



## The Privileged View

*Steve Beste, President*

**Horse Feathers!** In a return to our grass-field roots, we held our September meeting at Chuck Tippett's Horse Feathers Airport (53VA). Although the weather was perfect, an earlier 700' ceiling north of I-66 limited the number of people flying in.



*Meeting at Horse Feathers*



*Jackie George's QuickSilver and Stephen Waide's Ranger at Horse Feathers*

The fine weather also brought out our motorcycle contingent. Maybe we should start an auxiliary unit called *Riding Club 1*?



*Bikes belonging to Mark Wood, Fabian Georges and ?*



**Bob Eaheart died.** Chuck Tippett welcomed us but brought bad news: Bob Eaheart had died the previous day while flying his PPG from Horse Feathers.



*Chuck Tippett*



*Bob Eaheart*

Here's what we know.

Bob and longtime flying buddy CK Chong set out together from Horse Feathers about 6pm. They planned to fly over a friend's field in Remington, then over the Flying Circus, and then back to Horse Feathers. Sometime after Remington, CK lost sight of Bob and returned to Horse Feathers on his own, which was not unusual, according to CK. As night fell, CK heard from the State Police that a PPG pilot had crashed and died somewhere west of the Flying Circus. Their description of the wing matched Bob's.

Bob's wife Roswitha is in Germany visiting relatives but has been notified. Bob's brother Jim lives in Centreville and has taken charge of matters for the family.

There was speculation at the Club meeting Saturday that perhaps Bob had flown over the power plant on Lucky Hill Road and been flipped by the updraft. However, CK says that he and Bob were well aware of that hazard and would never do such a thing.

Since powered paragliders are ultralights, the FAA and the NTSB will not get involved. It's unclear to me at this point what has happened to the wreckage, whether a knowledgeable PPG person will be able to inspect it, or whether that would reveal much given that it's been moved.

I'm guessing that the family will want an autopsy done to determine if he had a heart attack while flying (he was 77). But that may or may not happen.

Bob joined the Club in 2007, so he's been flying PPGs for at least 17 years. He was always enthusiastic about life and a pleasure to be around. His death is a loss to all of us.

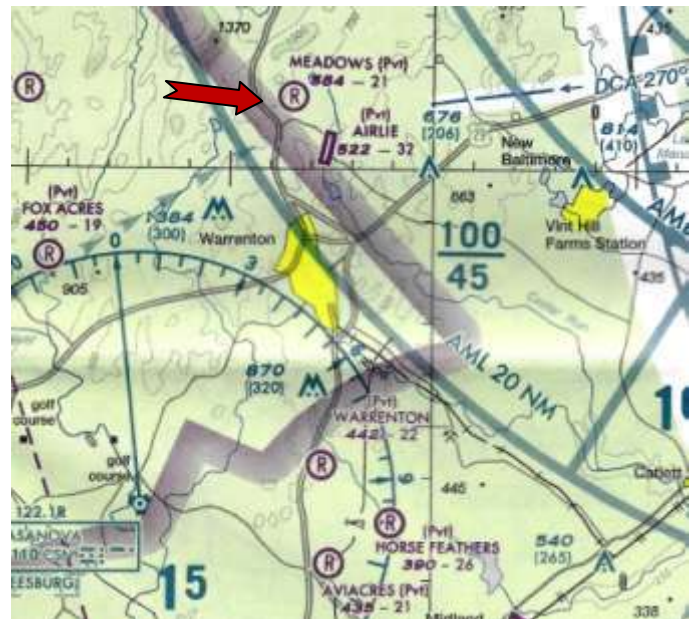
**Challenger II project – build space found.** You’ll recall that LCDR Darryl “Short Round” Abriams of Dahlgren has offered us a Challenger II if we help finish it, about 200 hours. **Shawn Lillemo** has taken the lead and last month found a build space – this shed in his own back yard. Although not fully enclosed, it has the *huge* advantage of being right outside his door.



**Another grass field lost – Meadows (3VA1).** Ken Hyde used to build museum-level replicas of the Wright Flyer here. His organization was [The Wright Experience](#). His field is now gone from the latest sectional, the phone number on their website has been disconnected, and no one answered my email. If you know what’s going on, please let me know.



