



Volume 20 – 04

www.FlyingClub1.org

April 2020



The Privileged View

Steve Beste, President

Meetings. By now you've heard from every company that has your email address, even that hotel in Florida where you stayed once three years ago and will never see again. They're all telling you what they're doing about COVID-19. So let me pile on. For Flying Club 1 it's pretty simple. The April meeting is canceled, and we'll see where things stand when May arrives. And June. And July...

In the meantime, instead of telling your stories at the meetings, tell them to Lucy Ooi for the newsletter. J.J. Campbell did just that, and I know you'll enjoy his story in this issue.

Go flying. When I first wrote this in late March, I urged us all to go flying. 800 feet AGL is plenty of distance and the view is better than from inside your bedroom. Just be extra careful. This is not a good time to have an accident that puts you in the hospital. Or, you could go clean out your hangar and do the annual inspection of your aircraft. I had myself gone flying in mid-March, practicing all the stuff I'm rusty on after the winter – stalls, slow flight, simulated landing out, and so on. No one was at the airport, so I then did my spring cleaning in the hangar. Here it is, freshly mopped, shining, and ready for the new season which I hope we will still have.

But that was then. On March 30th, the governor directed us all to pretty much stay at home. My reading of his [executive order](#) says that flying is out. Read J.J. Campbell's story and dream.



Michael O'Daniel remembrance. For reasons I don't understand, the memorial pages on our website are among our most popular. Fortunately, it's been ten years since we added a name. But this month I added Michael O'Daniel. Surprisingly, there are no obituaries of him on the internet. But with the help of his friends, pictures I had, and his own website, I pulled together a [remembrance](#).

Don't fly, safely,

Steve



Fight Cabin Fever!

Due to recent events (i.e. COVID-19) in lieu of a list of fly-ins to go to this month, here are some alternate suggestions.

Learn!

Many aviation organizations and the FAA itself offer free online courses. Now is a great time to do some of these, and some insurance providers even offer a discount for completing these! There are also many other instructional materials out there, including videos, podcasts, webinars and even fun quizzes to test your knowledge!

- FAA Wings (online courses): https://www.faa.gov/wings/pub/learn_more.aspx
- AOPA Air Safety Institute (online courses, videos, podcasts, and educational quizzes): <https://www.aopa.org/training-and-safety/air-safety-institute>
- EAA Webinars (both live and archived): <https://www.eaa.org/eaanews-and-publications/eaawebinars>
- EAA Inspire (articles, videos, podcasts): <http://inspire.eaa.org/>

Get involved in your aircraft's type club!

Now is a great time to do some remote hangar flying through the internet. Find your aircraft's type club and link up with some fellow aviators who just might have the answer to your aircraft-specific question. EAA has a type club coalition which lists several type clubs (<https://www.eaa.org/eaaviation-interests/type-club-coalition/type-club-coalition-members>) but a google search may turn up many others. There are also several Facebook groups that are geared towards specific aircraft. These can also be a valuable resource.

YouTube

I know this is already a favorite of some club members, but aviation videos are plentiful on YouTube. Some favorites are:

- Dewey Davenport (airline pilot and barnstormer): <https://www.youtube.com/user/onedgerc/featured>
- Peter Sripol (among other things scratch built an electric ultralight from Lowe's and brought it to Oshkosh): https://www.youtube.com/channel/UC7yF9tV4xWEMZkel7q8La_w
- Trent Palmer (adventure pilot): <https://www.youtube.com/user/boredentertainment88>
- Mike Patey (of Draco fame): <https://www.youtube.com/channel/UCSvdee86uThqIrloZjWwNVg>

Dream

Personally, I enjoy perusing <https://www.barnstormers.com>. Hey, we can all use something to work towards. Or just fantasize about. And sometimes you learn about some strange and/or rare aircraft types from browsing!

A bit of humor from President Steve Beste

Marry someone who says
things like

-I'm proud of you.

-You can do it, baby.

-I can't believe you're mine.

-I don't know where this extra airplane
came from, but it looks amazing next to
the other ones and I think we need a
bigger hangar.

A Septuagenarian's Dream

By JJ Campbell

When I was young, I'd often dream of being able to fly like my comic book heroes; and would spend countless hours devouring comic books at the local store because I didn't have any money to buy them. Little did I know, flying and its fiscal challenges would follow me for 60+ years. After my wife and I retired at 62 in 2007, we talked about me taking flying lessons, but after I did some research on the cost, bearing in mind that she was terrified of even flying commercial, I decided it was too expensive for something that we could not share.

