



Flying for Fun in Northern Virginia! www.flyingclub1.org

Volume 13 - 02

www.FlyingClub1.org

February 2013



FROM THE FRONT SEAT

Steve Beste, President

Weight shift on the edge. Bad news arrived from the FAA this month. They are threatening to yank the DPE certification from our two Virginia trike instructors (shown below). The reason? DPE's are supposed to test at least two student pilots per year and neither Ron nor Terri has done so. Previously, the FAA would waiver them. No more. All in the interest of cutting the FAAs costs. There are so many stupidities here, I don't know where to start.

First, understand the role of the Designated Pilot Examiner (DPE). Newbies train with a Certified Flight Instructor (CFI) and then go to a DPE for the final test, both oral and aloft. If you're already a pilot, you can substitute a second CFI for the DPE, so this doesn't apply to you. If you're flying PPGs or other Part 103 aircraft, then none of this applies to you because you don't need a license in the first place. But if you're new and looking to fly airplanes or trikes, then DPEs are something you very much need to care about.



Ron Dixon, weight-shift DPE



Terri Sipantzi, weight-shift DPE

For weight-shift aircraft (aka trikes) we have only 16 DPEs in the entire country. Around here, you go to Ron or Terri in Lynchburg. If they lose their DPE certifications, then you'll go to Florida. Except that the DPE in Florida doesn't have a trike. So you'll pay to fly him up here and house him

until the weather is OK. Plus his DPE fee. This starts to get expensive. But it's all so unnecessary because of those stupidities I mentioned.

- 1) **The FAA won't save any money.** It takes the FAA's super examiner about 2 hours to test a DPE each year. Figure 3 hours with the paperwork. If the FAA de-certifies, say, 4 DPEs, what will they save? 12 hours? The FAA will never see a dime in savings. No payroll will be reduced. It's just too little. Stupid.
- 2) **The students are here.** Last year, numbers were down because of the recession. But that's ending. Right now, Ron and Terri have students in the pipeline, including **Don Sheehan** and **Peter Richter** right here in Flying Club 1. We have the students; we have the DPEs. But if you're the FAA, you're looking over your shoulder at last year and decide that now is a good time to rip it all apart and de-certify the DPEs. Stupid.
- 3) **Pilot formation is a national goal.** For years, everyone has lamented the shrinking number of pilots. Because weight-shift DPEs are so rare, the loss of even one greatly increases a student pilot's cost because he must then travel so far. This move will price prospective students out of aviation. All for some paper savings that aren't real. Stupid.

On behalf of the Club, I have written to the FAA Administrator asking him to re-instate waivers for weight-shift DPEs for all the reasons above. Except I didn't use the word *stupid*. I urge you to write him, too. Mind your language.

Michael P. Huerta, Administrator
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

Fly safe. But fight to keep the sport alive, too.
Steve



From The Safety Corner —

By Dave Riedel

In the next few months I'll be submitting a series of articles from the *Free Online Private Pilot Ground School* website. The first of five articles is about:

Aeronautical Decision Making

Aeronautical decision making (ADM) is a systematic approach to the mental process used by airplane pilots to consistently determine the best course of action in response to a given set of circumstances. The importance of learning effective ADM skills cannot be overemphasized. While progress is continually being made in the advancement of pilot training methods, airplane equipment and systems, and services for pilots, accidents still occur. Despite all the changes in technology to improve flight safety, one factor remains the same - the human factor. It is estimated that approximately 75 percent of all aviation accidents are human factors related.

Historically, the term “pilot error” has been used to describe the causes of these accidents. Pilot error means that an action or decision made by the pilot was the cause, or a contributing factor that led to the accident.

This definition also includes the pilot's failure to make a decision or take action. From a broader perspective, the phrase “human factors related” more aptly describes these accidents since it is usually not a single decision that leads to an accident, but a chain of events triggered by a number of factors.

The poor judgment chain, sometimes referred to as the “error chain”, is a term used to describe this concept of contributing factors in a human factors-related accident.

Breaking one link in the chain normally is all that is necessary to change the outcome of the sequence of events.

The following is an example illustrating the poor judgment chain.

A private pilot with around 350 hours was ferrying an airplane cross-country to a new owner. Due to time constraints, the pilot skipped dinner the night before and had no breakfast on the morning of the flight. The pilot planned to have lunch around noon at a fuel stop.

A descent was begun from 9,500 feet, about 20 miles from the chosen fuel stop, due to haze and unfamiliarity with the area. When the airplane arrived at pattern altitude, the pilot could not find the airport. The pilot then circled north of the town, then back over the town, then flew to the west, then turned back to the east.

