



Volume 20 – 01

www.FlyingClub1.org

January 2020



The Privileged View

Steve Beste, President

PPG trike news! We've all seen foot-launched PPGs, but PPG *trikes* interest me more. I'm 73 years old. There's no way I'm going to be running down a field with 55 pounds on my back. But getting trained – or even getting a demo flight – or heck, even finding a PPG trike to *sit* in – has been a problem. Until now. Club 1 members **Mark Barron** and **Patrick Tisdale** are solving both problems for us.

First off, **Mark Barron** will soon be able to give demo flights in a tandem trike PPG trike. If you don't know him, you'll remember him from last month's newsletter and from his amazing [360°video](#) of a PPG flight. But now he wants to share the sport live, not just on YouTube. So last month, he spent five days in Florida at [One Up Adventures](#) equipping himself to give instruction in a tandem rig like the one here. He's looking at buying a tandem rig, either by himself or with the AirDogs, his flying buddies. He hopes to be giving demo training flights by June.



Tandem PPG trike

To do that, he has to overcome several hurdles. The first, obviously, is to get a tandem trike along with a wing big enough to lift two people. He's working on that. Second, he has to get [an exemption from the FAA](#) to fly a tandem rig. PPGs all fly under Part 103 as ultralight vehicles, which of course means single-seat only. But the FAA recognizes the need for training in 2-seat vehicles. So it delegates to the [ASC](#) the right to give exemptions to people who have been trained to fly two-seat PPG trikes. That's the exemption letter that Mark got in Florida last month, following five days of training.

These 2-Seat Ultralights: Haven't we been here before?

Yes we have.

1. In 1982, the FAA produced Part 103, which created ultralights – all single-seat.
2. Later, they recognized the need for two-seat trainers.
3. So they allowed two-seat ultralights “for training only” through the ASC, USUA, and USHPA.
4. Then things got out of hand. Everyone declared themselves to be an instructor, bought 2-seat machines, and just flew with passengers.
5. The FAA shut all that down with Sport Pilot in 2007. All powered two-seat ultralights had to get registered as Experimental-LSA.
6. But the need for training didn't go away.
7. So we once again have an exemption system.

With the gear and the exemption letter, Mark will be able to give demo flights.

Being a full-service instructor, however, will take more, starting with an endorsement from the U.S. Powered Paragliding Association, the USPPA. Mind you, this is not a *legal* requirement. Even I could hang out my shingle as a PPG instructor today if I wanted – me knowing nothing about PPGs. But to teach credibly requires the USPPA endorsement. That will require more flying hours and some specific training. (See the requirements [here](#).) Mark is working on those, but that will take longer than June. No matter. If all goes well, I'll be able to send newbies to him by June for that all-important first demo flight.

Why a Trike? If you like PPGs, what are the pros and cons of mounting your motor on a trike instead of on your back?

- Pro: You don't have to run across a field with 55 pounds of spinning propeller on your back. For me, that clinches the case right there.
- Pro: You can use a heavier motor, hence a full tank of gas and perhaps electric start.



Patrick Tisdale's Vertigo PPG trike at the Airpark

- Con: The cost of the trike. Figure \$3,000 - \$5,000.
- Con: Slightly fussier take-off. You must line everything up into the wind on take-off, where a foot-launcher can adjust a bit more if the wind direction shifts.
- Con: A slightly longer field is required.
- Con: Transportability. One of the advantages of PPGs is their transportability. The trike may not fit in or on your vehicle. That said, some trikes can be folded up. Here is **Patrick Tisdale's** Vertigo PPG trike folded up – not showing the wheels and gas tank.



Folded Vertigo PPG trike. See it being folded in this [demonstration video](#)

Why Not a PPC? That tandem PPG trike above looks an awful lot like a PPC – a Powered Parachute – like the one pictured below. What's the difference?