When my wife passed away in 2017, friends told me, "You need to find something new and exciting to do to reinvigorate your enjoyment in life." I would smile and nod while my mind said, "Good advice but easier said than done."

Then one day a couple of months later, while out walking the dog, out of the blue, I was struck by the idea that now was the perfect time to take flying lessons.

In November of 2017, I started taking Sport Pilot lessons at Leesburg Executive Airport (JYO), but winter weather and the lack of usable payload in their Skycatcher C162 proved to be an impediment.

I found a promising school in Apopka, Florida (X04) and scheduled training for January 2018. I left for my two weeks training convinced that I'd have my Sport Pilot license when I returned home. Oh, the naivete of my younger self.

On my third day of training, the CFI and the school manager sat me down. They told me that although they'd love to have my money, without having cataract surgery, I was wasting my time and money.

Unwilling to be daunted, I called Kaiser in Falls Church from Florida that day and got the ball rolling to have cataract surgery done posthaste. After the pre-screening a couple of weeks later, I was quite distressed to discover that there was a six-month backlog for the surgical procedure. The ophthalmologist was surprisingly enthusiastic about my urgency to take flying lessons and instructed his scheduler to put me on the cancellation waiting list. The scheduler thought the whole flying thing was too cool and she promised to do her best.

True to her word, she called me in less than a week to check if I was available the following week for surgery. Indeed I was!

I had my new eyes! By now it was spring so there was no need to go back to Florida. I had discovered Chesapeake Sport Pilot (CSP) located at the Bay Bridge Airport (W29) on Kent Island in Maryland, a scant 75-minute commute from my home near the Pentagon. CSP had the added benefit of having a couple of Tecnam P92 Eaglets, the very same plane I used in Apopka. The Eaglets have a very high usable payload, are almost impossible to stall and are widely-acclaimed as an all-around excellent trainer. Things were looking up.



Very early in my training at CSP, we had a tire that looked iffy. We took it to the maintenance hangar to have one of the mechanics look at the tire. This maintenance hangar was also where AutoGyroUSA assembled their gyroplanes. It was love at first sight! There was just something about the gyros that appealed to me.

Very soon after I saw my first gyroplane, and after taking demo rides in three different types of gyros, I told my CFI that I wanted to do my primary training in a gyroplane rather than a fixed-wing. She suggested a person that I should talk to who was not only a CFI for gyroplanes and fixed-wing but was also a DPE-S for gyroplanes. When I spoke to him, he told me that since there were no gyroplanes for rent, I would not be able to solo in one which would preclude me from getting certified in a gyro unless I purchased one first. He also explained how the add-on endorsement for gyroplanes worked.

I had a new goal – continue working on my fixed-wing certification and when complete, move on to gyroplane transition training. I was enamored by the Builder-Assist program where you build an E-AB aircraft with factory supervision, and help, while also qualifying for a Repairman's Certificate for your gyro.

I had worked my way through college as a service technician for Sears and had been without the opportunity to “turn a wrench” in many years. This was exciting stuff!

I was full-steam-ahead with my fixed-wing training plan. My CFI warned me primarily students over 60 took considerably longer to achieve certification, and those over 70 took longer yet – with many never achieving their goal.

True to her prediction, I struggled with consistency. I excelled at the book knowledge and was diligent in doing all homework assignments. However, I struggled with the physical aspects of flying. Also, being easily distracted and forgetting that the number one priority is always **aviate** took a long time for me to internalize.



Finally, on January 21, 2020, after 26 months and 350 hours, I was a pilot (but, who's counting?!)

I was finally ready to start my gyroplane training. Based on my three demo rides, I knew I preferred the tandem gyro configuration over the side-by-side. AutoGyroUSA did not have any tandem gyros with a canopy available for training, and it was far too cold at the Bay Bridge Airport to take lessons in an open-air gyro. Also, based on my research, I felt that Silverlight Aviation's American Ranger 1 (AR-1) was a better aircraft.

Silverlight is located in Florida at the Zephyrhills Municipal Airport (ZPH). A winter flying vacation in Florida sounded good to me. I scheduled two weeks of gyro training for early February 2020. This is a photo of my first day of training. Eighty degrees and sunny – in February!



Training went well, I was soon landing unassisted from the backseat. I loved landing the gyro, the things you can do are amazing. However, taxiing and takeoffs were not as much fun. I could see why the insurance rates were so high.

