



Volume 19 – 03

www.FlyingClub1.org

March 2019



The Privileged View

Steve Beste, President

The market for new light aircraft. When I was 13 in 1959, I fell in love with the idea of flying a small airplane. I wrote formal letters to Cessna, Piper, and Beech requesting their brochures. I spent hours looking at them. Just now, I found this page from the 1959 Tri-Pacer brochure online. I know it's the 1959 model because I spent so many hours studying that paint scheme. If you go to the [website](http://www.flyingclub1.org) and enlarge the picture, you'll see that the 1959 Tri-Pacer came with an armrest! And cabin heat(!), something I regret my trike doesn't have this winter.

The Cessna and Piper brochures were far superior to the Beechcraft ones because they all had lots of beautiful color pictures.

You Don't See

These Superior Tri-Pacer Features— But They Make All the Difference When You Buy and Fly

PERFORMANCE
In take-off and climb, in level flight, at high altitudes, operating from rough fields—the Tri-Pacer in action is a spectacular performer.

STABILITY
A by-word with Piper for nearly 30 years—never better expressed than in the 1959 Tri-Pacer.

DEPENDABILITY
Lively Lycoming power and sound aircraft design mean reliability engineered right into your Tri-Pacer. The Tri-Pacer is ready whenever you're ready, to go wherever you want to go.

LOW INITIAL COST
Quantity production enables Piper to price the Tri-Pacer far below any comparable plane on the market.

LOW OPERATING COSTS
Tri-Pacer operating costs are amazingly low. You travel 15 miles on a gallon of gas. Service and replacement parts are universally available.

HIGH RE-SALE VALUE
Far-sighted plane owners consider ultimate resale values in purchasing a plane—and buy the Tri-Pacer with the assurance that low depreciation will guarantee maximum trade-in value.

"FLIGHT DECK"
Another Piper exclusive—the convenient shelf above the instrument panel which keeps maps, computers, riders, sunglasses and cigarettes conveniently within reach.

INSTRUMENT PANEL
Layout of the Tri-Pacer's instrument panel follows CAA recommendations for optimum pilot convenience. Sub-panel with pre-cut holes permits inexpensive installation of added instruments.

LYCOMING ENGINE
Synonymous with reliability—backing this 160 hp Lycoming engine are millions of hours of dependable Lycoming performance.

SUPER RUGGED CONSTRUCTION
The Tri-Pacer combines greatest strength with lightest empty weight to achieve maximum payload. Bridge-like steel fuselage and aluminum wing structure are covered with exclusive Piper Duralclad finish—tough, durable, resilient... easiest, least expensive to repair.

LARGE NOSE WHEEL
Only Piper gives you this large nose wheel, the same size as the two main wheels. It means superior taxiing wherever ground is rutty, soft, muddy or rock-strewn.

IDEAL FOR CARGO
Removes the rear seat of the Tri-Pacer—in taken only 15 seconds and no tools are needed—and you have 42 cubic feet of cargo space with capacity to 600 pounds. Loading is easily handled through the big rear door with a flush sill.

"RUNNING BOARD"
It's just a short step up into the Tri-Pacer—thanks to this "running board," conveniently located on the plane's right landing gear.

MOST BAGGAGE ROOM ...MOST CONVENIENT TO LOAD
Large outside baggage door gives direct access to spacious baggage compartment. Area is 14 cubic feet, with capacity of 100 pounds.

TEMPERATURE TO ORDER
Temperature control inside the Tri-Pacer is at your finger tips. Three knobs adjust front and rear heaters and cool vent for cool air. Four individually adjustable air inlets are provided in addition.

By contrast, Beechcraft sent me black-and-white material with financial inserts showing how a Beechcraft could save my business money. Fixed costs, variable costs, yada-yada. My business was fantasizing about airplanes, so they were not very helpful. I was briefly shocked out of my reverie when a call came to the house one evening. It was the local Beechcraft dealer wanting to speak to “Mr. Beste” in response to my inquiry. My Mom took the call and passed it to my Dad, the only “Mr. Beste” in the house. My face burned as I confessed to the dealer that I was only a kid pretending to be a prospect. I wrote to Cessna and Piper for their 1960 brochures, but not to Beechcraft.

As you all know, the years have not been good to Cessna, Piper, and Beech. Myself, when I finally bought an aircraft - 47 years later - it was a trike, not one of their products. But I got to wondering how those guys are doing in the market these days. In particular, how is “our” end of the market faring against “those guys”? As many of you know, I’ve been working with industry guru Dan Johnson to publish data on U.S. aircraft registrations. So I have the data. Here’s what I found.

1. The 2008 recession hammered standard-category aircraft. See how the red line in the chart below plunges in 2009. Sales have never recovered. The chart shows U.S. registrations of single-engine piston aircraft (excluding helicopters).

- Our guys:
 - LSA = Light Sport Aircraft, both SLSA and ELSA.
 - E-AB = Experimental aircraft that meet the LSA criteria, mostly kit-built.
- Those guys:
 - Standard = Mooney, Cessna, Piper, etc. (except for their LSA offerings)

The recession hit LSAs too - the orange line - but not as badly.



2. Amateur-built aircraft were not affected by the recession. E-AB registrations seem to be recession-proof.

3. Since the recession, our aircraft have constituted more than half the market. I suppose that's not surprising when you consider that a new Cessna 172 costs \$370,000. To me, the wonder is that the majors are doing as well as they are.