*Meadows (3VA1) looking south*



*2011 Sectional*

**Operation Airdrop.** Last month I urged you to go create an adventure. Last week I took my own advice. After **Steve Moline** told me about Operation Airdrop, I drove down to North Carolina to work as ground crew for private pilots flying relief supplies into the North Carolina mountains. See my report below.

Fly safely,  
Steve



## Operation Airdrop

By Steve Beste

[Operation Airdrop](#) organizes private pilots to deliver supplies to cut-off areas after a natural disaster.

My friend Steve and his wife attended church on Capitol Hill for many years. If the church held a fund-raiser or a dance, he was always there to help out. Then they moved to Chicago and joined a church there. One day, he was asked, “Steve, we’re having a dance next month in the parish hall, would you be willing to help with decorations?” “Sure! When’s the planning meeting?” The guy looked at him blankly. “What planning meeting?” “You know, where we get together and figure out what style of decorations and who’s going to bring what.” The fellow replied with a puzzled look, “No, no – we just show up and decorate the parish hall.”

That’s when Steve realized that he wasn’t in Washington anymore, and that Chicago had something to teach him.

I remembered that story as I walked into this hangar filled with volunteers and disaster supplies. I expected to find someone with a clipboard and a yellow vest. They would take my name and assign me a job. But no! There was no such person. Instead, one of the volunteers told me to just sign in at the back, find something that needed doing, and get to work.



*The hangar operation. Donations from the Walmart site arrive here, are sorted, weighed, and kitted onto pallets for the planes.*

That pretty much describes how Operation Airdrop itself works. The organization has no paid employees and no office. Between disasters – and it’s been two years since the last one – the organization is like a seed in the desert waiting for the rains.

But then Helene made a mess of the mountain areas of western North Carolina. Power was out. Houses and businesses were washed away. Because so many bridges were washed out, areas were

inaccessible even after the floods subsided and the fallen trees had been removed. Those are exactly the conditions where Operation Airdrop can be useful. So their Board activated the organization.

In four days or so, they:

- Called up their key volunteers, the ones who have done this before and know how to manage the work.
- Picked the Concord-Padgett Airport (KJQF) as their flying base.
- Lined up the nearby Walmart as their site for collecting donations.
- Put out the call for pilots and ground-based volunteers.

After a week of operations, a hundred or so pilots had flown 588 flights (buying their own gas) and flown 330,000 pounds of donated supplies into the mountains.

As the week went on, roads were being cleared. As airports became reachable by truck, we stopped flying to them. (It's foolish to fly stuff by air when one 18-wheeler can carry as much as eight airplanes.) Yet people kept bringing donations to the Walmart. So the organization also *trucked* 700,000 pounds into the mountains. See the [latest statistics](#) on the Operation Airdrop website.

Then, with the need for flights done, Operation Airdrop closed up shop and disappeared until the next disaster. That makes it the leanest organization I've ever seen.



*60 volunteers that day. That pile of water was flown out and replaced many times during the week*





*Women from the Alpha Delta Pi sorority at UNC Charlotte came every day. Here, they build two special-order 400-lb pallets with nothing but dog food. The woman with the calculator is summing the weight of every bag as her sisters add it to the pallet.*

## Flight Ops

I didn't fly my trike down there, of course, but I did hitch a ride on one of the flights. Here's what things were like for the pilots.

First, you bring your own aircraft, buy your own gas, and find your own lodgings. There always seemed to be about 25 aircraft on the ramp. By Wednesday, we had so saturated the airport that pilots were sitting on the taxiway for an hour waiting to take off. That got relieved when our dispatcher arranged to send out flights only every 5 minutes.



*The Airdrop flight line*

Signing up is simple. You fly to KJQF, park in the Airdrop area, walk into the hangar and offer to fly stuff. You scan a QR code on the table. That takes you to a site that asks who you are, what kind of plane you're flying, what kind of pilot's license you have, do you have liability insurance, and so on. Answer the questions and you're in. Tell the dispatcher you want a load.



