover McCall** managed to get out of the Airpark in Rudolph despite the early morning fog that socked in most of the airports east of the mountains. Nonetheless, **Steve** and **Mary Fran Cherry**, who live in Front Royal, showed up by car with doughnuts and cider. And **Tom Richards** drove out. They were wanting to see everyone take off. Allen made as much of a show of it as one Aeronca can. I don't know if he actually flew the route up to Luray, but Tom went home with a dozen doughnuts for his very own.



Fort Valley looking North. Arrow shows Fort Valley Int'l – photo by Dre Sarchi

The following Monday was again warm with, again, no wind and a low ceiling forecast. But it was supposed to clear by the afternoon, which it *did*. New member **Andrea (Dre) Sarchi** trailered his trike out to Front Royal from the Airpark, and the two of us made a triker's Color Run. His trike flies at 46mph, so Luray was out of reach for a flight departing at 4pm. Instead, we hopped over the mountain to Fort Valley International, Paul Kosubinsky's short field in the Fort Valley that I [wrote about last June](#).

This turned out to be a little rough, but no problem for trikes. Call the flight a half Color Run since it was local, but the late afternoon light showed off the colors to perfection. We flew on to Burner and Mulberry Run, making a 3-field circuit that you all are welcome to fly.



Dre Sarchi at Fort Valley Int'l

The final, official, *real* Color Run came off the next Saturday. This time, we had *clear skies* (check), *low winds* (check), *no morning fog* (check), and *doughnuts* (check). What we did not have was warm air. Instead of 65°, it was 42°. That was no problem for the enclosed folks, but we open-air flyers all had our heated clothing on.

As you see, we had six aircraft, seven flyers, and a dog – **J.J. Campbell's Jasmine**, who travels with him everywhere. **Sean Roe** drove over from his house in the Chester Gap to greet everyone.



Jim Hill, Lucy Ooi, Allen Whatley, Sean Roe, J.J. Campbell, Jasmine, Kurt Mohr, and Frank Noe



The aircraft at Front Royal. Allen and Jim came in the Bellanca. Lucy flew her Aeronca. Kurt and Frank brought their gyroplanes from Frederick. That's J.J.'s Tecnam. Steve's trike lives in that hangar.

I had called the event for 11:00am, partly to be clear of any morning fog, but mainly in the hope that it would be warmer than forecast. It was not. Come the event, it was only 42° by noon when

we all took off for Luray, but the sun helped. That same sun, though, had by then been cooking up thermals four hours. That was no problem for the gyroplanes or the heavier airplanes, but it was bouncier than I wanted to wrestle with in my trike for an hour and a half. I turned back after ten minutes, having had my 1/8 of a Color Run. But a good time was had by everyone. And I went home with half of that second dozen doughnuts for my very own.

Fly safely,
Steve



Kurt Mohr grabs the penultimate doughnut



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
Sat, Nov 21 / 11AM-12PM	EAA Chapter 1563 Monthly Meeting	Gordonsville Municipal Airport (KGVE)	35 NM
Sat, Nov 21 / 12:30-3:30PM	Beaver Dam Airpark Thanksgiving Fly-In - RSVP at 767-635-0609	Beaver Dam Airpark (VA33)	103 NM
Sun, Nov 22 / 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
- Sky Bryce Airport (VG18) - Across the street at the ski slope: Copper Kettle (closed Mon/Tue)
- 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 (KMVB) (towered) - On the field: Crosswinds Cafe (closed Sundays)

From Our Members

Frank Noe missed the first color run, but sends this picture from a fly-in he attended that day in Bethel, PA.



Kurt Mohr sends this picture from Frederick, MD prior to departure on the second color run.



Last month, I challenged readers to identify the location of a corn maze. **Jim Heidish** correctly identified the corn maze as being at Messick's Farm Market on Rt. 28 near Bealeton, VA.

Allen Whatley provided this month's guessing challenge. Where is this?



Know the answer or have a picture for the guessing game? Email me at ooi.lucy@gmail.com.

Back to the Future

By Jim Heidish

After a week long, sea sick crossing onboard a WWII era troop ship, an overnight train ride pulled by old 1930s smoke belching steam engines, and a long scenic ride in the back of an open-air Army truck that zig-zagged through rolling farm fields and quaint little villages that seemed frozen in time, I finally arrived. My destination's end was the old WWII German military base located in the Rhon Mountains of Northern Bavaria called Camp *Wildflecken*.

Still in my dress uniform, I jumped off the truck and looked face to face with the First Sergeant, clipboard in hand, who was old enough to have fought in WWII. Standing there in front of a row of big two-story stucco barracks, some still showing the left over watermarks from Nazi eagle swastika emblems that were once proudly displayed on them, I felt like I was back in time, back to the 1940s. But, then I heard it, looked up and asked "What the hell is that?"...It looked just like a German Luftwaffe's Dornier-217 aircraft from WWII! The sergeant sputtered out "You'll find out, I'm placing your ass in the Recon Platoon!"