4. The big-name models still dominate. That Cessna 172 I lusted after as a teenager still shows up more than any single LSA. (It's astonishing that the 172 is still made, *63 years after its 1956 introduction!*) But total registrations of our aircraft are slightly larger than total registrations for standard-category airplanes. We just have a lot more players than the big three, so no individual model dominates.

Here are the top ten models for 2018. Half the models - in yellow - are standard-category makes, "those guys".

2018 Rank by Make & Model				
All Aircraft				
The number of registrations in 2018				
#	Make & Model	2016	2017	2018
Total		1,123	1,215	1,206
1	Cirrus SR22	233	254	219
2	Piper Archer	31	57	77
3	Cessna 172 Skyhawk	46	75	57
	Icon A5	13	6	57
	Zenair/Zenith CH 750 STOL	27	38	57
6	Cirrus SR20	15	37	55
7	Vans RV-12	57	57	41
8	Cessna 206H Stationair	33	23	24
	Progressive Aerodyne SeaRey	20	21	24
10	Just Highlander	34	25	23

5. Cirrus dominates the market for piston single-engine aircraft. I had not realized how completely Cirrus has swept the market. Last year, they registered almost three times as many SR22s as the nearest runner-up, the Piper Archer. Together, Cirrus' two models accounted for 23% of the registrations, including both the majors and our LSA-compatible aircraft, both factory-built and home-built.

In all this, where is the Beechcraft Bonanza? Now a division of Textron, Beechcraft sells only one single-engine aircraft, the Bonanza. In 2018, only 12 were registered. It's still "the big three", but Cirrus has replaced Beech. How could this be? If you'd asked me in 1956, it was perfectly obvious. Beechcraft needed more colorful brochures. They called me, but they didn't listen. Well, what can anyone do?

Fly safely,

Steve

P.S. these charts come from an unpublicized version of my Dan Johnson figures - one that includes the standard-category aircraft. You can see it [here](#).



This Month's Fly-In Destinations

To encourage all of us to get in the air more, the following is a list of fly-ins I found within (about) 100 NM of the Warrenton Airpark which are occurring in the next month. Sources are: The [EAA Calendar of Events](#), www.flyins.com, www.socialflight.com and the [Virginia Department of Aviation Calendar of Events](#).

Date	Event Description	Location	Distance from 7VG0
Sat, Mar 9	Bryce Resort Winterfest - see https://bryceresort.com	Sky Bryce Airport (VG18)	47 NM
Sat, Mar 9 / 9AM-12PM	AOPA Rusty Pilots Seminar	Williamsburg-Jamestown Airport (KJGG)	99 NM
Sat, Mar 9 / 8-10:30AM	EAA 518 Fly-in Drive-in Breakfast	Mifflin County Airport (KRVL)	121 NM
Sat, Mar 16 / 11AM-12PM	EAA Chapter 1563 Monthly Meeting	Gordonsville Municipal Airport (KGVE)	35 NM
Sat, Mar 16 / 12:30AM-2:30PM	EAA Chapter 122 Fly-in Drive-in Lunch	Capital City Airport (KCXY)	103 NM
Sat, Mar 23 / 8-10:30AM	EAA Chapter 339 and Commemorative Air Force Old Dominion Squadron Fly-in pancake breakfast	Hampton Roads Executive Airport (KPVG)	129 NM

Debunking the Misconceptions in Flying: Part 10

By Jim Heidish

This is the continuation of the series of articles that have appeared in the past months' newsletters: Debunking the Misconceptions in Flying. Through writing and illustrating, I am presenting some of the stand-out misconceptions, stating what is wrong, and then presenting what I see as the correct concept/principles and how they apply to our everyday flying. This month is a continuation of the last two months' articles: **Are we losing an innate ability? Is GPS navigation dumbing us down?**

This article is about getting back to a basic form of navigation using topographic maps, compass, airspeed and clock. Most importantly, it is about reawakening that intuitive navigator in all of us! But, a good sense of direction is needed first. Last month I told of a lesson learned many years ago that helped people sharpen their secondary senses: feel, smell, taste and hearing. This month is about sight, our primary sense for navigation.

NOTE, these are my conclusions based on years of study and knowledge acquired by experimenting and through flying experience. If one does not agree or does not understand, it should always be questioned and/or made clear! Never taken for granted!

Seeing to Navigate

Our sense of sight is the primary sense for navigation. this visual sense, along with the secondary senses of feel, smell, taste and hearing (as described in the last newsletter) that complements it, give us the awareness of the present. But sight is mostly taken for granted when it comes to finding one's way across the landscape. It is said that *seeing is believing*, but many times what we believed was the right direction turns out to be wrong because we were not seeing it as a navigator. Not seeing all the signs and visual clues that are always present to show us the way is an age old problem.

Unlike being blindfolded so as to not be distracted when teaching awareness of the secondary senses, **Seeing to Navigate** is eyes wide open!

One does not have to go out on a cross country adventure to understand the visual part of navigation. It is best learned in one's own landscape, one that you are very aware of, but that you have not looked at through the eyes of a navigator before. Just stand out in the city street in front of your home or look out across a field on the farm. Standing out there, be aware of the visual present and learn to recognize the two big visual guides in navigation.

The Two Big Visual Guides in Navigation, the Big Truth!