The pilot decided to check for airport information in the Airport/Facility Directory, which was on the rear seat and not readily available.

Power had not been increased since the descent to pattern altitude, and the pilot had been holding back pressure on the yoke. While attempting to retrieve the Airport/Facility Directory, a loud “bang” was heard.

Looking up, the pilot discovered the airplane was only about 200 feet above ground level. Increasing power, the pilot climbed and located the airport. After landing, it was discovered a fiberglass antenna had been hit, which damaged the leading edge of the left wing.

By discussing the events that led to this accident, it can be understood how a series of judgmental errors contributed to the final outcome of this flight. For example, one of the first elements that affected the pilot’s flight was fatigue. The pilot understood that fatigue and hunger could affect the ability to fly safely, but let the desire to stay on schedule override the concern for a safe flight.

Next, the rush to get airborne led the pilot to skip or postpone necessary aspects of preflight planning.

Research before takeoff, with a quick review before descent, could have ensured a clear mental picture of the location of the airport in relation to the town.

Copying relevant information from flight guides and other information sources is part of careful preflight planning. Studying the aeronautical charts and checking the Notices to Airmen (NOTAM) beforehand would have alerted the pilot to towers, terrain, and other obstructions in the vicinity of the airport.

Even without proper planning before the flight, good cockpit resource management and organization would have had the flight guide and any other necessary information near at hand, perhaps with the relevant pages flagged. Approaching the airport environment and flying around the area at traffic pattern altitude in hazy conditions could have interfered with other air traffic, and the potential for a midair collision is obvious.

In all circumstances, the pilot’s first duty is to fly the airplane. Clearly that would include adjusting the power, setting the trim, and keeping track of altitude.

This pilot was extremely fortunate—the outcome could easily have been fatal.

On numerous occasions during the flight, the pilot could have made effective decisions that would have broken the chain of error and prevented this accident. Making sound decisions is the key to preventing accidents.

Traditional pilot training has emphasized flying skills, knowledge of the airplane, and familiarity with regulations.

ADM training focuses on the decision-making process and the factors that affect a pilot’s ability to make effective choices.

...to be continued next month.

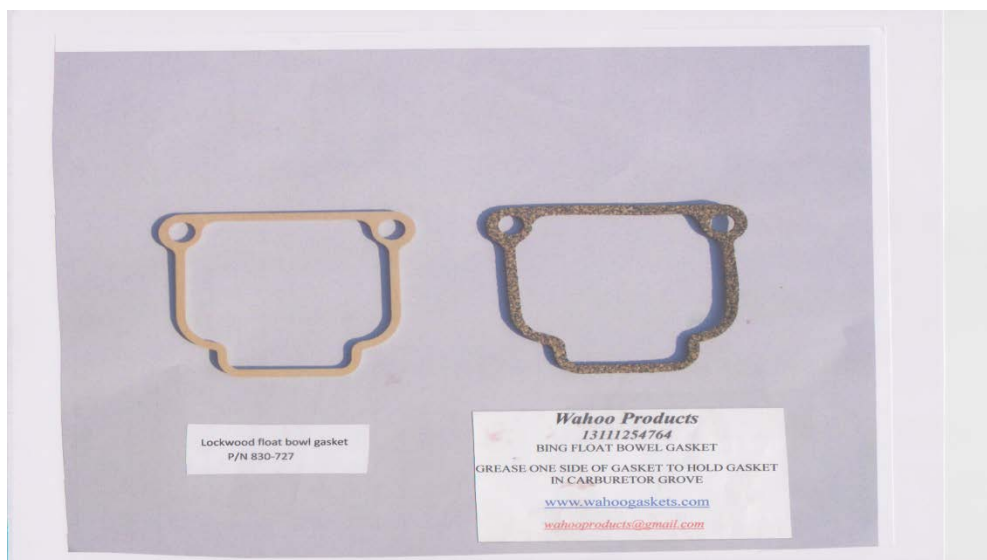
From the Runway of Life, A Lesson Learned

By Loyd Peterson

The 350 hour inspection on my Kolb MKIII and Rotax 912ULS was just completed and this included the removal of the two Bing 64 carburetor float bowls for inspection. I've done this every 50 hours since new and have never found any contamination in the bowls. To date I've never had a problem re-using the gaskets but my luck ran out this time. I could not stop either bowl from oozing fuel. About ninety percent of the fuel I use is E10 gasoline.

I ordered two gaskets from Lockwood for an eye popping price of \$15.00 each. After thinking about this for a while I did a WEB search and found a source of gaskets from a company called Wahoo Products, \$5.00 each. For this price it was worth it to give them a try.