It is painfully easy to do a tail strike while taxiing and taking a turn at anything more than a snail's pace can lead to a rollover. I also found the gyro to be difficult to get in and out of especially for the backseat passenger. This might have more to do with being 74 than an issue with the gyro. In general, to me, the gyro felt cramped and uncomfortable. It was also slow. I don't want a speed demon but the cruise speed we used in the gyro during training was 60 MPH. I asked why they used MPH gauges in the gyro instead of knots and the answer was "People like to see bigger numbers."

Before leaving for Florida, I received quotes from my insurance broker for liability and hull coverage for equal value fixed-wing as well as gyro. The difference was astonishing. The gyro would be almost \$6k a year and the fixed-wing less than \$2k. I knew full coverage on the gyro insurance was not sustainable for me. I had been seriously considering getting liability plus hull coverage for the first year and dropping the hull coverage thereafter. This made me uncomfortable. I could have lived with this level of discomfort had I remained smitten by the gyro experience. After thinking everything over, I decided that I would much prefer to purchase a used fixed-wing. I bid adieu to all the fine folks at Zephyrhills and headed home.

I wanted to stick with a Rotax 912 ULS. My only other criteria were (agreed upon with my CFI at CSP) that whatever plane I was looking at was appropriate for my experience and that there was support, maintenance and parts available. I had no experience with low-wing or castering nose wheels, so something like that would be a stretch. I decided it was best to stick with high-wing and toe brakes.

My CFI sent me some ads from Barnstormers and Trade-A-Plane. There were two Tecnam P92 Eaglets which both looked very promising. However, one was in California and I didn't think I had enough experience to fly a new (to me) airplane three thousand miles cross country. The other plane, in Beaufort, South Carolina, was the same plane I'd completed my primary training in!

Early March, I took a rental car on a road trip to South Carolina. I knew it would be raining when I got there but I figured it was better to wait it out there than sit at home. Little did I know that it would rain non-stop for two days, followed by two days of direct crosswinds of 15G25. I spent my time in the hanger going over the logbooks and avionics documentation.

Once the rain stopped, I pulled the plane out of the hanger, started it, and began experimenting with the glass panel. Most of my primary training was on steam gauges. Therefore, I wanted to make sure I was comfortable with the glass panel in the event of me flying the plane home.



I was confident early on that I wanted to purchase the plane, but I wanted a test flight first. Finally, on the fourth day the winds had settled down to a mere 15G20 with a low ceiling. The ceiling was too low for me as a Sport Pilot even for pattern work. However, the owner was instrument rated. So, up we went with him as PIC. I was satisfied and we closed the deal.

The next day was beautiful and I was on my way to Bay Bridge to leave the plane to have ADS-B Out installed (it already had In) as well as some other maintenance that needed to be done or was coming due in the next couple of months. It was Sunday so no one would be working at Bay Bridge. I stopped at Hanover Municipal Airport (OFP) outside Richmond to spend the night with my in-laws.

The next day, I was on my way to Bay Bridge (W29). I planned to land at Easton (ESN) to use their computers in the Pilot's Lounge to file for a waiver to enter the Mode C Veil. Everything I read said that you had request the waiver on the ground - no in-flight requests considered. I had used Flight Following the whole trip and I figured, what the heck, ask the nice ATC man if I could skip landing at ESN and go straight to W29. Much to my delight, he said "As long as you have Mode C and you don't enter the SFRA, it is OK for you to go directly to W29." A short while later I finished my 500 nautical mile journey in N693JP. She proven herself to be both fun and reliable, and once the maintenance is complete I will bring her to her new home at Leesburg (JYO).



I'm looking forward to many great adventures. I have both the Virginia and Maryland Aviation Ambassador Passports. It's good to have goals!

Flying helped me get through a difficult time and has indeed given me a new zest for life!

The minutes from the January directors' meeting are published here with an apology to the membership as I forgot to include them in last month's newsletter.

Directors' Meeting Minutes

Flying Club One – January 2020

Saturday, February 8, 2020, 10:58am

Centreville Regional Library

Centreville, VA

Typically, the directors meet only once each year – at the January club meeting. The four officers elected by the membership (President, VP, Secretary, and Treasurer) elect the three at-large directors to their one-year terms that will expire next December 31st.

Call to order – 10:58am

President Steve Beste determined that a quorum was present, three out of the four officers: Beste, Heidish, and Birnbaum.

