



Volume 25-04

[www.FlyingClub1.org](http://www.FlyingClub1.org)

April 2025



## The Privileged View

*Steve Beste, President*

**Another club eyes ultralight training.** Last month, I got a call from a fellow in EAA 292 in Independence, OR. They're looking at doing what we've been trying to do – get both an ultralight and a similar-flying 2-seat trainer with a view to bringing more people into the sport. They haven't committed to the project yet, but their approach makes an interesting contrast to our own.

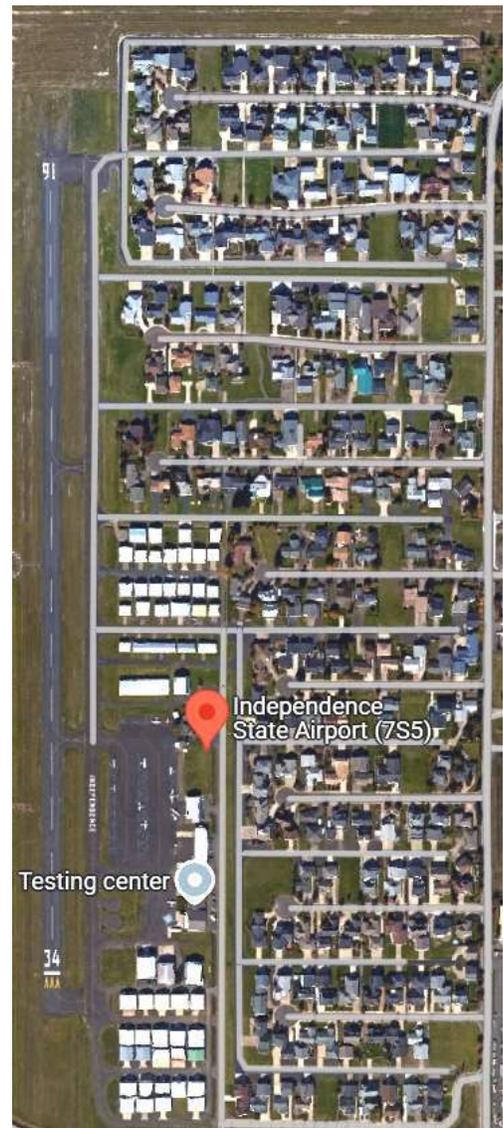
**Location, location, location.** EAA 292 is based at the [Independence airport](#) (7S5), a state-owned field ten miles southwest of Salem, OR. What's unique is that it's the airfield for an aviation community of about 192 hangar homes (all those houses at right). It's also not far from the Vans Aircraft Company in Aurora, OR. Thus:

- The field and EAA 292 are surrounded by a large concentration of pilots.
- Many of those pilots are builders, having built Vans' RV airplanes.
- Many of them have joined [EAA 292](#), which is *very* active. They've had 180 people attend meetings.
- Volunteers should be plentiful.
- Although hangars are as scarce there as they are here, they're betting they can find space in one of those hangar homes where the pilot has aged out but wants to support aviation.
- **This is key:** There should be lots of pilot retirees willing and able to teach for free.

**Their vision.** Their goal, like ours, is to create an inexpensive door into aviation, especially for young people.

**Their approach.**

- Create an equity-ownership partnership to buy a 2-place Experimental trainer.
- Create another corporation to own the ultralight(s). (The EAA does not allow chapters to own aircraft.)



- Only owners of the 2-place will fly it. But they will include pilots willing to train in it. They might not be official CFIs, but that's not a problem if:
  - ♦ They don't get paid for teaching, and
  - ♦ The students are looking to fly ultralights, not get an FAA license.
- The owners of the 2-place will bear the plane's indirect costs since Experimental planes cannot be rented. The students can pay a share of the operating costs.
- Insurance will be available for the 2-seat trainer (they hope) because it will not be owned by a flying club. The ultralight(s) will fly uninsured. Pilots can purchase non-owned airplane insurance if they wish. They haven't worked out that detail yet.