The Lockwood/Rotax gasket was fairly stiff with a consistent width of 0.120 inch and thickness of 0.060 inch. The Wahoo was a cork type material with width varying from 0.138 to 0.155 inch. Thickness was between 0.060 and 0.064 inch. No matter how I tried I could not get the Wahoo gasket to seal properly. Wahoo does offer a nitrile gasket for \$8.00 that I may give a try in the future, so stay tuned.



The only purpose here was to pass along a lesson learned. The results of my past inspections have me thinking of extending my bowl inspections to 100 hours vice 50. This is still well within the Rotax recommendation. Since it seems most engine-out issues are related to fuel starvation I was erring on the conservative side. My use of E10 was also a consideration.

Hope to see you around the Airpark soon.

Safe and Happy flying to all,

Loyd Peterson, EAA 0132721, Kolb MKIII Extra (the white one).

Meeting Minutes

January, 2013 Minutes

Flying Club One meeting

Thursday, January 3, 2013

Centreville High School

Chantilly, VA

No selling of 50/50 tickets before meeting

Call to Order

President, Steve Beste called the meeting to order at 7:35 P.M.

8 members present.

CONNECTIONS

Visitors & New Members

None

Old members

The PPG business. Dave Riedel reported that Michael O'Daniel and Brian Goff's PPG business (Powered Paragliding USA) is doing well. Their website can be reached from the club's website by clicking on **PPG** in the sidebar.

Sky Divers. The sky divers left December 1st and are expected back in March. The house asked the President to ask Tom to give us a safety brief at the March meeting – what aircraft the sky divers are using, where they are operating on the field, and so on.

SERVICE PROVIDERS

No discussion.

REGULAR REPORTS

Secretary: **Jim Heidish** was absent. No report.

Treasurer: **Jim Birnbaum** was absent but sent a report. The Flying Club 1 Checkbook Balance: \$2,183.72.

President: **Steve Beste.** No report.

Safety and Training Director: **Dave Riedel**

had no report.

Membership Director: **Jim Birnbaum** was absent. 2013 dues are due.

Warrenton Air Park Owner: **Tom Richards** was absent.

Old Business

None

New Business

Lucy Ooi. Steve Beste moved that the Club give new newsletter editor Lucy Ooi a free membership for one year. Although irregular, he understood that to be part of the deal that Tom Richards offered her when he recruited her. The members unanimously approved the measure.

The money. Steve Beste asked for suggestions of what we might do with our \$2,183,72. Ideas: 1) Rebate it to the members in the form of gasoline. 2) Turn the Airpark into a wi-fi hotspot so members could check the weather. (Some members have smartphones and iPads that use the 4G network and so can check the weather without wi-fi.) 3) Add more fire extinguishers around the Airpark. Only 3) got a volunteer to pursue it. Dave Riedel offered to come up with a project and budget for the idea at the April meeting. Maybe.

Volunteer to cook. Several members volunteered to cook at this year's meetings. The sign-up sheet is online. Click **Volunteer Sign-up Sheet** on the Club's website. Or click [here](#).

MONTHLY PROGRAM – Dave Riedel brought us up to date on planning for the Wounded Warrior flights on May 11, 2013 at the Flying Circus. The Flying Circus and Powered Paragliding USA are aboard as sponsors. He did not ask the club to take an

official role, but is hopeful for offers of help and aircraft. He is expecting a hundred soldiers in a dawn-to-dusk event, so many hands will be needed.

Adjourn

President, Steve Beste adjourned the meeting at 8:45 PM

Submitted by **Steve Beste**, *President*

Directors' Meeting Minutes

January 3, 2013

Centreville High School

Chantilly, VA

Flying Club 1 has seven Directors. Five are elected (counting the most recent past president, Len Alt), and two are appointed to one year terms that expire at the end of the calendar year. The president nominates them and the Board elects them.

On January 3, 2013, the Directors held a 3-minute Board meeting as previously announced by email to the Directors. Dick Martin, Len Alt, and Steve Beste constituted a quorum of the 5 Board members. (Larry Walker and Dave Riedel's previous terms having expired with the year end). Steve nominated Larry and Dave for another year each. They were unanimously re-elected.