One: If you stood outside in your own neighborhood early on a spring morning and watched the Sun rise in the east, then stayed to watch it ascend across the sky to its highest point in the south, then see it descending to the west and sunset, you would have watched one of the big visual guides: **Light from the Heavens.**

Lighting the Way

Sunlight is the light that warms the Earth and lights its surface. It is a shining beacon for direction and gives our landscape form and dimension. It is one of the navigator's most important visual guides. See Figure A.

Fig. A The Effect of Sunlight



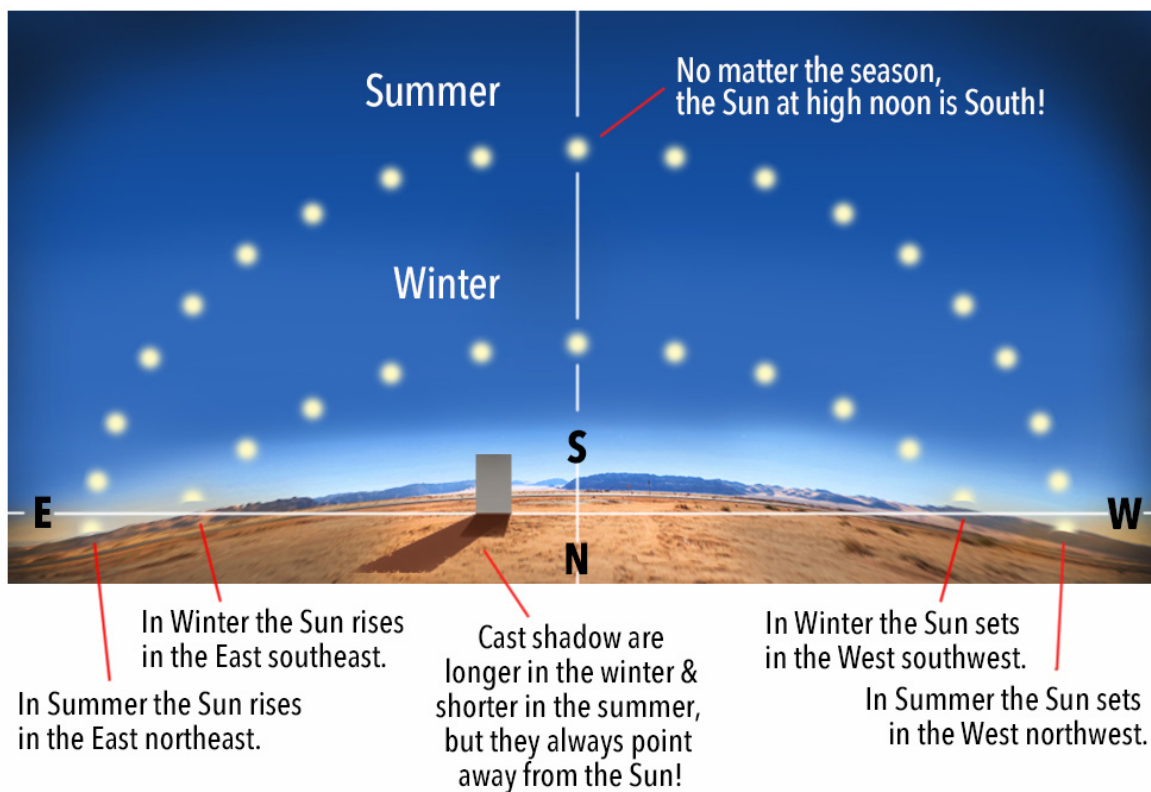
To use this light as a visual guide, the navigator needs to understand how the Sun lights the landscape and how we perceive what we see. Constantly noting the changes in quality of sunlight and its positions in the sky as the Earth, rotating like a gyro in a fixed slant, moves around the Sun itself, is a must! Following the Sun as it arches across the sky you will notice the quality of the light is constantly changing from soft warm to sharp cool and back to soft warm at sunset. Also changing are the shadows cast - constantly rotating and pointing in the opposite direction as the Sun. The angle of the Sun above the horizon makes a big difference in the landscape's brightness and cast shadow locations in the changing seasons. The landscape takes on a different look when the Sun is diffused by haze or overcast - everything looks flatter and without form. Familiar landscapes and

terrain take on a different appearance under different lighting conditions.

If you plotted the Sun's path all year long you would see the changes taking place in location and timing. In the winter, the sun rises in the east-southeast later in the morning and sets in the west-southwest sky earlier. In contrast, in the summer the sun would rise in the east-northeast a lot earlier and set in the west northwest much later than the winter. This has to be noted because the Sun's east-west guides are shifted more northerly or more southerly. See Figure B.

Fig. B Comparing the Summer and Winter Sun

In this very wide angle South facing time lapse image of the Sun, It's location and path in the summer and winter sky is traced.

