



The Privileged View

Steve Beste, President

SP/LSA 2.0. Sometime next spring or summer the FAA will release changes to the Sport Pilot and Light Sport Aircraft rules. These changes have the working title of MOSAIC, but think of them as SP/LSA 2.0. Last month, I listened to the EAA presentation on this, wondering how it would affect our kind of flying.

The short answer: not much. The changes expand SP/LSA up into more complex aircraft, which is mostly not us. Here's what you need to know.

What Changes?

1. **Aircraft.** The definition of a *Light Sport Aircraft* will include larger and more complex airplanes.
 - The 1,320-pound gross weight limit is gone, replaced by a performance spec: max clean stall speed of 54 knots and a top speed of 250 knots.
 - LSA airplanes can have 4 seats. (But Sport Pilots are still limited to 2 occupants.)
 - Gyroplanes can be LSAs.
 - Retractable gear is OK. Controllable-pitch props are OK.
2. **Sport pilot privileges.** Expanded.
 - With endorsements, you can fly with controllable-pitch props, retractable gear, and at night.
 - No change to the medical requirements (driver's license) except that night flight requires an FAA medical or BasicMed.
3. **Light-Sport Repairman rating.**
 - The LSR *inspection* rating. (That's what you get from a 16-hour course. It lets you maintain your own LSA.) No change.
 - The LSR *maintenance* rating. (That's what you get from a 2-week course. It lets you maintain any LSA for hire.) The FAA is proposing a more involved performance-based training. The EAA is pushing for no change. In any case, current holders will be grandfathered.

So What?

1. **Sport pilot training will become more available.** As we heard just last month, flight schools in our area downplay the Sport Pilot license. One reason is that LSAs are a rarity in

the local training fleet. Under this new rule, Cessna 152s and 172s – and other common trainers – can be flown by Sport Pilots. This means that you can get trained in these planes without getting a medical. And the schools can offer Sport Pilot training without getting new airplanes.

2. **You'll have more airplanes to rent.** If you have a Sport Pilot license and want to rent an airplane, you'll have many more choices, all those Cessnas and such.
3. **You'll be able to fly your antique airplane without a medical.** The expanded definition of LSA will include Cubs and Aeroncas that today don't qualify. You'll be able to fly these as a Sport Pilot if you're willing to accept the Sport Pilot rules such as daytime VFR only.
4. **No solution to the problem of training for ultralight airplanes.** Nothing in the new rules will make it easier to find training in low-mass high-drag ultralight-like airplanes.
5. **No effect on our plan to train pilots.** Nothing here touches either the desirability or the practicality of our plan to get an airplane to train pilots.
6. **No changes to ultralights.** Part 103 is untouched. The rule change will have no effect at all on ultralights, such as PPGs.

So in short, SP/LSA 2.0 – aka MOSAIC – won't affect our flying lives much.

Fly safely,
Steve



Retractable gear, four seats and 250 knots not needed here

The Challenger II Project

LCDR “Short Round” Abriam at Dahlgren has offered his Challenger II project to the Club if we’ll help him finish it. Shawn Lillemo has stepped up to be the project lead.

The first step has been to move the project to a build space that’s larger than Short Round’s one-car on-base garage. Short Round and the indispensable **Bob Chapman** moved it to an old stable in Shawn’s back yard. Shawn and Faith are hosting our November meeting at their place, so come and see the plane for yourself. (Directions are on the [website](#).)



Shawn, Short Round and Chappy with the Challenger II at Shawn’s place



Writes Chappy, “I wish I had taken a picture of Short Round with his leather jacket driving his Corvette. I could swear I heard the theme from Top Gun playing on his stereo all the way from Dahlgren to Culpepper...”

Other News

Credit. Bob Chapman reminds me that it wasn't just he who cleaned the Breese wreckage out of the hangar. **Shawn Lillemo** spent hours and hours on the project as well. Thank you, Shawn!

The Wright Experience. Last month, I wondered why the Meadows airfield (3VA1) is gone from the charts. This was where Ken Hyde had built museum-level replicas of the Wright Flyer for years. Dave Huss at KHWY tells me that The Wright Experience operation filed for bankruptcy in 2022.