Dornier DO-217

Even though I felt like I got pulled back in time, I soon found myself in the very present 1963 and the middle of the *Cold War*. I found out that the aircraft was not a WWII Dornier, but a brand new Gurnman Mohawk OV-1 battlefield reconnaissance aircraft. Its bulbous nose with side by side seating (pilot and observer/photo system operator), twin engines (turboprop) mounted on the high-lift 48 ft wing span and that long skinny fuselage with triple tail fins, looking very much like a throwback of 20 years ago.

The odd Indian (all Army aircraft are named after American Indian tribes) and its mission I got to know very well. Serving in an infantry scout/reconnaissance platoon, maps and surveillance photos were our weapons. I went over thousands of low altitude photos the Mohawks shot. Interpreting the changes and movement of troops, tanks and missiles on the other side of the border (East Germany) between Fulda (the Gap) and Coburg, West Germany. Many times it was "Look, the Fu- - - - Commies are moving their AA missiles again!" After all the desk work, the platoon's scout armored vehicles would climb along up the high mountain trails near the border. Looking as far as we could see, past the mined strips and watch towers, (poking the edge) to confirm what was

spotted in the photos were actually there.

The Mohawks were constantly flying up and down the border even under the very common thick overcast and mountain fog and landing on Wildflecken's very, very short runway with STOL ease. Announcing themselves with blasting sounds of turboprops echoing off the surrounding mountains, we always knew the Indians were on the warpath again. We did many all-nighters together, uncovering what was hidden in plain sight.

The Mohawks served us well and flew in Vietnam with a side-looking radar pod and inflight photo processing. But they were short-lived. The Army had to get rid of all fixed-wing aircraft to satisfy the Air Force's (conflicting) airspace authority.

I didn't know for sure, but I always thought Grumman was inspired by the WWII Dornier DO-217 aircraft and even some of the other odd-ball German aircraft of that era. You take a good look: see the attached images of the Mohawk and two German WWII aircraft). Was it *Back to the Future*?





Meeting Minutes

October 2020

Flying Club One Meeting

Saturday, October 10, 2020

Warrenton Airpark Warrenton, VA

Call to Order

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

25 members and visitors!

Selling of 50-50 tickets - none

Visitors and New Members

Al and Carol Alkens stopped by looking for information on PPGs. Tom Richards said he would show them a hangar full of PPGs and also give them some flying contacts. **Robbie Schmand** is flying an Aerolite-103. PPG flyer **Rob Wilkerson** and daughter, **Gabriella** said they enjoy the open space of the Airpark. **Steven Withee** is putting time on his Quicksilver MX.

Old Members

With some great flying weather, **JJ Campbell** said he flew southwest down the Blue Ridge to Hot Springs, VA (HSP - Ingalls) landing at their mountain high 3792 ft MSL runway. *FlightStar pilot*, **Jim Heidish** said he had one of his smoother flights this year (no wind) last week. With an off day for flying, **Frank Noe** put his gyroplane back in the hangar at Frederick, MD and drove over.

Regular Reports

Secretary: **Jim Heidish** reported that the September minutes will be published in the October Club newsletter and can be reviewed at the next meeting.

Treasurer: **Jim Birnbaum** reported that the September income was \$24.00, expenses were \$202.87 and check book balance is \$3048.13. Jim said that he is retiring and **Fabian Georges** will take on the big jobs of Club Treasurer and also Membership Director.

Membership Director: **Jim Birnbaum** reported that we now have a total of 57 members. As a reminder: paid-up members for this year are listed on the roster with (2020) after their name.

Special Presentation: After **Jim Birnbaum** gave his Treasurer and Membership reports, he was presented with a special plaque for his 17 years of outstanding service to our Club.

President: **Steve Beste** said he had nothing to report, but with cold weather just around the corner we need to decide on how we hold our November meeting. Is it going to be outside at the Airpark or back to the Zoom virtual meetings? Members: Put the *Long Johns* on and brave the cold winds outside at the Airpark!

Warrenton Airpark Owner: **Tom Richards** reported that even though the farmers are baling the hay around the fields, he is trying to eliminate activity at the Airpark that is not aviation related. That will open up more hangars that some pilots have looked forward to for years. Also, old member **Brook Penypacker**'s hangar that is full of first generation ultralight aircraft, parts of aircraft, and many old two-cycle engines is being sold or just cleared out. **Tim Loehrke** is helping out and invited everyone to look over the big 35 year collection and see if there's anything they can use.

Old Business

None

New Business

The members needed to vote on **Fabian Georges** as the Club's *Treasurer* and he was elected unanimously.

Program

None

Adjourn

President, Steve Beste adjourned the meeting at 11:55 A.M.

Cook Out

With the COVID-19 virus still around and being on the safe side, we had box lunches from Subway with all the trimmings.

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>

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. 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 member support in varying amounts. Please indi-

cate 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