- The PPC is much heavier than the PPG trike. And more expensive.
- It being a two-seat aircraft, you'll need a Sport Pilot license from the FAA to fly the PPC.
- But you can legally take a passenger in the PPC, not just a student.

For a comparison of PPCs vs. PPG trikes, see [this summary online](#).

Next Steps for Newbies. OK, let's say you're a newbie and you think that a PPG trike might be for you. What do you do?

1. **Get a demo flight.** This is where Mark will be our go-to guy, I'm hoping. This demo flight is so important. A few years ago I was contacted by a newbie who passionately wanted to fly. He had just retired and now had the time and money to pursue flying, so he couldn't wait. I sent him to an instructor for a demo flight, and he got airsick. Oops! *That* wasn't in the plan! Next day, Dramamine, the wrist patches, the works. Aairsick again on a flat calm day. Same thing that evening. So he gave up his dream. In a way, he was lucky. He hadn't bought any gear, and he hadn't committed to an expensive training course. Similarly, I once took an experienced airplane pilot up in my trike. He freaked. He couldn't stand being so un-enclosed. My lawn chair in the sky was not for him. So a demo flight is the critical first step for newbies.
2. **Find an instructor.** For PPG trikes, that means at the very least, someone with a tandem trike and the USPPA certification. I don't know of anyone locally, so you're going to have to travel to a school out of the area. Both Mark and Patrick Tisdale recommend [Aviator PPG](#) in Florida or one of their affiliates. Their particular advantages are:
 - They have a serious curriculum that includes ground school, weather, aeromedical, airspace, and so on – not just flying.

- They supply all the equipment, including for solo. Some instructors make you buy your own equipment first. You can't use their gear.
- There's no commitment to buying the gear they sell. Some schools require that.
- They teach in groups. You come for a course on specific dates and learn with a class of other students. Patrick found this particularly useful. And fun.



Mark Barron (back seat) training in a tandem PPG trike at One Up Adventures

The terms at Aviator PPG:

- \$3,640 for the course. Room, board, and travel are on you.
- You must attend for the 14 days of the course. They find that this is what it takes to get enough flights for a PPG2 rating given weather variability. However, after the first week the middle of each day will be free. If your job lets you work remotely, you could work part time then.
- You must weigh less than 250 lb.
- You end up with a [PPG2](#) rating the USPPA, the minimum level to fly on your own without supervision. (Again, the USPPA rating is not a legal requirement. You can fly without it. But many flying venues require it.)

Once you're trained and have your gear, you can probably keep it at the Airpark in a shipping container the way Patrick does. Or perhaps you could keep it in a container at the farm field in Remington that the AirDogs use.

But don't just think locally. Part of the fun of PPGs is exploring new locations. Because they're so portable, that's easily done. Indeed, One Up Adventures in Florida is advertising group trips to Costa Rica and Italy, though I presume those are for foot-launch PPGs only. In addition, there are lots of PPG gatherings here in the States. Connect with the other PPG folks and start exploring!



Patrick Tisdale flying a Vertigo PPG trike

Fly safely,
Steve



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, Jan 18 / 9-11AM	AOPA Rusty Pilots Seminar at Chesapeake Sport Pilot	Bay Bridge Airport (W29)	71 NM
Sat, Jan 25 / 10AM-12PM	FAA Safety Seminar: Aircraft Performance and In Flight Emergencies	Williamsburg-Jamestown Airport (KJGG)	99 NM
Sat, Jan 25 / 8-10:30AM	EAA Chapter 339 and Forgotten Heroes Foundation Fly-in pancake breakfast	Hampton Roads Executive Airport (KPVG)	129 NM
Sat, Feb 1 / 7AM-12PM	SFQ Fly-In Social	Suffolk Executive Airport (KSFQ)	131 NM
Sat, Feb 8 / 9AM-3PM	Rusty Pilots Seminar and WINGS Presentation	St. Mary's County Regional Airport (2W6)	62 NM

