



Volume 25-05

www.FlyingClub1.org

May 2025



The Privileged View

Steve Beste, President

That diamond in the picture below? That's an airfield. Or it was, back in 1943. Now, it's the parking lot for the Pekin Community School in Pekin, Iowa. But who builds runways in a *square*? I mean, parallel runways at Dulles International, sure. But parallel runways at Pekin, Iowa? Who thought *this* was the way to lay out an airfield?



That would be the Navy, in 1943. Perhaps – Iowa being so far from the ocean – the Navy thought the rules of airfield design were different in Iowa. Or perhaps, with the war on, the job went to some junior engineer who knew nothing about flying. You can read the full story [here](#).

That page is part of the [Abandoned and Little-Known Airfields](#) website, the creation of local pilot Paul Freeman. I met him for lunch last month, and he explained that he began the site in 1999 assuming that no one would ever look at it. Instead, people all over the country have contributed, such that the site is now a collaboration with more than 2,500 airfields. “I get more details that I can get around to quickly.” For instance, one day six cardboard boxes of old aeronautical charts arrived on his doorstep.

Myself, I love the site. It has so many stories – Glenn Curtiss’ original [flying school](#), dozens of WWII military outfields like this one in Pekin, private grass fields that bloomed for one pilot’s life and have since gone back to earth like the pilot himself. In the months ahead, I’ll be telling you some stories that I’ve harvested from the site. Believe me, that square airfield is not the only oddity in our aviation history.

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.

April progress on the Challenger. The Club held its April meeting at my house. Afterwards, five members stuck around to apply the first piece of fabric – the large piece at the bottom. **Jeff Crider, TR Proven, Steve Beste, Michael Bishton, and Sean Roe.**



Glueing the bottom fabric to the frame – it was good to have many hands



Tom Capshew heat-shrinking the fabric



The beautiful result!

Alas, we still don't have an ETA for when Willie Zimmerman will return the engine to us. In the meantime, as of mid-April, here's a (probably incomplete) list of things yet to be done on the Challenger build.

Get & install the engine!	Electric fuel pump
Align wheels	Put on tail feathers
Run brake cables	Mount choke lever
Mount engine	Fix flapper-on crank
Wire the EIS	Wire ignition Canopy
Mount battery	Put fabric on sides
Finish rudder rigging	Mount radiator louver lever
Anchor fuel tank	Install the ELT and its antenna
Install belt crank farings	Install the intercom
Re-safety wire aileron cables	Make a mount for the radio
Mount pitot tube	Install the radio mount and wire the radio into the intercom
Repair/finish wiring behind panel	Repair back seat (under seat compartment)

The Second Challenger II – N507AB

Astoundingly, **Short Round Abriam** has bought a *second* Challenger II for our use, this one all done and ready to fly.



Shawn Lillemo and **Sean Roe** drove to Alabama and trucked it back in a rented box trailer. It's now at the Front Royal airport (KFRR) where Sean keeps his own Challenger. He's reassembling the plane and checking it out.

- Time lapse [video of loading](#) the trailer in Alabama.
- Time lapse [video of unloading](#) the trailer at Front Royal.



Radio mounted



Rudder re-installed

The plane is currently at Front Royal in Sean Roe's hangar. Once the wings are on it, he'll tie it down on the ramp there until he finishes his initial flight tests. It's not clear yet where we'll base the plane, though Culpeper seems the most likely location.

Chappy Gets Another Nano

By Bob Chapman

I just bought *another* Nano Ultralight gyro. I couldn't justify the time and cost of repairing my first one. Ordering another new one was more money that I felt comfortable spending, but more importantly, would have taken so long for delivery I would have lost most if not all of this flying season (at my age, that's important). Although no used Nanos had come on the market previously, one did materialize in New Hampshire recently from an aviation writer that had decided to buy a larger, faster gyro. His Nano had most of the upgrades and updates available from the manufacturer now available for about \$10K less than ordering a new one. Diane and I made a mad dash to NH, picking up the gyro the same day. We returned the next after covering 1100 miles round trip. The next day we washed salt off our van and trailer that accumulated from a 45-minute blizzard through the mountains in NY on the trip North, along with washing and waxing a 20" enclosed trailer that I keep my 1980 Lazair in. We rested the next day!