Submitted by **Steve Beste**, *President*

Activities**2012 FLYING CLUB 1 ACTIVITIES SCHEDULE**

Designated Club meetings will be held the first Thursday of each month in the Centreville High School, Union Mill Rd., Centreville, VA, at 7:30 PM. Others will be held at 11:00 AM at the Warrenton Airpark as shown in the 2011 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

Date	Activity	Location	Description
Thur, February 7th, 7:30pm	Club Meeting	CVHS	Conversation, Club business meeting, and program.
Thur, March 7th, 7:30pm	Club Meeting	CVHS	Conversation, Club business meeting, and program.
Sat, April 6th, 11am	Club Meeting	Airpark	Club meeting and cookout at Warrenton Airpark
Sat, May 4th <ul style="list-style-type: none"> • 8:30am - Memorial fly-in; flying games • 11am - Club meeting & cookout 	Memorial, Club Meeting, & cookout	Airpark	Memorial ceremony and cookout at Warrenton Airpark
Late May, TBD	Wounded Warrior flights	Flying Circus	Club-sponsored flights for wounded military veterans.
Sat, June 1st <ul style="list-style-type: none"> • 6:15am - PPG Poker Run • 8:30am - Airplane & Trike Poker Run • 11am - Club meeting 	PPG Poker Run	Airpark	Original Poker Run date. Weather allowed PPGs. Others rescheduled.
Sat, June 15th	Father's Day Fly-In at Shreveport North (62PA) Description. Flyer. Video. Another video.	62PA	The largest ultralight fly-in in the mid-Atlantic states. Club 1 fly-out from Warrenton Airpark.
Sat, July 6th, 11am	Summer BBQ and Club Meeting	Airpark	Monthly meeting and Summer BBQ at Warrenton Airpark
Sat, August 3rd, 11am	Club Meeting	Airpark	Monthly meeting and cookout at Warrenton Airpark
Sat, September 7th, 11am	Club Meeting	Airpark	Monthly meeting and cookout at Warrenton Airpark

Date	Activity	Location	Description
Sat, September 14th	Club 1 Fly-out to Trikefest East at Shreveport North (62PA)	62PA	Club1 Fly-Out from Warrenton Airpark
Sat, October 5th	Club 1 Fly-in and meeting	Airpark	Monthly meeting, Club 1 Fall Fly-In and cookout at Warrenton Airpark
Sat, October 26th	Club 1 Color Run Fly-Out	Airpark	Club 1 Color Run Fly-Out at Warrenton Airpark
Thur, November 7th, 7:30pm	Club Meeting	CVHS	Conversation, Club business meeting, and program.
Sat, December 7th, 4:30pm - 8pm	Club Meeting / Holiday Party	Airpark Club House	Monthly meeting and Holiday Party.

CLASSIFIEDS

Ads will be run twice and then dropped unless resubmitted, or renewed by telephone or e-mail. Please advise the editor: **Lucy Ooi** (Ooi.Lucy@gmail.com) when the ad is no longer needed.

FOR SALE — Zodiac 601 XL (650 XL) partially completed kit. Kit includes Constructed Tail Surfaces and Fuselage, to include Landing Gear with Wheels and Brakes, Dual Brake Peddles kit, Dual Control Stick kit and Instrument Panel. The wing kit and engine is needed. The wing kit is available now pre-drilled. It The plane will take a Rotax 912S, Jabiru 3300, Continental 0200, Lycoming 235, Corvair or VW conversion engines. All documentation and registered plans are in the package. Asking \$7500 or best offer above \$6000. Note this is a Light Sport class aircraft. It is available built, IFR Certified at Southeast Light Sport for \$99,900. (SouthEastLSA.com). See <http://www.zenithair.com/zodiac/xl/> for details of aircraft: Contact: Larry Walker, 540-347-7609

Flight Test Report: Steve Flattum flight tests the Zodiac and reports:

“The CH 601 XL / CH 650 family of airplanes are a delight to fly. Simple and easy to fly with a great view and they are very comfortable for long flights. The airplane is very strong and it is backed by a company that has been around for a very long time.”

FOR SALE — Partnership - Taylorcraft BC-12D (1946) - available. Aircraft is hangared at Warrenton Airpark. The Taylorcraft is flown about 65hrs/year and should be flown more. Annual, hangar, insurance, maintenance and repair are shared costs, while fuel is individual

responsibility. Tom Richards and Jim T. Hill are looking to add one or two partners to replace a leaving partner. Please contact Tom Richards ([703\) 568-3607](tel:7035683607); warrentonairpark@yahoo.com or Jim T. Hill for details.