**The Ultralight.** Their plan is to build a [Legal Eagle](#) ultralight. EAA 292 has a long-standing project in which teenagers come weekly to build an Experimental plane. The idea is that the chapter's next build project will be a Legal Eagle, and the teenagers who build it will be the first members of the ultralight club. Therefore, they will know the plane inside and out.



*Legal Eagle*

**The 2-seat Trainer.** They're thinking that a [Double Eagle](#) would be the logical choice for a 2-seat trainer since it will fly like the ultralight. However, both the Legal Eagle and the Double Eagle are *plans-built* planes, not kits. That makes them harder to build since you have to weld and fabricate stuff, not just assemble a kit. As for buying one, only eleven Double Eagles are registered with the FAA, so it's not clear they could buy one. The upshot is that they're not sure what airplanes to get. In any case, the 2-seat trainer will be built or purchased by the partnership, not by the ultralight club.



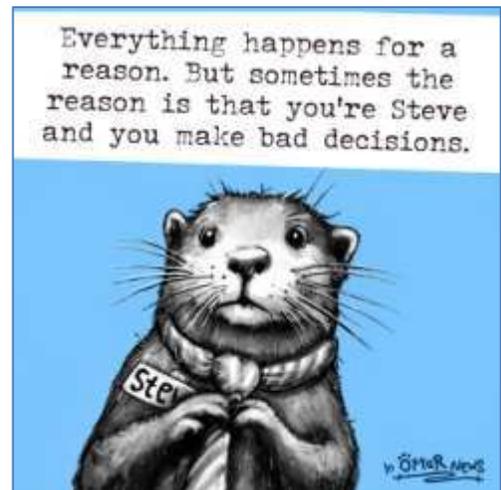
Their approach differs from ours in several ways:

- They have a large pool of pilots and builders already associated with the EAA club. They expect that they will easily find volunteers from this pool for all the jobs. *We don't have such a large membership nor so many volunteers.*
- They are planning an ultralight flying club. Students will not solo in the trainer.<sup>1</sup> Nor will they get an FAA license. *Our plan is that flying members will fly the 2-seat plane. That's because we don't have a hangar for an ultralight and hence no ultralight. In turn, flying the 2-seater means that a) our pilots will need an FAA license and b) if they don't already have a license, they will need a CFI to teach them.*
- They expect to have a pool of qualified pilots who will both buy a share in the trainer partnership, pay the indirect costs of the plane, and offer free instruction to prospective ultralight pilots. *We don't have that. Instead, I expect we'll need to have paid CFIs. But the FAA says that if CFI's accept money to train in an Experimental aircraft, then the student must own the plane.<sup>2</sup> That means that the Club must own the 2-seater.*
- They expect to find hangars for two airplanes. Failing that, they'll get a version of the Legal Eagle that has foldable wings and keep it in a trailer until a hangar comes free. *For us, finding one hangar for the Challenger will be a challenge.*

I know you join me in wishing them all success. I'll keep you posted on what happens.

**Otters.** After my sea-trike adventure, my wife Linda told me about [In Otter News](#), a cartoonist's website about Steve the otter, who's eager but not too bright. Among many funny cartoons is this one. I bought the mug, of course.

Make good decisions and fly safely,  
Steve



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<sup>1</sup> Interestingly, the Michigan Ultralight Club works the same way. Members train in their 2-seat Breese, but solo in their Quicksilver MX. Only their CFI flies as PIC of the Breese, and he has CFI-level non-owned airplane insurance.

<sup>2</sup> Or the CFI must own the plane and get a LODA permitting them to instruct in it for hire. This would restrict us to one CFI. And that CFI would probably not let our members fly it solo.

## 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.*

**March.** Progress on the Challenger was less than I had hoped in March. The engine is still at Willie Zimmerman’s being inspected, and a surge at work devoured all my free time. Nonetheless:

- Short Round and his daughter finished priming the wings in his garage in Dahlgren.



- The panel is done, although panels can be forever tweaked. The Grand Rapids EIS is mounted, with the wires to the engine in place. Thank you **Sean Roe** for donating the EIS!
- Once the engine returns, it’s probably 12 hours to first start.
- The fuselage is ready for skinning.