*Pilots awaiting dispatch*

The key figure here is volunteer Sean Malone, the dispatcher. This is the third disaster he's worked with Operation Airdrop, and since he lives in North Carolina, he was the obvious man for the job.

Sean is keeping track of:

- The weather conditions at the various airports, as best it can be learned. (Monday and Tuesday flights were all IFR. VFR thereafter.) Early on, some airports had no communications with the outside world, so flights were going in blind.
- Airport conditions. Is gas available? Mud on the runway? ...
- Where previous flights have gone. (Spread the wealth and don't crowd the skies.)
- Conditions here at Concord-Padgett. (like those backups on the taxiway)



Between our flights, National Guard flights, search & rescue flights, and TV helicopters, Sean said, "It's the wild west out there".

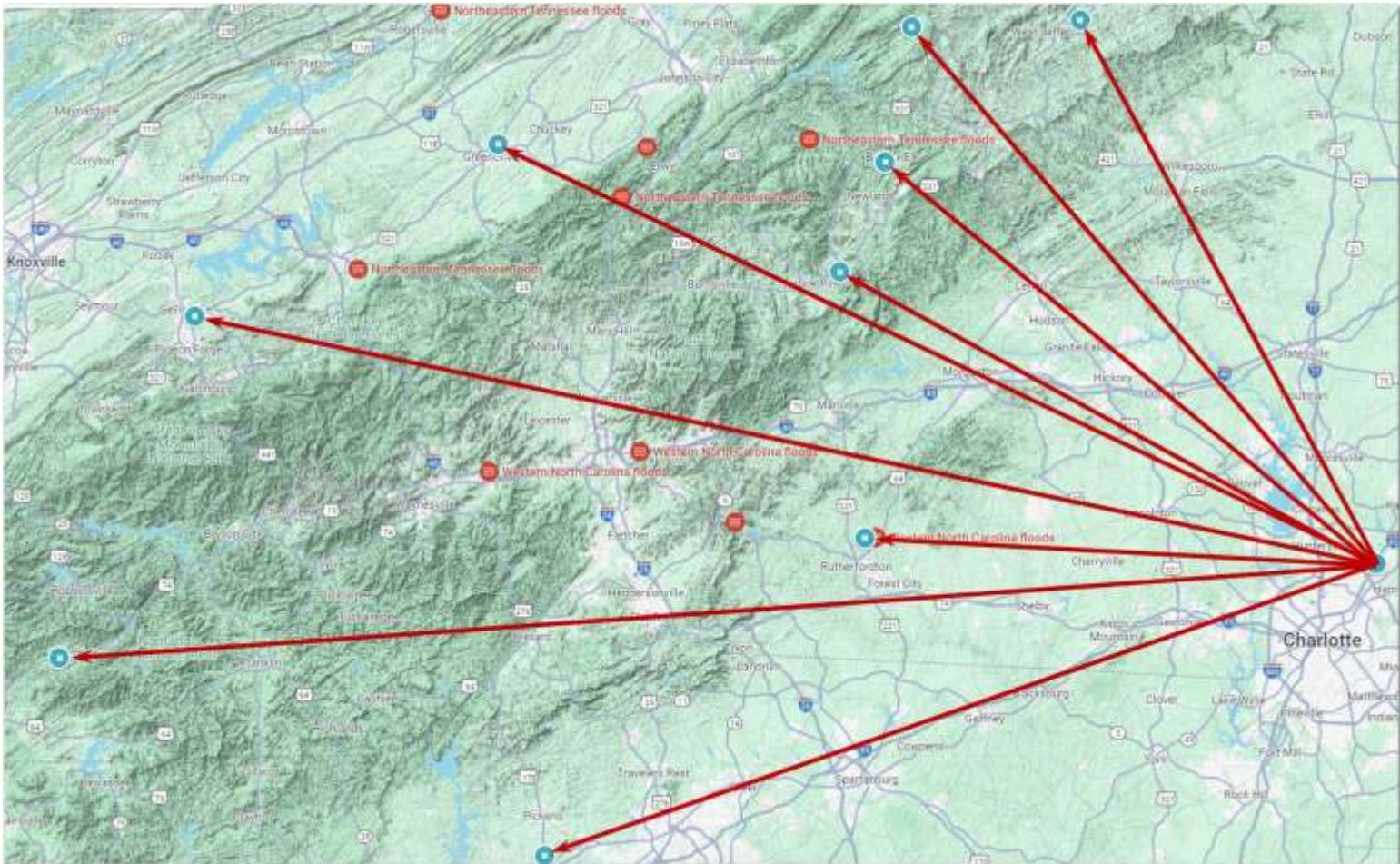
On the other hand, I smiled to myself when I heard one pilot say, "Geez, no unicom to tell you the runway condition or which one to use – that's a little scary!" But of course we light flyers do that all the time. These big iron pilots have a different experience of flying than I do.