Our "new" Nano has only 2 hours flight time on it and is actually painted the same color! Chuck Tippet, bless his heart, says I can hangar at his place again this year. Once I get the gyro checked out to my satisfaction, and I get somewhat more instruction so that I (and family) feel more confident, I hope to be back in the air soon.

Quiz

By Steve Beste

Last month. Nobody made a guess at last month's location. It's [Ayres-AICP](#) (3VA0) just north of Fox Acres. In the satellite view you can see the Aeronca just south of his house. It hasn't flown in decades. Don't confuse Henry **Ayres'** airport, 3VA0 with John **Ayers'** field, VA93 out in the Valley west of Woodstock. I never remember which is spelled which way.

This month. Send me the name of this local grass airfield. That's the Blue Ridge in the background. BTW, this is where young Henry Scott built the Aerolite that he flew to Oshkosh in 2019 from the Warrenton Airpark at age 14. (Read the [story](#).) I have never been able to reach the owner. I asked Henry's father William how he got the use of the hangar. He said the relationship was "delicate" and would say no more.



Airfield looking north-northwest

Airfield News

For information on all local private and public airfields, see the map under [Northern VA Airfields](#) on the Club website.

Horsefeathers (53VA) to get a second runway. Caleb Nissley, who farms Horsefeathers for Chuck Tippet, told us that Chuck plans to add a new 1,200' east-west runway to the field at mid-field.

Warrenton-Fauquier (KHWY). David Huss has suddenly left as Airport Manager.

Luray (KLUA). The beautiful new terminal building is open.

Greenhouse (02VA) is not gone. I noticed that [Greenhouse](#) is gone from the latest Terminal Area Chart and also from AirNav. Owner Joe VanWingerden has been hosting Club 1 poker runs there for at least 30 years, so I asked him for the story (fearing that perhaps he had died?) He turned out to be just as surprised as I was at the delisting. So we'll see what happens.



Greenhouse looking south during the 2014 Poker Run



Poker Run at Fox Acres in 2014

Fox Acres (15VA) sold. Conrad Miller's widow has sold Fox Acres to a neighboring landowner. Connie and Joan welcomed us at many poker runs, but the field had been closed to us out of her concerns about liability. I will find out what the new situation is.

River Bend (VA58) is back and welcomes us. It's near Woodstock, out in the Valley. After more than 25 years in crops, River Bend has a new owner who has re-opened the airfield. It's in beautiful condition and freshly rolled. Mazda Ibrahimi welcomes us, but call or text him first at 540-888-6144 to say you're coming. Former member Alan White has a [video](#) of his flight there.

River Bend looking southeast at Massanutten Mountain



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, May 10 th , 11am	Fly-in and Club meeting with lunch	The terminal building at the Warrenton-Fauquier Airport
Saturday, June 7 ^h , 8am	Poker Run	Assembly field TBD
Saturday, June 7 th , 11am	Fly-in and Club meeting with lunch	Horsefeathers Airfield
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

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 (KDMW)	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"> • Pictures • Google satellite view 	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,
- ♦ funplacestofly.com
- ♦ [Virginia Department of Aviation Calendar of Events](#).

Date	Event	Location	Distance (sm)
Saturday, May 17, 2025	EAA 1384 Fly-in, 10-2	Carroll County (DMW)	83
Sunday, May 25, 2025	EAA 426 Fly-in, 8-noon	Cumberland Airport (KCBE)	91
Saturday, June 7			

Carroll County Fly-in

EAA Chapter 1384 sends this announcement.



Our first Fly-Out of the year will be to EAA Chapter 1384 Fly-In

Date: Saturday 17 May 2025, from 9am to 1pm.

Rain date is Sunday 18 May, 2025 at

Location: Carroll County Airport, Jack Poage Field - [\[KDMW\]](#).

Address: 200 Airport Dr, Westminster, MD 21157

Map Link: <https://maps.app.goo.gl/2rfycKnrUVxEGM9L7>

Food: There will be food available, we only ask for a nominal donation.

Activities and Events:

- 10am: Jim Logie from FAA FFASTEAM will do a WINGS class on CO in the cockpit. 1 WINGS credit.
- 11am Mike Bevan from FAA FFASTEAM will do a 1/2 credit class on joining the WINGS program.
- 11:30am an undisclosed individual will receive an FAA Wright Brothers 50-year award.
- There may be a 50/50 raffle.