**April.** The pressure at work will decrease, the temperature will increase, and the engine will return.

In particular, I’m planning to skin the fuselage at the April meeting. The process is easy and fun, actually. But it involves three large pieces of fabric, so many hands are useful. The Challenger uses the Stewart system. With this system, you:

1. Paint glue on the metal ribs and stringers.
2. Stick the fabric to the glue and adjust it into position.
3. Iron it taught.
4. Paint the fabric with more glue and iron that as well.

The whole process is quick, fairly easy, and produces the beautiful taught covering that you see in the pictures above of the wings. If you want to learn more, watch some of the videos on the Stewart System [website](#).

Or stick around after the April meeting at my place and learn by doing.

## Quiz

*By Steve Beste*

**Last month.** Sean Roe was first to send me the coordinates of that [fabulous estate](#) on Tampa Bay, followed within hours by Jim Heidish.

**This month.** What is the ICAO airport code of this little-used local airfield? In the picture, the runway is shown by the green stripe. I visited the field on foot and talked to the owner in 2017, but I don't think anyone has landed here in decades. The field had lots of cow pies.



*Airfield looking south*

## 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, April 12 <sup>th</sup> , 11am	Club meeting, lunch, and work on the Challenger II	Shawn Lillemo's <a href="#">house near Culpeper</a> .

<i>Date</i>	<i>Event</i>	<i>Location</i>
Saturday, May 10 <sup>th</sup> , 11am	Fly-in and Club meeting with lunch	The terminal building at the <a href="#">Warrenton-Fauquier Airport</a>
Saturday, June 14 <sup>th</sup> , 8am	Poker Run	Assembly field TBD
Saturday, June 14 <sup>th</sup> , 11am	Fly-in and Club meeting with lunch	Location TBD as our usual field is hosting an aerobatic event
Saturday, July 12 <sup>th</sup> , 11am	Fly-in and Club meeting with lunch	The terminal building at the <a href="#">Warrenton-Fauquier Airport</a>
Saturday, August 9 <sup>th</sup> , 11am	Fly-in and Club meeting with lunch	The terminal building at the <a href="#">Warrenton-Fauquier Airport</a>
Saturday, September 13 <sup>th</sup> , 11am	Fly-in and Club meeting with lunch	The terminal building at the <a href="#">Warrenton-Fauquier Airport</a>
Saturday, October 11 <sup>th</sup> , 11am	Fly-in and Club meeting with lunch	The terminal building at the <a href="#">Warrenton-Fauquier Airport</a>
Saturday, October 25 <sup>th</sup> , 9am	Color Run – Front Royal to Luray	Gather at the Front Royal Airport
Saturday, November 8 <sup>th</sup> , 11am	Fly-in and Club meeting with lunch	The terminal building at the <a href="#">Warrenton-Fauquier Airport</a>
Saturday, December 6 <sup>th</sup> , Noon-3pm	Holiday Party	The terminal building at the <a href="#">Warrenton-Fauquier Airport</a>

## CALF Fly-ins, 2025

Our sister club in Maryland is the Capital Area Light Flyers, aka [EAA Ultralight Chapter 20](#). They're planning six fly-ins this year on the schedule below. I'll let everyone know as these are firmed up.

<i>Month</i>	<i>EAA Club</i>	<i>Fly-In/Out Location</i>	<i>Distance (sm)</i>
May 17	EAA 1384	Carroll County (DMW)	83
June 14-15	EAA UL 20	Flying H Farms (8MD5)	72
July 04	EAA UL 20	Eyler's Field (39.4606, -77.26902) <ul style="list-style-type: none"> <li>• <a href="#">Pictures</a></li> <li>• Google <a href="#">satellite view</a></li> </ul>	69
August ?	EAA 1041	Mathna Airport (2PS3)	109
September ?	EAA UL 20	Shoestring Airport (0P2)	112
September 20	EAA 36	Green Landings (WV22)	70
October?		Suggestions?	