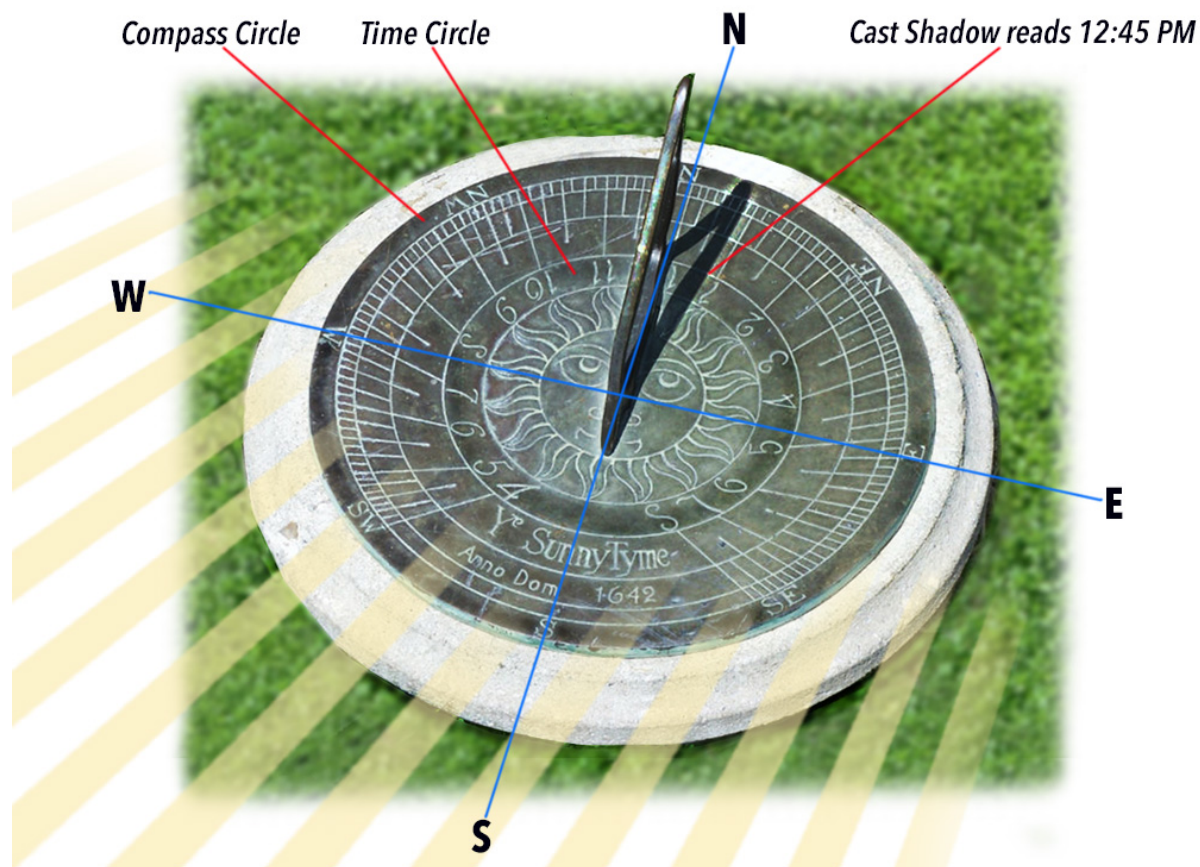


Knowing the location of the Sun and its light effect upon the landscape at all times during the day and in all seasons is one of the truest navigation tools we have. In fact, the Sun's location noted at a split second time can produce an extremely accurate directional vector, much more than a magnetic compass, especially when using celestial navigation techniques. The classic age old sundial not only tells time, but is an accurate compass if oriented right (the south mark faces the sun at high noon) and corrected for latitude. If only the time or direction is known on a sunny day, the sundial will give you the other unknown! See Figure C.

Fig. C Sundial as Clock & Compass

If only the **Time** is known, you line up the cast shadow with that time on the *Time Circle* and it will give you the correct oriented **Direction** on the *Compass Circle*.

If only the **Direction** is known, you line up the direction on the *Compass Circle* with that direction and it will give you the **Time** by the cast shadow on the *Time Circle*.



Overcast skies or very diffused sunlight always presents a directional problem. This is when knowing where the Sun should be located for a given time and season can help detect a faint glow and our other senses (as described in the last newsletter) come into play helping guide.