AIRPORT	RUNWAY LENGTH LPG	APPROACH	FUEL	NOTES	N-NO.	WTS.
NCO6 BANNER ELK	3,000' / 3468'	NA		USE CAUTION DEBRIS ON RUNWAY	111	
KGEV ASHE CO.	5,800' / 3178'	LOC RNAV	YES	LAND 28, T/O 10 REPAIRS RWL	478 10	72
KLQK PICKENS CO.	5,000' / 1015'	LPV RNAV	YES	APCH END 25 FOR DROPS OPEN TILL 1930	CLR 10	104
KGCV GREENVILLE	4,300' / 1608'	LPV LNAV	YES	DROP AT TRAILERS NEAR WINDSOCK T/O 1830	CLR 10	113
KFQD RUTHERFORD	5,000' / 1077'	LOC LPV		SEE MAP 8 OR CODE F OPEN TILL 1830	CLR 10	60
KRHP WESTERN CAROLINA	5,500' / 1099'	RNAV	YES	USE CAUTION: NO RADAR BEAM 5150 OPEN TILL 1700	005B 1/4	155
KGKT GALLINBURG	5,500' / 1014'	RNAV VOR	YES	OPEN TILL 1900	650V 10	141
6R4 JIMMISON	4,500' / 2241'	RNAV 1900	Yes	DROP TO LINDA 6E7 OPEN LATE	NR	82
7A3 AVERY	3,000' / 2745'	NA	Yes	USE CAUTION: 2 WAY IN CURRENT	NR	71
JQP					65B 10	

*Airport list with latest weather and conditions*

You tell Sean your N-number, how many pounds you can carry, and which airport you'd like to fly to. Here are your choices as listed on the board above:





Once Sean says Go, you walk out to the loadmaster to select a pallet. They'll find you one that fits your airplane, as to both weight and package size. You maybe can't load a 3x3x3-foot box even if it contained only paper towels.



*The loadmaster recording how many pounds were shipped on each airplane*



*Pallet area half empty. Pallets have a mix of stuff and weigh 300-400 pounds. Volunteers will assemble something special for you if you ask.*



A volunteer will pull the pallet out to your plane and help you load it. Then off you go.



*Off to the flight line*



*Loading 1,200 pounds into a Beech Baron 58*

No contribution is too small. This fellow can carry only 100 pounds.



*Pilot with the Vans RV-7 that he built*



*All 100 pounds of cargo in the RV-7*



On the other end of the scale:



*We all cheered when this guy showed up. We're doing a modern Berlin Airlift.*



*Loading a taildragger is an uphill fight*

On the last morning, I hitched a ride with a pilot from Ohio in his Piper Archer. He was making a half-hour flight to Rutherfordton (KFQD) and back. He had removed his rear seats to accommodate our 302 pounds of cargo.



*Fave Griffith, his Piper Archer and me*



*Our 302 pounds of cargo*





*Unloading at Rutherford County Airport*

We were met by this crew of volunteers who unloaded us in a jiffy. Most of the stuff went directly into a Habitat for Humanity truck. The excess got stored in the hangar.

I hadn't thought about it, but not just any airport will do. Given the airplanes being used, the field must be paved. Then, for a King Air, 4,500' is OK, 3,000', is tight. And you need a hangar to store the supplies. So no, the grass fields we love are not going to be useful for this kind of operation.

We flew back to Concord having spent two hours start to finish. The pilot said he was going to fly two more flights that day.