The parking area and flight line usually hosts over two dozen fly-in airplanes. It has been as many as 56 in years past. The public is usually permitted to walk the flightline and look at the airplanes and talk to their owners. Several members will feature their own airplanes in static displays.

Please fly in with your Ultralight. We would love to have static displays of Ultralights.

This event usually draws a lot of Vans' RV aircraft, as a legacy of our previous fly-ins.

All types of airplanes fly in: Zenith, Cessna, Piper, Beechcraft, RANS, Pitts and more. Bring yours!

There may be other offerings. Civil Air Patrol and Dream Flight School might be hosting displays but they are not confirmed at this point.

Meeting Minutes

When: April 12, 2025. 11:07am to 11:55pm
Where: Shawn Lillemo's house in Culpeper, VA
Presiding: Steve Beste, President
Present: 15 people

Visitors & New Members

- None.

Flying Attendees

- None. The meeting was not at an airport.

Who's Been Flying?

- The weather has been cold and windy. Nonetheless, **Stephen Waide** flew from Lost Griz to Shannon and back.

Routine Business

- Treasurer **Fabian Georges** was not present but sent the information that our bank balance is now \$3,579.92.

Challenger Build

- **Engine.** 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. Zimmerman says that the Breese engine is in "pristine" shape, so that's the engine we'll put on the Challenger. No date yet on when we'll get the engine back.
- **Schedule.** It's looking like first flight will be June 1st, with 40 hours of Phase 1 flight testing to follow.

Second Challenger

Astonishingly, **Short Round Abriam** is buying a second Challenger – this one already built. He will make it available to the Club until we finish the new one. It's now in southeastern Alabama.

- Shawn Lillemo and Sean Roe volunteered to go trailer it north in late April. **Shawn** offered his pickup truck as the tow vehicle. **Sean** will rent a box trailer.

Hangar

Steve Beste distributed a handout showing how many flying members we will need depending on how much we have to pay for a hangar. We can be in the black with as few as 5 flying members if we keep the plane on a tie-down.

- **Shannon?** Short Round said that we could take over his hangar lease at Shannon. But at \$425/month, this was too expensive. We would need five additional members each year to cover the additional cost compared to a tie-down. That may be OK in future years, but not at this point.

- **Quonset hut?** **Michael Bishton** knows someone who has inherited a 40x40' quonset hut, disassembled, and would like to get rid of it. Michael will approach him with the idea of donating it. We would then erect it as a "temporary structure" at some airfield.
- **Tie-down?** The consensus was that we'll have to tie down the plane (whichever plane) until we can find a hangar. This is less than ideal. **TR Proven** then offered to buy a set of airplane covers for the plane.
- **Messick's?** The Air Dogs have taken over the lease of Messick's field. Perhaps we could tie down the plane there – or erect the quonset hut there. This has the attraction of being a grass field. It would also avoid our insurance problem. [Subsequently, **Steve Beste** learned from **Mark Barron** that the Air Dogs would not welcome this, at least during the first year of their lease.]
- **Horsefeathers?** Perhaps Chuck Tippet would let us tie down the Challenger there. Someone (not sure who) will ask Chuck.

Flying Members

It looks like we will have enough flying members to support a flying program.

Four members at the meeting said they will sign up as flying members: **Shawn Lillemo**, **Tom Capsheew**, **TR Proven**, and **Jeff Crider**.

Volunteers

It looks like we'll have enough volunteers to run a flying program.

- **Sean Roe** volunteered to be our *Flight Operations Chief*.
- **TR Proven** volunteered to be our *CFI Chief*.
- **Shawn Lillemo** had previously volunteered to be our *Maintenance Chief*.
- That leaves only the *Outreach Chief* as a vacant position.

CFIs

- CFI "Amanda", who was flying with Jackie George in his Quicksilver last year, is no longer answering texts or phone calls.
- There was discussion of who we might enroll as a DPE.

50-50 Drawing - None

Food

- **Faith Lillemo** made a fine lunch for everyone.



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 Tippet, 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 KCJR: 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

1. Fill out this form
2. Make out a check for \$20 (individual) or \$25 (family)
3. Make it payable to **Flying Club 1**
4. 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.