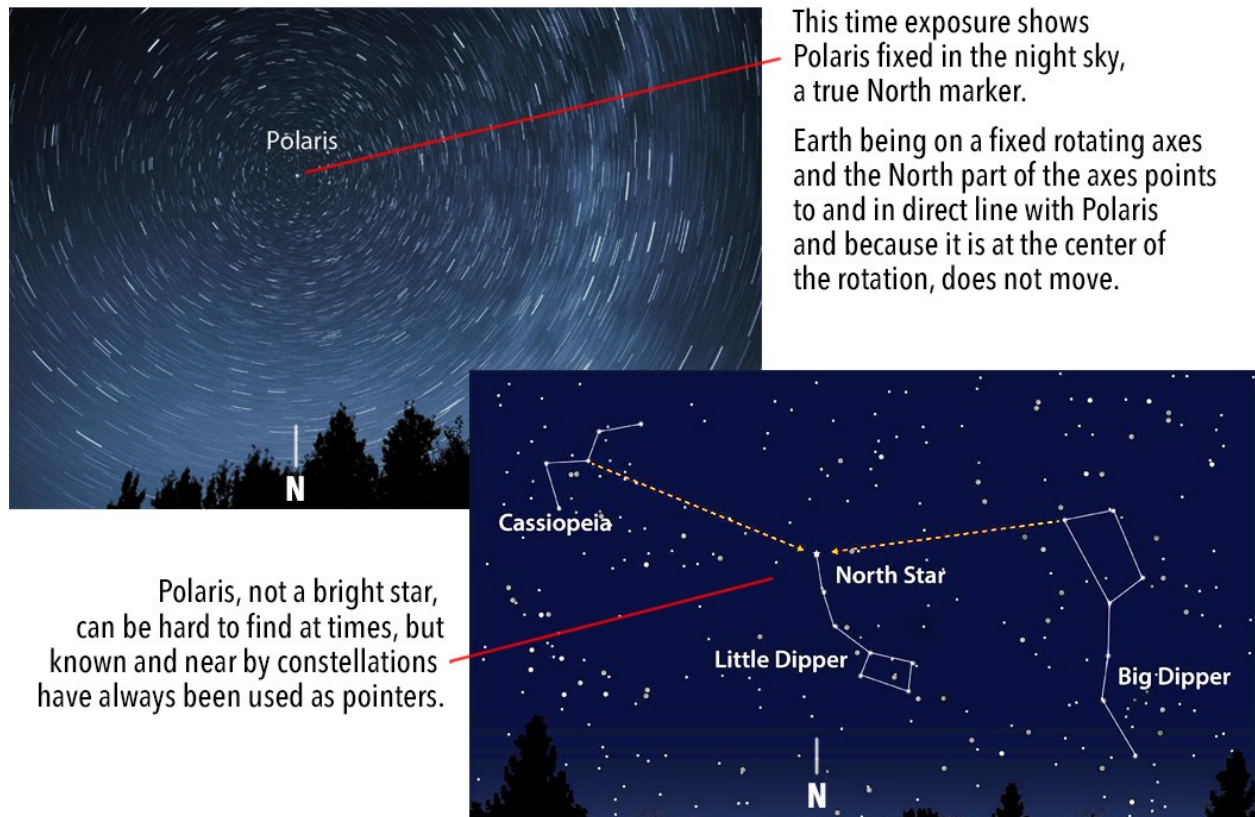
Known landmarks that line up with the Sun for direction on a sunny day can still be used on an overcast one. For instance, if from one's position the Sun sets true west between two known mountain peaks, then from that same position on an overcast day, true west is still between the same two known mountain peaks. Visual awareness!

Getting a little ahead of things, but this should be noted: later when I explain about using a topographic map for navigation, a good understanding of the real sunlight's 3D effect on the Earth's surface and the cast shadows it creates will help with understanding how using a topographic representation map of that surface can help guide one through the real landscape and arrive at their destination.

Night Lights

If you went out in your backyard or out on a country farm field after sunset and watched the heavens fill with stars and maybe the rising moon, you would be witnessing the other lights, our night time guides. If you stood out all night, you would notice how all the stars revolved clockwise around one star - the faint North Star called Polaris. See Figure D.

Fig. D Polaris, the North Star



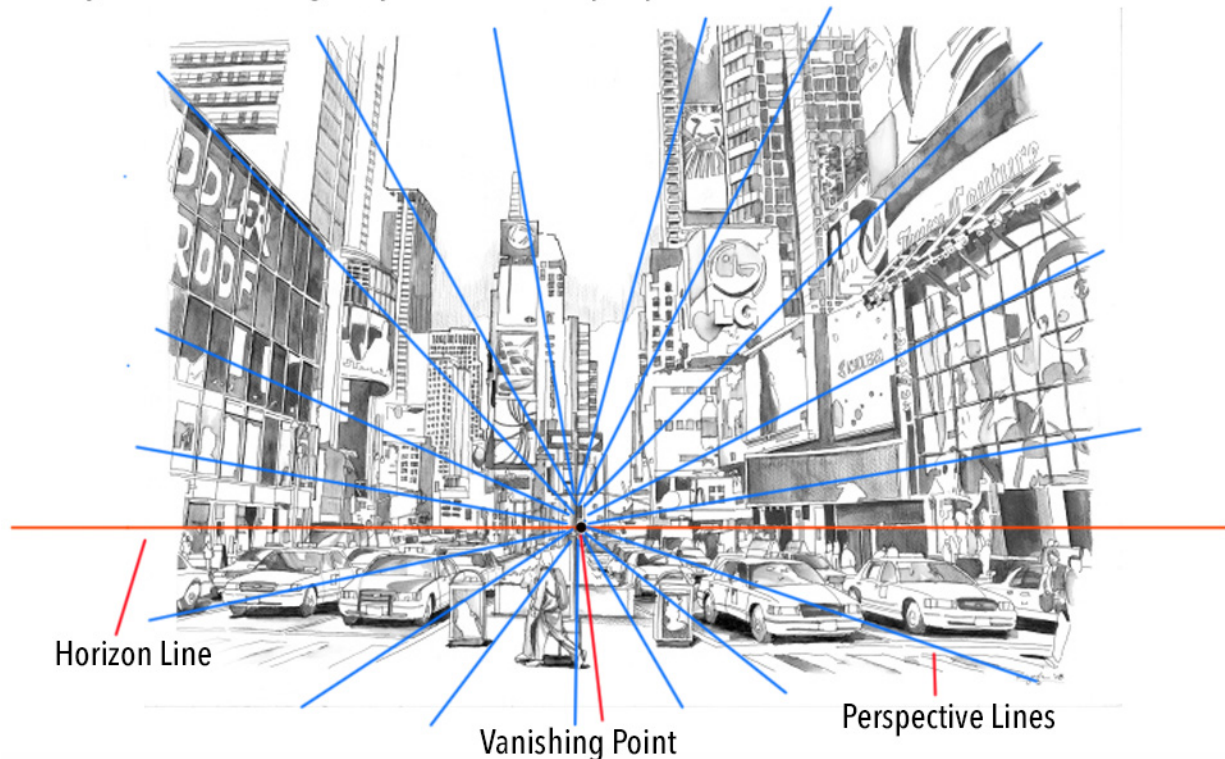
Polaris was given this name by the ancient navigators because it seemed to be fixed at north in the night sky. We know today that the Earth is on a fixed north pole to south pole axis of rotation and that the north part of the axis points to and in direct line with the star Polaris many light years away (the distance light travels in a year). Because it is at the center of rotation, Polaris does not move. Polaris is not a bright star and can be hard to find at times, but some of the nearby groups of stars called constellations have always been used as pointers to it. My before mentioned Army AC scout/recon platoon always used the known stars and constellations for direction on clear nights. It was much better than trying to read a compass in the dark!