Quiz

By Steve Beste

Last month. I got only two guesses about last month's [picture](#), but no hits. The picture is of [Breezewood, PA](#). If you go to Pittsburgh, Breezewood is where you must leave the interstate and go through the town to reach the Pennsylvania Turnpike.

This month. What is the name of this seemingly-derelict facility near Culpeper? What was it built for?



Youth Aviation Adventure at Bay Bridge

By JJ Campbell

Every fall, Helen Woods of Chesapeake Sport Pilot puts on a Youth Aviation Adventure event for the scouts – Boy Scouts one year, Girl Scouts the next. They learn about aviation, earn their Aviation merit badge, and go for an airplane ride. This year, Helen had 32 Girl Scouts. I turned out to assist in the ground school portion of the event.

In the morning, the girls cycled through these six stations. They then took a quiz – and if they passed – earned their merit badges. Then lunch, then flying.

- ◆ Civil Air Patrol
- ◆ Airline Pilot
- ◆ Charts
- ◆ Military
- ◆ Air Traffic Control
- ◆ Weight & Balance



Scouts and adults in the big hangar at Chesapeake Sport Pilot

Here's the course that pilots flew in the afternoon.



Charts



JJ and Luke Kushner teach weight & balance



Luke brought these balances to teach the importance of balance



These Air Force women introduced military career possibilities



About seven pilots gave rides after lunch, the highlight of the event

I'm very glad I volunteered to participate in this event. The sheer joy, wrap-around smiles, and shining eyes of the girls as their pilots were buckling them in and giving them their pre-flight briefing is a happy memory I will cherish.

I was impressed by how attentive the girls were and by the excellent questions they asked.

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, November 9 th , 11am	Club meeting and lunch	Shawn & Faith Lillemo's house at 14142 Rixeyville Rd., Culpeper, VA
Saturday, December 7th, 11-3pm	Holiday Party	The terminal building at the Warrenton-Fauquier Airport

This Month's Fly-In Destinations

Check out these sources for fly-ins:

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

<i>Date</i>	<i>Event</i>	<i>Location</i>	<i>Distance</i>

Meeting Minutes

When: October 12, 2024. 11:05am to 12:25pm
 Where: Warrenton-Fauquier Airport (KHWY)
 Presiding: Steve Beste, President
 Present: 16 people

Visitors & New Members

- **Maston Gray** visited and joined. He's been looking at ways to get a Sport Pilot license.

Flying Attendees – None

Services Wanted; Offered

Bob Chapman wants to borrow a propeller so he can test the engine from his gyroplane. (Aircraft engines should not be run without a load.) Miraculously, **Jim Heidish** had one and offered it. THIS is why you join a local flying club!

Routine Business

- The Treasurer reported a bank balance of \$1,000 with 57 members (58 with Maston Gray).
- Baseball hats with the Club logo are for sale for \$25. See Treasurer **Fabian Georges**.

- Minutes of the Septmeber meeting were approved as published.

Challenger Build

- Not having found a hangar to use as a build space, **Shawn Lillemo** will build the Challenger in a half-enclosed structure in his back yard.

Program

Steve Beste showed pictures from his visit to Operation Airdrop in North Carolina as summarized in last month's newsletter.

50-50 Drawing

- **Robert Filipkowski** won the \$51 pot and donated it to the Club.

Food

- **Linda** and **Mark Wood** brought homemade lasagna.



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
- **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



Join by Mail
<ol style="list-style-type: none">1. Fill out this form2. Make out a check for \$20 (individual) or \$25 (family)3. Make it payable to Flying Club 14. Send the form and check to: Fabian Georges, Treasurer 7051 Brookfield Plaza, #5322 Springfield, VA 22150

Or Join Online
Go to the Club website .

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	President@FlyingClub1.org	703-321-9110
Vice President	Allen Whatley		571-235-6978
Secretary	VACANT		
Treasurer	Fabian Georges	Treasurer@FlyingClub1.org	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	Webmaster@FlyingClub1.org	703-321-9110
Membership	Fabian Georges	Membership@FlyingClub1.org	714-661-8800
Newsletter	Steve Beste	Editor@FlyingClub1.org	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 by the end of the first weekend of the month.