*Winding down*

When we got back to the hangar, this is all that was left after five days of flying. The hangar was empty by the end of the day. And like those desert seeds, Operation Airdrop will itself disappear until the next time their particular contribution is needed.

## Quiz

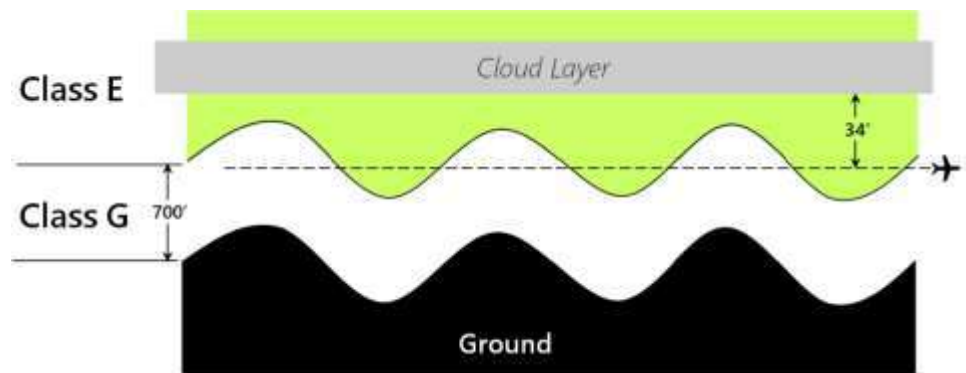
By Steve Beste

**Last month.** Last month's quiz got not takers. It asked whether I was legal as I was flying under a particular low ceiling last year (see [here](#)).

*Answer:* I didn't know it at the time, but I was intermittently legal *and* illegal. I was flying 34' below the clouds, straight and level. That was legal as long as I was in Class G airspace. *But*, the land was lumpy, with a 200' local relief. As I flew over the hilltops I was legal, but over the valleys, I was not because there Class E (700' above the ground) dropped below my flight altitude.

You know the rules for cloud clearances:

- In Class E, stay at least 1,000' above, 2,000' beside, and 500' below.
- In Class G, stay clear of clouds.



For a summary of these rules and ground clearance requirements, see this [newsletter article](#).



**This month.** What is the name of this town? I promise you: you have been there. The picture looks northeast.



## Activities

Club meetings are generally held on the second Saturday of every month at the [Warrenton-Fauquier Airport](#) (KHWY). Other events are as scheduled below. But please check the home page of the Club [website](#) to make sure there hasn't been a change of time or place.

<i>Date</i>	<i>Event</i>	<i>Location</i>
Saturday, October 12 <sup>th</sup> , 11am	Fly-in, club meeting, and cookout	The terminal building at the <a href="#">Warrenton-Fauquier Airport</a>
Saturday, October 26 <sup>th</sup> , 11am	Color Run	Meet at the Front Royal Airport for the flight down to Luray
Saturday, November 9 <sup>th</sup> , 11am	Fly-in, club meeting, and cookout	The terminal building at the <a href="#">Warrenton-Fauquier Airport</a>
Saturday, December 7 <sup>th</sup> , 11-3pm	Holiday Party	The terminal building at the <a href="#">Warrenton-Fauquier Airport</a>

## This Month's Fly-In Destinations

The annual wings & wheels event at the Lovettsville Vintage Aerodrome (VA61) will not be held this year.

Check out these sources for fly-ins:

- ♦ [EAA Calendar of Events](#),
- ♦ [www.socialflight.com](http://www.socialflight.com),
- ♦ [funplacestofly.com](http://funplacestofly.com)
- ♦ [Virginia Department of Aviation Calendar of Events](#).

<i>Date</i>	<i>Event</i>	<i>Location</i>	<i>Distance</i>
Sat, Oct 5, 8am-12am	EAA Chapter 36 Pancake Breakfast Coinciding with Hagerstown Aviation Museum's Open Airplane Day, take advantage of free admission to the museum.	Hagerstown (KHGR)	67 NM
Sat, Oct 12, 9am-3pm	<a href="#">Culpeper AirFest</a> . This is a drive-in event. The airport will be closed to transient fly-in air traffic from Friday, October 11 at 9am until Saturday, October 12 at 6pm.	Culpeper (KCJR)	8 NM
Sat Oct 19, 9am-1pm	1 <sup>st</sup> annual fall fly-in at the Scare-Port". Halloween-themed fly-in. Pancakde breakfast.	Front Royal (KFRR)	32 NM



SEE THE SHENANDOAH VALLEY  
FROM ABOVE!