1. **Election of at-large members.** He nominated three people to serve as directors at large: Lucy Ooi, Pete Bastien, and Tim Loehrke. The three officers approved their election unanimously. The board now has its full seven members.
2. **By-laws change.** Beste proposed dropping Article V, Section II, paragraph b. from the by-laws. This says that *New members (but not returning members) joining after July 1 shall be assessed one-half the annual dues.* This change aligns the by-laws with the policy adopted by the membership at last October's meeting. Now, anyone joining at any time will pay the full annual dues. The directors approved this change unanimously.

Adjournment – 10:59am

Submitted by Steve Beste, President

Meeting Minutes

March 2020

Flying Club One Meeting

Saturday, March 14, 2020

Centreville Regional Library

Centreville, VA

Call to Order

President **Steve Beste** called the meeting to order at 11:00 A.M.

16 members present. Big turnout for our indoor meeting!

CONNECTIONS

Visitors & New Members

Bill Lightfoot came looking for information about ultralights. He has about 200 hours in C-172s and as a long time rep. for Northrop's International F-5B fighter, many hours in the back seat of their trainer version. 30 years ago, **Steven Waide** was flying his Lazair UL over the high desert of southern California, and now he wants to get back to flying low cost & lightweight aircraft in the skies of Northern VA. **Steve Orosz** is interested in flying parachutes, but is not sure if it will be with a powered trike or a backpack power plant.

Old Members

JJ Campbell went to Florida to try gyroplanes, but it turns out he didn't like them and decided to stay with fixed wings. Also, JJ told us about his adventures in finding and buying an LSA. **Fabian Georges** said he is participating in the VA Ambassador Passport program, and then asked about hangar space at the Warrenton

Airpark (owner Tom Richards gave an up-date). **Jim Hill** gave an overview of the big *Arsenal of Democracy 2020 Flyover* that is scheduled for May 4th over Washington DC. Manassas and Culpeper airports are the staging areas for all the WWII aircraft, mostly fighters and bombers. Because of the high security, the airports will be closed to all other traffic. **NOTE, April Update from EAA186:** *Because of the coronavirus (COVID-19), the Arsenal of Democracy (AOD) Executive Planning Committee has rescheduled the AOD Victory Gala and Flyover commemorating the 75th anniversary of the end of World War II to September 24th-25th.* **Fred Briggs** said he will start Trike training soon with Ron Dixon. **Pete Bastien** is recovered from his bout with pneumonia last winter and flying right seat in a twin turboprop.

Regular Reports

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

Treasurer: **Jim Birnbaum** reported that the February income was \$0.00, expenses were \$0.00 and check book balance is \$3150.07.

President: **Steve Beste** reminded the members that we still have some slots open for cooks at our great warm weather meetings and cookouts at the Airpark, so please sign up. He is making plans to attend the big *Sun 'n Fun* event in Florida and asked if any of the members were going. Hands went up, but they questioned if it was still on. Now we know, it is **CANCELED** for 2020.

Membership Director: **Jim Birnbaum** reported that we have 55 members on the roster. As a reminder, paid-up members for this year are listed on the roster with (2020) after their name.

Warrenton Airpark Owner: **Tom Richards** reported that his Aerolite 103 UL business and training is growing. He and **Jackie George** are rebuilding a damaged one and it should look and fly like brand new. Also helping Tom out is **Robert Meadows**, who has seeded part of the grass runway again. The Skydivers have moved out and are now operating out of the county airport (KHWH). With their move, the big hangar is open.

Old Business

None

New Business

None

Program

Steve Beste showed a short animated/cartoon video featuring some aviation humor.

Adjourn

President, **Steve Beste** adjourned the meeting at 12:05 P.M.

Invitation to lunch - As in the past month, some of the members were getting together for lunch at a local spot.

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

Service Providers

Recap our standing list of service providers:

- **PPG instructor and dealer:** Brian Goff, 703-963-7389
spin2329@gmail.com
<https://www.paraflightnc.com/>
- **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
- **Gyroplane Instructor:** Frank Noe, 443-253-7681
frankcanfly@yahoo.com
<http://www.gyromoj.com/>
- **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

For more information on instructors, see <http://www.flyingclub1.org/instructors/instructors.php>

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
CANCELLED! 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.

Hangar space available at KOKV.

\$425/month for a small single engine.

\$500/month for a large single or twin.

Projects welcome.

\$500/month for 1,250 sq. ft. of floor space.

Contact Jim Lum by email: Captainlum@aol.com

'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