The heavens are full of other stars, constellations, and bright planets that can be used for direction, but for the navigators, the path finders, the Sun and Polaris are the true guiding lights in the heavens.

Two: Many years ago when I was young and in art school, we were taught that to draw or illustrate anything realistic we needed to understand perspective, the 3D dimensional effect that depth has on height and width. A very plotted visual graphic of how we perceive form visually was applied to drawing everything from buildings to figures. See Figure E.

Fig. E Perspective Drawing

Plotting the graphic 3D dimensional effect that depth has on height and width, how we perceive form visually was applied to all realistic drawings. We located the vanishing point on the horizon, mostly the farthest thing away and all lines in perspective would run to or radiate from.



We learned that to be in perspective, every view had a horizon line and that line was always considered at one's eye level - always! On that line were vanishing points that all lines in that perspective would run to or radiate out from. You could have more than one, say a two-point perspective. With both of them, the farthest thing away in the drawing was at or near that vanishing point and the closer objects filled most of the drawing.

After studying and drawing in perspective, I started to look at everything that way. Walking down a street, one that I had just drawn in perspective, I would project lines down to a vanishing point in my head. The more I did this, the more I realized that as we move through a landscape, be it down this New York City street towards Times Square or across a farm field to a barn, it is always a perspective in motion. In this visual, this picture, all perspective lines ran from the point I was heading to and all the closer things that were along those lines just kept moving outward, back, and passing out of the frame of view. But the point I was heading to, Times Square, did not move. It just got bigger until it filled my view as I finally got to my destination. See Figure F.

Fig. F Perspective in Motion

How we perceive the landscape we move through visually.

As you move towards your destination you notice the point you're heading to does not move just gets larger, everything closer keeps getting bigger, moving outward, back and passing out of the frame of view, over and over!



What I discovered, or one could say explained was: *How we perceive the thing we move through visually and how over time it becomes an intuitive part of our visual sense of direction.* This is the other big visual guide: *Perspective in Motion.*

Perspective in Motion

Navigation is the calculated and plotted course/path to move from point A to point B through the landscape. point B may be just down a country road or over the horizon thousands of miles away, but the way we perceive that movement visually is the same.

What I call **Perspective in Motion** is how we see the 3D effect of everything we move through. It is seeing all features 360 ° around us constantly moving. It is seeing in perspective and how everything closer is moving towards you, getting bigger, moving out in all directions and filling your view. Then the view passes back behind you and new windows of view start while the point you are heading towards, your point B, does not move, but just gets bigger and bigger. The

visual awareness of this Perspective in Motion and its *Windows of View* is one of the big truths in navigation.

The navigator can use this visual awareness and knowledge of Perspective in Motion when plotting a course and then look for all the visual perspective guides and windows when actually moving along that course. To illustrate this: A farmer plans a very short trip from his barn down a country road. He notes that it will pass a neighbor's home and open fields, then on to his much loved *Great Trees* that he planted as a child. The man's barn is point A. The *Great Trees* are point B. The neighbor's home and open fields are outstanding features along the course that confirm location, distance and time spent. If we showed (visually) what the farmer saw in his Perspective in Motion path, it would look something like Figure G.

Fig. G The Visual Awareness of Perspective in Motion

The Farmer (**A**) look down the road to where he could just barely see the spot (**B**) where his trees grow and noticed it was on the horizon line and everything seem to radiated out from it.



If the farmer took a moment in front of his barn and looked down the road to where he could just barely see the spot where his trees grew, and if he noticed that spot was on the horizon line and that everything seemed to radiate out from it, he would be in tune with the perspective. When he started walking towards his *Great Trees* he noticed that the far away clouds didn't move, but the neighbor's home came into view, got larger, moved by, and passed behind him, as if moving through the Windows of View. The same visual effects happened with the open fields. Along with the moving landscape passing back, he would see his beloved trees just stationary in the view,