HALLOWEEN + FALL  
**FLY-IN**  
Pancake  
Breakfast

**SATURDAY  
Oct. 19**

**FRONT ROYAL-WARREN  
COUNTY AIRPORT**

**9:00am – 1:00pm**

KIDS SHOULD COME IN COSTUME FOR CANDY AND PHOTOS BY THE AIRPLANES

## Meeting Minutes

When: September 21, 2024. 11:12am to 12:12pm  
Where: Horse Feathers Airport  
Presiding: Steve Beste, President  
Present: 18 people

### Visitors & New Members

- Former member **Joe Pfaff** came.

### Flying Attendees

- **Stephen Waide** flew his new Ranger from Lost Griz
- **Jackie George** flew his Quicksilver from Lost Griz

JJ Campbell went to fly his Tecnam from Leesburg, but found a 700' ceiling

### Recent Flying

- Chuck Tippet reported that longtime member **Bob Eaheart** died while flying his PPG the previous Friday. He had many years' experience and was a cautious pilot. No further details are known at this time.
- **Bob Chapman** crashed his new ultralight gyroplane during a landing at Horse Feathers. He was uninjured but the gyro was totalled. He blames pilot error and says he will not be getting another.
- **Michael Bishton** flew a glider during a visit to Seattle.

### Routine Business

- The Treasurer reported a bank balance of \$912.32 with 57 members.
- Minutes of the August meeting were approved as published.

### Disposition of the Salvage Money

- Bob Chapman delivered a check for \$244 which was the salvage value of the aluminum from the wrecked Breese. Steve Beste laid out the plans for the salvage money: As long as the Club has hopes of getting an airplane and resuming its flying program, the Club will spend the salvage money for that purpose. In that case, the Club will have income and will resume its debt payments. If we abandon the flying program, then we'll use the salvage money to pay down the debt and Steve will forgive the remainder.

### Challenger Build

- **Shawn Lillemo** is the project lead. Other members expressed an interest in helping with the build: **Fabiah Georges**, **Tee Wubie**, and **Bryan Chaisone**.

### 50-50 Drawing

- **Jeff Crider** won the \$93 pot and donated it to the Club.



## Food

- **Brian Chaisone** brought food.



## Service Providers

If you're looking for help, Club members have had good experience with these people:

- **PPG instructor** and dealer: Brian Goff, 703-963-7389
  - ♦ spin2329@gmail.com
  - ♦ <https://www.paraflightnc.com/>
- **Aircraft instructor** - CFI: Pete Bastien, 703-568-5778 (Martinsburg, WV)
- **Aircraft instructor** - light sport and seaplane: Chuck Tippett, 540-905-5091
- **Gyroplane Instructor:** Frank Noe, 443-253-7681 (Frederick, MD)
  - ♦ frankcanfly@yahoo.com
  - ♦ <http://www.gyromoj.com/>
- **Machinist:** Luther Taylor, 540-222-3927 (Culpeper)
- **Welder:** Luther Taylor, 540-222-3927 (Culpeper)
- **A&P mechanic/IA:** JD Ingram, 513-388-6312
- **Light Sport Condition Inspections, Rotax Certified:** Tim Loehrke, 703-618-4005
- **A&P mechanic specializing in tube & fabric**, based at CJR: Air Knocker Aviation (Abe Makely, Saverio Gambassi) 571-309-7023. [airknockeraviation@gmail.com](mailto:airknockeraviation@gmail.com)
- **Instructors.** See the [instructors page](#) on the Club website.

## Membership Dues Policy

The period of membership is the calendar year: January through December. Renewals can be sent in starting in October for the upcoming year. Members who have not paid their dues by the end of February will be dropped effective March 1 and will not receive the newsletter or the membership roster.