Fly-out Destination: Martinsburg (KMRB)

By Lucy Ooi

Monday, December 23rd was a perfect day for flying: calm, clear and most importantly, a vacation day for me. It was a day that Allen and I just had to fly somewhere. Our thoughts initially went to one of our staples, Cumberland (CBE) with the Hummingbird Cafe right on the field. Checking their website in advance, we saw that they are closed on Mondays. Though initially disappointed, this led us to try a new place we hadn't been to before: Martinsburg. This would be our first visit to the airport because we (and I'm guessing many of you do this too) avoided it due to the control tower. Spoiler alert: Don't! The guy in the tower was patient and friendly.



We departed Warrenton (HWY) in the early afternoon and headed north in the glassy air. Even flying over the ridges there was hardly a bump. With the GPS showing a flight time of under 30 minutes, we diverted to the west to lengthen the incredibly delightful flight. Still, all too soon, we were checking weather and calling the tower at Martinsburg.

The Martinsburg airport is shared use, with a large West Virginia Air National Guard presence on the ramp. That means there are some really cool, really big airplanes (C-17 Globemasters) to see there. That also means that they have a really big runway – 8,815 by 150 feet! Almost wide enough to use the width of the runway instead of the length in a strong crosswind!



The Martinsburg tower and National Guard C-17s

Now to what I'm sure has caused most of us to avoid this airport: the control tower. Yes, the airport has a tower. No, they are not difficult to talk to. The most important thing to remember is that the controllers are just humans too. Not rigid, unrelenting machines. We called them up and told them we were headed for the restaurant. After touchdown, they directed us to the brick terminal building in which the restaurant is housed. Hint: turn away from all the National Guard planes. The restaurant is on the other side of the runway.

The terminal building is very nice, and set up like a museum with display cases and informational plaques spread throughout. It is definitely worth a look! If you happen to catch the airport manager there, he is friendly and enjoys chatting with visiting pilots! Look for his office on the first floor.



Terminal interior: passenger waiting area and displays



Terminal interior: hallway displays



View across the runway from the restaurant

The restaurant, called the Crosswinds Cafe, is located on the second floor and has a great view of the runway and ramp area. The service was excellent, as was the food. Bring a designated (airplane) driver and enjoy the full bar! The menu featured a number of interesting appetizers, as well as salads, sandwiches and deserts. The owner has a restaurant located in town as well, but is looking to consolidate into the airport location, and so will be expanding the menu as this is done.



Frank Noe, Kurt Mohr, Lucy Ooi and Allen Whatley in the Crosswinds Cafe



Our dining companions' rides as seen from the restaurant

We also had great company for our meal. In the chance meeting of the decade (or at least the past couple of weeks) when we were entering downwind, the tower warned us about a gyro in the pattern. This warning was very welcome as I couldn't see it, so the tower made sure to keep us well separated. The voice of the traffic in front of us sounded familiar. When we landed and pulled up to the restaurant, sure enough, it was THE Frank Noe (as seen in AOPA Pilot magazine). He was meeting Kurt Mohr there. Aviation sure is a small, but friendly world!



Kurt Mohr, Allen Whatley, Lucy Ooi and Frank Noe

Meeting Minutes

December 2019

Flying Club One Meeting

Saturday, December 7, 2019, 5:00pm

Tom Richards' house

Warrenton Airpark

15 members and guests present

Call to order – 6:45pm

- Tom Richards once again welcomed us to his house at the Airpark for our annual holiday party. After dinner we held a short business meeting.