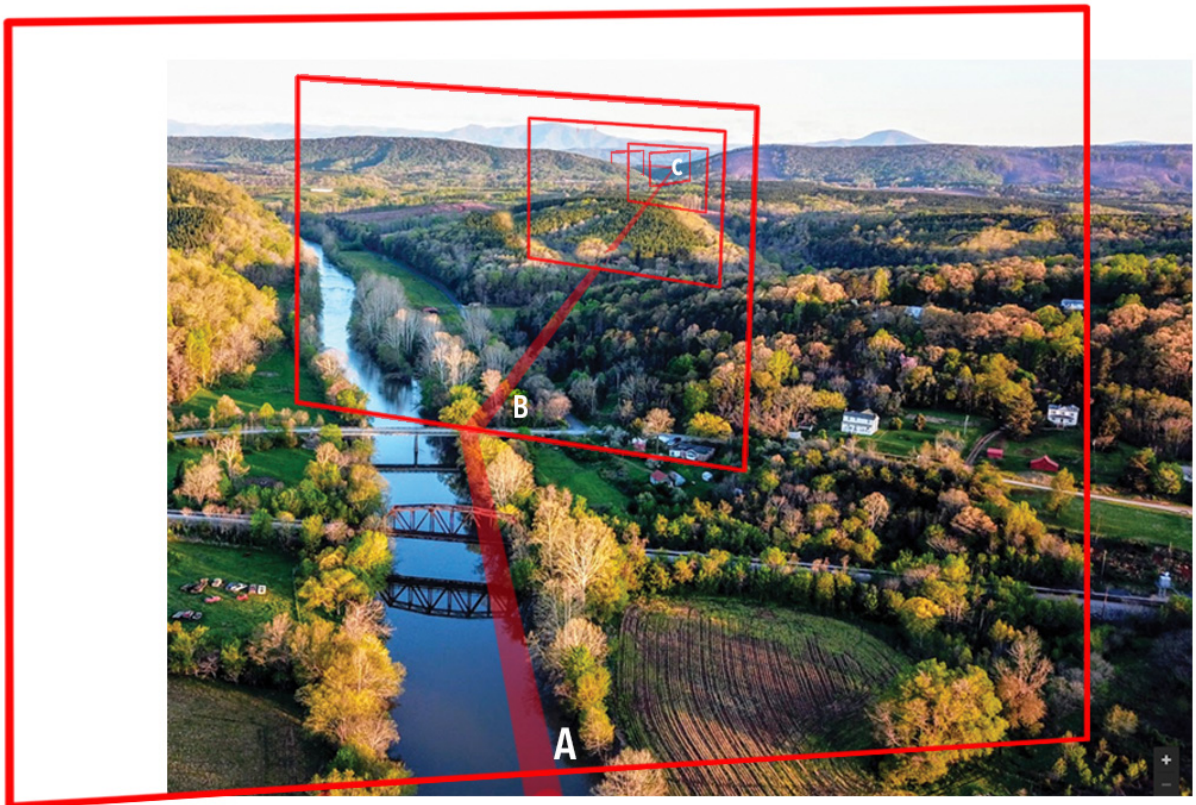
getting bigger and grander by the minute until they filled his field of view. He was experiencing Perspective in Motion, one of the navigator's true and constant visual guides.

If anyone, say any aircraft pilot, had taken a journey of a thousand miles, the visual effect would be the same. Point A to B would be repeated over and over. With each turn, with each new vanishing point on the horizon line the effect would repeat. Passing through each Window of View and noting outstanding features along the course confirms location, distance and time spent. Over and over, from A to B to C...from window to window, Perspective in Motion. See Figure H.

Fig. H Perspective in Motion's Windows of View

One of the navigators and pilots true and constant visual guide is watching the perspective move, passing through each **Window of View** and noting outstanding feature along the course that visually confirms location, distance and time spent.

Over and over, from A to B to C...from window to window, Perspective in Motion



Sharpening One's Senses for Navigation

I found what I have described and illustrated in this and the last newsletter helped the men I was teaching navigation to many years ago in the U.S. Army. It reawakened their awareness and sensitivity to where they were in the world, using all of their senses: sight, smell, hearing, taste and touch. Showing them how their senses could be used in the known landscape of the present equipped them to use them for navigation through an unknown landscape in the future. Hopefully this can do the same for the members of our Club having problems with their sense of direction.

Next: I will explain a simple form of navigation using our senses and visual guides, plus some basic hardware: topographic maps, compass, protractor, airspeed and clock. Back to basics for pilots!

Meeting Minutes

February 2019

Flying Club One Meeting

Wednesday, February 6, 2019
Centreville Regional Library
Centreville, VA

Call to Order

President **Steve Beste** called the short meeting to order at 7:32 PM

12 members present

CONNECTIONS

Visitors and Seldom Seen

New member **Sean Roe** moved here from Arizona, flies a Challenger II CWS, and is working on his instructor's ticket. **Steve Cherry** said he got a fin and rudder kit for a Minimax, but said he won't get much accomplished before the Fall because he is going back to a full time job.

Old Members

The winter weather is keeping most members on the ground, but some have taken a short hop, mud and all. We had a discussion on the hard to find Ethanol-free premium gas. Some members say it can be found at the Warrenton BP on the commercial strip on the north side of town. Not at the main pumps but on the west side of the station at the back, next to the kerosene tank. Also, most liberty stations have Ethanol-free regular gas.

REGULAR REPORTS

Secretary: **Jim Heidish** reported that the January minutes were published in the February Club Newsletter and they were approved as published.

Treasurer: **Jim Birnbaum** reported that our January income was \$105.00, expenses were \$0.00 and check book balance is \$2334.77.

President: **Steve Beste** reported that we will have our March meeting in another location because of a conflict on time and room at the library. All information and directions will be sent out before the meeting.

Membership Director: **Jim Birnbaum** reported that we have 51 members, but 24 have not paid their 2019 dues. Paid up members for this year are listed on the roster with (2019) after their name. We had an update on some of the old members that we haven't seen in some time.

Warrenton Airpark Owner: **Tom Richards** said there are active PPG groups at the Airpark, but most are not members of the Club. He suggested we try to encourage them to join.