## This Month's Fly-In Destinations

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 (sm)</i>
April 12, 2025	Bear River fly-in, 8-11	Bear River (VG54)	60
Sunday, April 27, 2025	<a href="#">EAA 426 Fly-in, 8-noon</a>	Cumberland Airport (KCBE)	91
Saturday, May 17, 2025	EAA 1384 Fly-in, 10-2	Carroll County (DMW)	83
Sunday, May 25, 2025	<a href="#">EAA 426 Fly-in, 8-noon</a>	Cumberland Airport (KCBE)	91

### Bear River – April 12

Fly there early and then fly to KCJR 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](mailto:justinriverhill@yahoo.com)

## Meeting Minutes

When: March 8, 2025. 11:05am to 12:55pm

Where: Warrenton-Fauquier Airport (KHWY)

Presiding: Steve Beste, President

Present: 18 people

### Visitors & New Members

- We had 11 visitors for the AOPA presentation who did not stay for the meeting.

### Flying Attendees – None

- Windy, such that only AOPA's Adam Rarey flew in from Frederick in an AOPA Bonanza.

### Routine Business

Treasurer **Fabian Georges** reported that:

- Our bank balance is now \$3,436.80.
- We have 63 members, including Garrett Nievin and Short Round Abriam.
- 501(c)7 certification letter from the IRS. We need this to get D&O insurance. Fabian said that this should arrive in March.
- Members raised concern about the fees charged for paying for things through the Club website. Steve Beste will determine just what they are.
- This led to a discussion of the fees charged through Flight Circle for airplane operations, prospectively. **Lise Beaudette** suggested that we skip credit card processing altogether and instead have flying members maintain a credit balance with the Club. **Steve Beste** will determine whether Flight Circle – or an alternative product – can be set up this way.

### Challenger Build

- Regarding the engine, **Michael Bishton** brought news from Willie Zimmerman who is inspecting the engines, both the one from the Challenger kit and the one from the Breese.
  - ♦ On first look, both engines appear to be in fine shape.

- ♦ In particular, the main bearings look good.
- ♦ Both engines will be done by the end of March.
- **Shawn Lillemo** invited us to hold the April meeting at his house followed by a workday on the Challenger. We will do this.

### Airplane-ownership Project

Members discussed the several pieces need to be in place before we can re-launch the flying program that we were about to start last year.

- **Airplane.** ✓ **Short Round Abriam** will give us the Challenger when we finish it.
- **Insurance.** Unavailable. No one will sell liability insurance on a club-owned Experimental airplane. We protect the public by requiring pilots to carry non-owned airplane insurance. But airports want to see a policy that protects their hangars. Michael Bishton proposed that we buy non-flying insurance such as he has done for his own hangar. **Steve Beste** will see what's available.
- **Hangar.** We currently have no hangar. However,
  - ♦ **Shawn** reported that **Short Round** has offered to sublease his hangar at Shannon, moving his SeaMax outside to the ramp. This needs to be confirmed, priced, and assessed for affordability. Plus, Shannon is not the ideal location.
  - ♦ **Rick Van Doren** asked where things stood with KCJR. **Steve Beste** reported that last August, airport manager Tanya Woodward told him that we might be able to jump the queue based on our year's sublease with Rick. However, nothing would happen until we had an airplane, and then it would be up to the airport commission and would take four months. It's not clear whether this is at all likely to bear fruit.
- **CFI.** With Grover's death, we lost our CFI Chief.
  - ♦ **Sean Roe**, who owns a Challenger, said that he expects to have his CFI-S certification by June. Even without that, he will be the person to give transition training to any licensed pilots who join the program.
  - ♦ Steve Beste will reach out to "Amanda", a CFI who was flying with Jackie George in his Quicksilver last year.

### Program – AOPA Air Safety Institute

- Adam Rarey of the AOPA Air Safety Institute returned for another presentation, this one on flying into instrument conditions. It remains single largest cause of fatal GA accidents.

### 50-50 Drawing

- Lise Beaudette won \$46 and donated it to the Club.

### 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.gyromujo.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 KCJR: 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.