FOR SALE — 1978 Weedhopper Ultralight for sale: JC24C model; no engine; just frame. Will need new sails. Contact Mark Ripberger for more details. Sold “as is” \$400.00 ripbergerm@darden.virginia.edu 434-589-8311

Aviation Magazines “Ultralight Flying” All twelve monthly issues for most years between 1989 through 2008—almost 20 years. Not mint, but good readable condition, \$50.00 cash. Call or e-mail for more details. I live in Annandale VA. Dsax289@aol.com Ph# 703-503-8289

FOR SALE — Complete Powder Coating Setup to include Gun, Paints (black, yellow, red and more), Baking Oven and Air Compressor. The oven will take a really large part (over 24 Inches) and is fully temperature controlled. It is a large Maytag home unit with 4 burners and self-cleaning in very good shape. It is worth the asking price alone.

Asking \$ 100 for everything. I will even include a tabletop oven for smaller parts. As those who can tell you from my past tool sales, my prices are reasonable to say the least. Contact me at 540-347-7609.

MEMBERSHIP DUES POLICY

The period of membership follows the calendar year—January through December. The renewal period starts on 1 October with regular dues at \$20.00 and family at \$25.00. Members who have not paid their dues by the end of February will be dropped effective 1 March and will not receive the Newsletter or Membership Roster. New members joining after 1 October will be charged \$20.00 or the family rate, if applicable and will be credited with full membership for the following calendar year. Please mail payments to Flying Club 1, 8570 King Carter Street, Manassas, VA 20110. Payment can also be made at the regular monthly meeting. Please include the 2012 Membership Application form with your payment. This will be used to ensure that our records are current. A copy of the membership application is attached and also printed at the end of the Newsletter.

Jim Birnbaum
Flying Club 1
Membership Director, Treasurer

MEMBERSHIP APPLICATION - 2013



Type of membership: New, Renewal, Regular, Family membership

Name(s): _____

Name To Go On Your Name Tag: _____

Street or PO Box: _____

City: _____ State: _____ Zip: _____

Telephone, Home: _____ Cell: _____ Work: _____

Spouse's Name: _____

Emergency Contact: Name: _____ Phone: _____

E-mail Address: _____

Aircraft Liability Insurance through: _____

Aircraft make and model: _____ N-Number (if any): _____

Pilot rating(s): _____

Club Activities or Services for Which You Volunteer: _____

Information from this application will be in the club's membership roster which goes only to members.

Instructions:

1. FILL OUT THE ABOVE FORM.
2. ENCLOSE A CHECK FOR \$20 (\$25 FOR A FAMILY) MADE OUT TO "FLYING CLUB 1".
3. SEND THE FORM AND CHECK TO:
Jim Birnbaum, Treasurer
8570 King Carter Street
Manassas, VA 20110-4888

To join the national USUA, go to <http://www.usua.org>

To join the national USPPA, go to <http://www.usppa.org>

Flying Club 1 General Information

The Flying Club 1 is a nonprofit, recreational club dedicated to the sport of ultralight and light sport aircraft flying.

2013 CLUB OFFICERS & DIRECTORS

President: Steve Beste 703-321-9110
Vice President: Dick Martin 703-242-2367
Secretary: Jim Heidish 703-524-5265
Treasurer: Jim Birnbaum 703-361-7478
Director and Past President: Len Alt 703-945-9314
Director At Large: Dave Riedel 703-815-4924
Director At Large: Larry Walker 540-347-7609

2013 CLUB VOLUNTEER STAFF

Safety & Training: Dave Riedel 703-815-4924
Membership: Jim Birnbaum 703-361-7478
Club Artist: Jim Heidish 703-524-5265
Newsletter Editor: Lucy Ooi (“Wee”)
Ooi.Lucy@gmail.com

Web Master: Steve Beste,
president@flyingclub1.org

A club is only as good as the members who volunteer to support its activities. The following listed activities with the club require member support in varying amounts. Please indicate on

your membership application the function(s) (can be more than one) you will support as a Club member. All active Club members are expected to participate. However, members who live some distance away and cannot attend meetings regularly may prefer to support functions associated with Club weekend activities.

ANNUAL DUES (Jan 1–Dec 31) \$20.00. Family membership (typically husband and wife): \$25.00. A spouse who wishes to participate will please complete a membership application form.

CLUB WEB SITE: <http://flyingclub1.org>

MEETINGS are monthly, year-round. See the web site for dates and places.

THE NEWSLETTER:

The newsletter is published by email on the first of every month.

SUBMITTING ITEMS FOR THE

NEWSLETTER Members and non-members are encouraged to submit items for this newsletter. Send submissions to Lucy Ooi at Ooi.Lucy@gmail.com at least one week prior to the end of the month.

If you are interested in joining the U.S. Ultralight National Organization go to their website for membership information at: www.usua.org

Likewise, if you are interested in joining the U.S. Powered Paragliding Association, the National PPG Organization, go to their website for membership information at: www.usppa.org