Dues are \$20 per year. But if more than one family member is active in the club, then a family membership covering both of them can be had for \$25. Please:

- Join online at <https://www.flyingclub1.org/join/join.php> or
- Make your check out to **Flying Club 1**
- Mail it to **Fabian Georges**
  - ♦ P.O. Box 5322
  - ♦ Springfield, VA 22150

- Include a copy of the membership application on the next page (and is available on the club website). That's our way of keeping your contact information up to date.



# Membership Application



<i>Join by Mail</i>
<ol style="list-style-type: none"><li>1. Fill out this form</li><li>2. Make out a check for \$20 (individual) or \$25 (family)</li><li>3. Make it payable to <b>Flying Club 1</b></li><li>4. Send the form and check to: Fabian Georges, Treasurer 7051 Brookfield Plaza, #5322 Springfield, VA 22150</li></ol>

<i>Or Join Online</i>
Go to the Club <a href="#">website</a> .

**New/Renewal:**             New                             Renewal

**Type of membership:**     Individual - \$20     Family - \$25 (when more than one member of the family is active in the club)

**First Name:** \_\_\_\_\_ **Last Name:** \_\_\_\_\_  
\_\_\_\_\_

**Name To Go On Your Name Tag:** \_\_\_\_\_

**E-mail Address:** \_\_\_\_\_

**Cell phone:** \_\_\_\_\_ **Home phone:** \_\_\_\_\_

**Street or PO Box:** \_\_\_\_\_

**City:** \_\_\_\_\_ **State:** \_\_\_\_\_ **Zip:** \_\_\_\_\_

**Emergency Contact Name:** \_\_\_\_\_ **Phone:** \_\_\_\_\_

**Aircraft make and model:** \_\_\_\_\_

**N-Number (if any):** \_\_\_\_\_ **Pilot rating(s):** \_\_\_\_\_

Information from this application will be included in the club’s membership roster which is distributed only to members.

## Flying Club 1 General Information

At 50 members or so, we are the center for powered light flying in Northern Virginia, USA. If you are new to light flying, this is the place to see real aircraft and talk to live people. If you're an old hand, this is the place to share your experience and get local information.

Flying Club 1 is a non-profit hobbyist organization. The club aims to promote safe light powered recreational flying by giving support, advice, and encouragement to everyone interested in the sport.

### 2024 Officers & Directors

President	Steve Beste	<a href="mailto:President@FlyingClub1.org">President@FlyingClub1.org</a>	703-321-9110
Vice President	Allen Whatley		571-235-6978
Secretary	VACANT		
Treasurer	Fabian Georges	<a href="mailto:Treasurer@FlyingClub1.org">Treasurer@FlyingClub1.org</a>	714-661-8800
Director At Large	Pete Bastien		703-568-5778
Director At Large	Michael Bishton		301-320-9542
Director At Large	Lucy Ooi		585-410-5573

### 2024 Volunteer Staff

Webmaster	Steve Beste	<a href="mailto:Webmaster@FlyingClub1.org">Webmaster@FlyingClub1.org</a>	703-321-9110
Membership	Fabian Georges	<a href="mailto:Membership@FlyingClub1.org">Membership@FlyingClub1.org</a>	714-661-8800
Newsletter	Steve Beste	<a href="mailto:Editor@FlyingClub1.org">Editor@FlyingClub1.org</a>	703-321-9110
Club Artist	Jim Heidish		703-524-5265

### Dues

- Memberships are for the calendar year. Dues are \$20 for individuals, \$25 for families (when more than one member of the family is active in the Club).

### Website

- <http://flyingclub1.org>

### Meetings

- Club meetings are generally held on the second Saturday of every month at the [Warrenton-Fauquier Airport](#) (KHWY). But please check the home page of the Club [website](#) to make sure there hasn't been a change of time or place.

### Newsletter

- The newsletter is published monthly by email prior to the monthly meetings.
- **Submitting items for the newsletter:** Members and non-members are encouraged to submit items for this newsletter. Send submissions to [Editor@FlyingClub1.org](mailto:Editor@FlyingClub1.org) by the end of the first weekend of the month.