



Volume 25-03

www.FlyingClub1.org

March 2025



The Privileged View

Steve Beste, President

Sea trike! I love boats. Heck, I lived on a houseboat in southwest DC for seven years in my thirties.

So what could be better than something that combines boats and aircraft? Something like this Airtime Cygnet amphibian.



Or better still, how about a winter trip to Florida to fly one and get my Weight-shift Sea rating? With the help of itinerant sea-trike instructor Dave Myers, I did just that last month.

I joined Dave for dinner the night before our flying. He's great company with so many stories to tell from flying Cygnets all over. He says that 95% of his flying is from water. The next morning, I met him at a [boat launch](#) in Ruskin, Florida on the east side of Tampa Bay. We headed off together into a beautiful, perfect morning.



Down the ramp onto Tampa Bay



Aloft, wheels up



About to touch down in Terra Ceia Bay

I was in a sea *trike*, of course, not a sea plane, since my Sport Pilot license is in the weight-shift category. Cygnets are the only amphibious trikes made, and there are only 27 of them registered with the FAA, so this is very much a niche thing. And it's SO different from my land-trike experience.

- We spent the whole day below 300 feet. Most of it below 200 feet.
- No radio. Dave did telephone ATC to tell them that we would be flying in the area. But we were well outside of controlled airspace and under 300', so we were in nobody's way.
- After one touch and go, we go straight ahead into another. And then another. After all, we had 7 miles of runway.
- At my skill level, you don't do crosswind takeoffs or landings. And there's no need to with so much open water. You *do* need to pay attention to the wind direction, though. No wind socks here, but seabirds taking wing are an excellent wind indicator.
- The Cygnet is very draggy. Dave said it's like a flying picnic table. It's almost twice as heavy as my trike, and the wing is both huge (20 square meters) and single-surface. As a result, you normally land it power-on. Set up a skim just over the water and then kill the power. With all that drag it settles immediately with no flare or float. We did practice power-off landings, but those have less room for error. You power back to idle and dive the trike pretty steeply (to keep your airspeed up so you don't stall). Then a quick flare at just the right altitude. It settles immediately. It doesn't float at all. (Well, the wing doesn't float. Hopefully the floats do!) "Just the right altitude" is the key to not banging it down.
- The Cygnet has terrible water handling. For instance, while taxiing, it's difficult to turn into the wind. It can be done, but it takes a lot of goosing with propeller shots. This is where a trike's lack of a tail makes a difference.

- On the plus side, the Cygnet draws only six inches, so shallow water is not a problem.
- And *the view!* You're out in the wind at 100' and 45 mph. There's nothing like it!
- Also on the plus side, *there are no thermals over water!*
- The price of being out in the wind with no cabin is that you're going to get splashed if there are any kind of waves. The ride is worth every drop.
- Anything on water takes a huge beating. Even a good landing on 4" waves produced lots of banging. Fortunately, the Cygnet seems built for it.
- Ultraviolet rots sailcloth, and water operations give you a double hit – from above and below reflected off the water. Dave says that even though the wing is rated for 700 hours, he replaces it after 300.
- Then there's salt water. Some Cygnet owners won't go anywhere near salt water because it corrodes everything. Dave says he just keeps up with it, inspecting frequently and replacing bits as needed.

The second sign-off. To get a new class rating, you need a sign-off from two CFIs. Dave was the first. But Hans Brown is a second one. He lives nearby, so we flew down the coast to [Terra Ceia Bay](#). At that point, I had flown two hours with Dave. Another half hour with Hans got me my WSC-S rating.



Proficiency checkrides passed – Hans Brown, Dave Myers, and Steve Beste

Dave's itinerant life. Dave travels around with this trike, his lady friend, a cat and an RV giving flight instruction and introductory flights.

Here he is with his rig, headed next for Miami and Key West. That black thing on the back of the RV is a catio, which his cat loves.

He got into the business more than a decade ago after falling in love with trike flying. PBS produced a [documentary](#) about his story as a small businessman, which I recommend. It'll give you a feel for the man, the business, and it has some spectacular flying clips. Also, look for an article about him in an upcoming issue of EAA's *Sport Aviation* magazine.



Have sea trike, will travel. Wire Dave Myers, AmphibianAir.com

As for me, I'll stick with my land trike. It's a lot more nimble than the Cygnet, and there aren't any big lakes near Front Royal. But what fun! I loved flying at 150', spotting manatees and dolphins and all those fancy Florida waterfront homes. Getting off the plane in cold Washington, I wondered if maybe I should have followed Dave to Key West. Surely I could use a little more training, no?

Fly safely,
Steve

The Challenger II Project

By Shawn Lillemo

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 propeller that came with the kit had blades that were too long. Chappy and I cut them down from 62” to 60” using this saw. The diamond blade left a very nice cut that required no cleaning up. Further, the blades are now well-matched: weighing 882g, 883g, and 883g.



Meanwhile, I began learning how to cover the plane, starting with this strake. My first try was no good, so I ripped it off and started over.



Meanwhile, back at Short Round's house in Dahlgren, they had to hold off priming for a couple of weekends since the temperatures in the garage have been too low. He and his kids worked on painting the tail feathers instead.