Old Business

None

New Business

Jim Birnbaum proposed that we hold our winter/cold weather meetings on Saturday mornings at the Centreville Regional Library. He said more members are able to come on Saturday, especially the members that have to fight the rush hour traffic in the evening. We could even have lunch together at a local restaurant. The members at the meeting liked the idea

and will work on setting up the place and time for November's meeting. More information to come.

MONTHLY PROGRAM

Tom Richards presented a program on *In Flight Emergencies*. He pointed out that no one should be so distracted with any in flight emergencies that they lose control of the aircraft. The most important thing is to keep flying the aircraft and check possible problems after the aircraft is stabilized. In the worst case, fly the plane as far as possible into an off-field landing!

Adjourn

President, Steve Beste adjourned the meeting at 8:50 PM.

Submitted by **Jim Heidish**, *Secretary*

Service Providers

Recap our standing list of service providers:

- **PPG instructor and dealer:** Michael O'Daniel, 540-270-8855
- **Aircraft instructor - CFI:** Pete Bastien, 703-568-5778
- **Trike instructor:** Pat Tyler, 202-746-4687
- **Aircraft instructor - light sport and seaplane:** Chuck Tippet, 540-905-5091
- **Ultralight (Part 103) instruction:** Tom Richards' Grass Roots Flyers, 703-568-3607
- **Machinist:** Luther Taylor, 540-222-3927
- **Welder:** Luther Taylor, 540-222-3927
- **A&P mechanic/IA (not at Airpark):** JD Ingram, 513-388-6312
- **Light Sport Condition Inspections, Rotax Certified:** Tim Loehrke, 703-618-4005
- **Gyroplane Instructor:** Frank Noe, frankcanfly@yahoo.com

Activities

Flying Club 1 Activities Schedule

Designated Club meetings will be held the first Thursday of each month in the Centreville Regional Library, 14200 St. Germain Drive, Centreville, VA, at 7:30 PM. Others will be held at 11:00 AM at the Warrenton Airpark as shown in the 2019 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

Date	Activity	Location
Thu, March 7th, 7:30 pm	Conversation, club business meeting and program (You've landed out. Now what?)	TBD
Sat, April 13th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, May 11th	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, June 8th, 8:00 am	Poker Run	Airpark
Sat, June 8th, 11:00 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, July 13th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, August 10th, 11 am	Memorial table, monthly meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, September 14th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, October 12th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, Oct/Nov TBD	Club 1 Color Run Fly-out	Airpark
Thu, November 7th 7:30 pm	Conversation, club business meeting and program	Centreville Regional Library
Sat, December 7th, 5 pm - 8 pm	Monthly meeting and Holiday Party	Airpark Club House

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.

Owner/Builder of Fisher Celebrity (biplane)

Looking for a Co-Owner

All wood construction, Grove one-piece spring-aluminum main gear

Powered by Rotec R2800, 7-cylinder radial engine, 100 horsepower

A tandem 2-place open cockpit biplane, cruises ~80 MPH

Qualifies as light sport

Construction site & hangar, Warrenton Airpark (7VG0)

Project is ~80% complete

Project includes Grove Gear, Rotec R2800, Instruments, Flying Wires and all other major components. Total value ~\$35,000

A current co-owner is offering his half of this beautiful project

(Entire aircraft sale – may be considered)

Call for additional info or to make an appointment to see this beautiful Taildragger!

Gil Coshland - (703) 618-3422

Asking \$17,500 for his co-ownership

Jim T. Hill - (703) 659-8336 (Co-owner)

Weight-Shift Enthusiasts - Your prayers have been answered! A very nice up-scale trike at an affordable price...

Specifications: NorthWing Navaho (strut braced - no king-post), 2-seat Tandem

Engine: Rotax 582 blue head with C- Gear-Box and just under 300 hours total time (never overhauled)

Well-maintained - dacron fabric and everything else looks brand new.

Many extras including Radio, GPS, Landing Lights, wheel pants, hydraulic disc brake system, wide tires, 3-blade IvoProp, 2017 Virginia License, 1,050-lb BRS parachute for safety and extra parts.

Photo below was taken at Shannon Airport. This Trike is owned by Kiho Bae, and has recently moved to Warrenton Airpark. Kiho Has asked me to advertise this at an asking price of \$18,500. Incidentally, Kiho is an experienced pilot who flew C-46 Commanders in the Korean Air Force, and now flies a Robinson R-44 Helicopter and single-engine fixed-wing as well as weight-shift aircraft. He would be happy to take you for a demonstration ride. Kiho is willing to fly it to your location.



Special Price \$18,500

Call Tom Richards (703) 568-3607 or Kiho at (703) 314-6262

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 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 Birmbaum
Flying Club 1
Membership Director, Treasurer

MEMBERSHIP APPLICATION



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.

2019 CLUB OFFICERS AND DIRECTORS

President: Steve Beste 703-321-9110

Vice President: Allen Whatley 571-235-6978

Secretary: Jim Heidish 703-524-5265

Treasurer: Jim Birnbaum 703-361-7478

Director At Large: Pete Bastien 703-568-5778

Director At Large: Tim Loehrke 703-318-7896

Director At Large: Lucy Ooi 585-410-5573

2019 CLUB VOLUNTEER STAFF

Safety & Training: Tom Richards 703-568-3607

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 mem-

ber 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