News

- **Aircraft Arrival.** For the second year in a row, someone showed up during the party with an aircraft looking for space at the Airpark. Last year it was Sean Roe arriving from Arizona with his Challenger. This time it was former member Jay Aceto bringing his PPC. This is becoming a tradition.
- **Jay Aceto** arrived with a friend, his PPC, and bad news. His parents died last summer; he and former newsletter editor Autumn Aceto divorced last fall; and his only daughter Sierra, 23, died in a car crash last fall. Long-time members will remember them all. This was Sierra in 2010.
- **Pete Bastien** sent word that he was in the Inova Loudoun Hospital and had been for a week. He suddenly got pneumonia which got infected. Emergency room, ICU for several days, and now the progressive care unit. He is on the mend.
- **Jim Heidish** sent word that he had a cold. In the best tradition of volunteer organizations, we elected him Secretary in his absence.
- **Sky divers.** Tom Richards reported that although the sky divers are gone, their contract does permit them to land at the Airpark a few days during the year. This would be both the divers themselves and the jump plane.



Routine Business

- **Election.** Steve Beste and Jim Heidish were re-elected for two-year terms as president and secretary, respectively.
- **Thanks.** Attendees gave a round of applause for the people who had done the most to support the club this year – Lucy Ooi, Jim Birnbaum, Jim Heidish, and Tom Richards.

Program

- Holiday party.

Old Business – None

New Business – None

Adjournment – 7:05

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

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
- **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

Club meetings will be held on the second Saturday of every month. Warm weather meetings from April through October will be held at the Warrenton Airpark. Please see the schedule below for the location of other meetings and information on events. Changes in time or location will be posted in this newsletter and on the Club website.

Date	Activity	Location
Sat, January 11th, 11 am	Conversation, club business meeting and program: what are your personal limits for wind, cold, clouds, over-water, etc?	Centreville Regional Library
Sat, February 8th, 11 am	Conversation, club business meeting and program	Centreville Regional Library
Sat, March 14th, 11 am	Conversation, club business meeting and program	Manassas Central Library
Sat, April 11th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, May 9th	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, June 13th, 8:00 am	Poker Run	Airpark
Sat, June 13th, 11:00 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, July 11th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, August 8th, 11 am	Memorial table, monthly meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, September 12th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, October 10th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, Oct/Nov TBD	Club 1 Color Run Fly-out	Airpark
Sat, November 14th, 11 am	Conversation, club business meeting and program	Centreville Regional Library
Sat, December 5th, 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.

2012 XENOS MOTOR GLIDER \$33,500 •RARE AIRCRAFT FOR SALE •The Xenos (Sonex, spelled backward) can either be flown as 39' 4" wingspan Experimental Light Sport Aircraft (ESLA) that requires a Sport Pilot's license, or it can be flown with (included) wingtip extensions as a 48-foot span glider by pilots that hold a Glider Rating with Self-launch endorsement. Thus it can be flown as a powered aircraft, or a self-launched glider that soars with the engine not running or can motor-soar over great distances with incredible fuel economy. Powered by the 4-cylinder, 80 HP Aero-Vee engine and has 16-gal fuel capacity, allowing for a minimum of 4 hours engine-running time. Price INCLUDES new propeller valued at \$1232. Unpowered min sink rate 200 fpm, max L/D = 24 @ 55 MPH, EIS:MGL-EXeme w/GPS and engine monitor, Radio: MG V10 transponder with intercom, Variometer: Tasman V-2000 display and audio output - N922PL ser. No. X0036 - located at Warrenton Airpark (7VG0) in Northern Virginia. •Contact Tom Richards, Friend of Owner •Telephone: 703-568-3607•



'46 Taylorcraft for ½ interest sale. LIGHT SPORT. TT airframe 1225 hr. Good fabric and clear glass. 12 gal main and two 6 gal wing tanks.

Cruise at 95 burning 4 gph. Sensenich wood prop balanced with 350 hr. 65 hp Continental with 587 hr.

Rebuilt Mags and new harness with less than 75 hr.

Fresh annual and all ADs complied with.

Hangared at Warrenton Airpark.

\$7,000 for ½ interest or \$14,000 for all.

Contact Bill Sullivan at 540-422-9175 or wpsullivan99@gmail.com

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)

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. 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.

2020 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

2020 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