No news on the engine. It's off with Willie Zimmerman being inspected.

If March brings warmer weather (please!) we can pick up the pace on the build. I expect we can get the plan completely covered and get the engine and propeller on it.

Come be part of this adventure!

Give me a call at 757-737-2946 to see what you can do.

And join the Discord group that we've set up for the build. It's full of pictures, discussions and news about the project.

Quiz

By Steve Beste

Last month. No guesses last month. The tool in last month's quiz is a Bettrometer. Use it to test the strength of fabric and stitching in a fabric-covered airplane. Check out this brief [video](#) of it ripping some badly-rotted fabric.



This month. Send me the latitude and longitude of this amazing waterfront estate. (It even has a circular river pool!) I came across it on my flight between the EG Simmons Boat Ramp in Ruskin, Florida and the Highway 19 bridge in Terra Ceia.



One of the pleasures of a seaplane – you can fly low here

Activities – 2025

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, March 8 th , 11am	Fly-in and winter Club meeting	The terminal building at the Warrenton-Fauquier Airport
Saturday, April 12 th , 11am	Fly-in and Club meeting with lunch	The terminal building at the Warrenton-Fauquier Airport
Saturday, May 10 th , 11am	Fly-in and Club meeting with lunch	The terminal building at the Warrenton-Fauquier Airport
Saturday, June 21 st , 8am	Poker Run	Assembly field TBD
Saturday, June 21 st , 11am	Fly-in and Club meeting with lunch	The terminal building at the Warrenton-Fauquier Airport
Saturday, July 12 th , 11am	Fly-in and Club meeting with lunch	The terminal building at the Warrenton-Fauquier Airport
Saturday, August 9 th , 11am	Fly-in and Club meeting with lunch	The terminal building at the Warrenton-Fauquier Airport
Saturday, September 13 th , 11am	Fly-in and Club meeting with lunch	The terminal building at the Warrenton-Fauquier Airport
Saturday, October 11 th , 11am	Fly-in and Club meeting with lunch	The terminal building at the Warrenton-Fauquier Airport
Saturday, October 25 th , 9am	Color Run – Front Royal to Luray	Gather at the Front Royal Airport
Saturday, November 8 th , 11am	Fly-in and Club meeting with lunch	The terminal building at the Warrenton-Fauquier Airport
Saturday, December 6 th , Noon-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>
April 12, 2025	Bear River fly-in, 8-11	Bear River (VG54)	60 miles
May 17, 2025	Westminster Fly-in, 10-2	Carroll Cty Regional (KDMW)	86

Bear River – April 12

Fly there early and then fly to KHWY for our April meeting at 11:00am.



You are invited to join The Rodes family and EAA 511 for a pancake breakfast fly-in at Bear River Field (VG54), weather-permitting, on Saturday, **April 12, 2025**. We plan to have food available from 8:00 to 11:00, or while supplies last.

Bear River Field/VG54 info:

Lat/Long:

38.31917 / -78.7627

Elevation: 1050 ft.

Runway 7/25

2000x90 ft., turf in good condition.

Rwy 7 Right Pattern

Rwy 25 Left Pattern (**Please do not fly right of centerline on departure leg**)

Comm. 122.9

Drive-in Address:

5509 Holstein Ln,
McGaheysville, VA 22840

Follow the drive straight down toward the airstrip and river,
then turn right along the runway to the hangar.

Watch for and yield to air traffic.

For more info, contact:

Justin Rodes

540-810-3144

justinriverhill@yahoo.com

Meeting Minutes

When: February 8, 2025. 11:10am to 12:25pm
Where: Warrenton-Fauquier Airport (KHWY)
Presiding: Steve Beste, President
Present: 11 people

Visitors & New Members

- Private pilot Sam Bingham was a member 15 years ago and was re-visiting the Club.
- Tobias McCurry is investigating the light end of the sport.

Flying Attendees – None

- Wintry miux predicted for mid-afternoon.

Routine Business

- Treasurer **Fabian Georges** missed the meeting, but reported that our bank balance is now \$3,500.

Challenger Build

- **Michael Bishton** took the two engines off to be inspected – no news on when they will be returned.
- **Short Round Abriam** reported that he and his daughter have the wings covered and have begun priming and painting them.
- Short Round proposes making Shawn Lillemo the builder of record for the airplane. If approved by the DAR who certifies the plane (which seems likely), Shawn would then be able to do maintenance and inspections on the plane. An A&P would not be needed.

Program – Short Round Abriam

- Short Round returned for a second presentation. In videos and pictures he showed us his Navy career that led to him flying P-3 and P-8 airplanes all over the world.

50-50 Drawing

- None.

Food

- We don't serve food at our three winter meetings, but everyone was invited to lunch at Vinny's in Bealeton, people to pay their own way. Seven showed up there:



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.gyromajo.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.

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.

2025 Officers & Directors

President	Steve Beste	President@FlyingClub1.org	703-321-9110
Vice President	Allen Whatley	VP@FlyingClub1.org	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

2025 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.