



Volume 20 – 05

[www.FlyingClub1.org](http://www.FlyingClub1.org)

May 2020



## The Privileged View

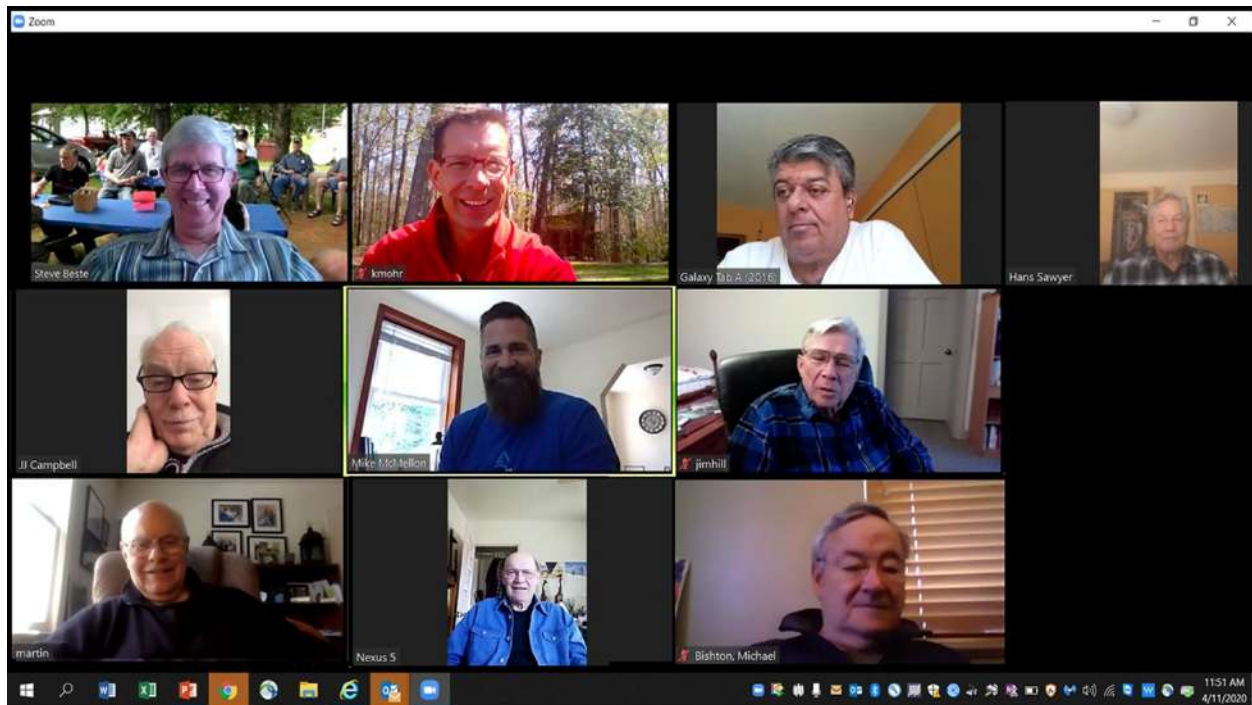
Steve Beste, President

**Meetings in a time of coronavirus.** Usually, we start the flying season with a meeting in the cedar grove at the Airpark.



*Meeting at the Airpark, June 7, 2014*

This year, thanks to the pandemic, we met via Zoom. It went surprisingly well. Kurt Mohr took this screen shot of the ten of us who showed up.



*From top left: Steve Beste, Kurt Mohr, Fabian Georges, Hans Sawyer, J.J. Campbell, Mike McMullen, Jim Hill, Dick Martin, Jim Heidish, Michael Bishton*

It looks like the May meeting will also be via Zoom. If you're new to Zoom, the How To article in this newsletter will get you set up.

**Biennial Flight Reviews.** I'm due for a biennial flight review before the end of May. (A BFR is good for two years plus until the end of the month.) The AOPA advises me that the FAA will be giving me extra time this year – but only under certain conditions. Says the AOPA:

The FAA is offering a three-calendar-month “grace period” for those whose flight review may expire between March 1 and June 30 if they meet the applicability requirements. A condition of eligibility for the extension is that:

1. The pilot must have been current in March 2020,
2. logged at least 10 hours of pilot in command time within the 12 calendar months preceding the month the flight review was due,
3. in an aircraft for which that pilot is rated.
4. Also, eligible pilots must complete FAA Safety Team online courses totaling at least three Wings credits. The courses must have been completed in January 2020 or later to meet this requirement.

Time for me to look into those online [FAAST courses](#). Fortunately, they're pre-recorded, so you can take any of them anytime. I imagine I can find 3 hours this month.

**Photo gallery added to the website.** In April, I added a photo gallery to the Flying Club 1 website. Every hobbyist website should have a gallery! As with the site as a whole, my purpose is not to just put a bunch of pictures up there. Rather, it's to entice. I want visitors to think, "Oooo, yes, I could see myself doing that!" Feed the dream.



To see it, go to the [website](#) and click **Gallery** in the sidebar.



**Skywriting, 2020 style.** The [Washingtonian magazine](#) reports that 19-year-old Greggor Hines piloted his father's Cherokee on a flight out of Harford County Airport (0W3). ForeFlight recorded his track:



Stay creative, people! We'll have a flying season yet.

Steve





## New Policy for Fox Acres

*By Steve Beste*

I have news about our access to the [Fox Acres](#) airport (15VA). As most of you know, Connie Miller, the creator of the field died last year. His widow, Joan, has been uneasy about her liability when we recreational flyers use the field.

Most of the airfield affairs are managed by Bruce Casner, an old flying buddy of Connie's. He mows the field, keeps a Champ there, and supports "Miss Joan". I had sent him a link to the Virginia recreational use statute that protects landowners like her. (The link is on our [website](#).) Bruce actually took it to a lawyer, who confirmed that it does indeed give the protection it claims to give. That was good to hear, of course. He then had a long talk with Miss Joan. Here's the upshot:

1. Joan Miller wants the field to be used, but only in a limited way.
2. Flying Club 1 is welcome to use the field for the Poker Run. She has fond memories of welcoming us with Connie.
3. Other use should be only after case-by-case permission. To get permission, call or text Bruce Casner: 540-422-3541. He didn't say what kind of turnaround he was offering – or whether he would have to go back to Joan in each case – but I would not expect last-minute spur-of-the-moment access.
4. The traffic pattern should be on the mountain side of the airfield. That is, left-hand traffic landing south and right-hand traffic landing north.

Please support our good relationship with Bruce and Joan by adhering to these rules.



*Conrad Miller at Fox Acres in 2016*

## Fight Cabin Fever!

As we are still without aviation events to participate in, here are some suggestions for things to do this month!

Missing Sun 'n Fun? Well, Sun 'n Fun misses you too! Get your fix with the Sun 'n Fun “Home Edition”! This is a website dedicated to providing some semblance of the Sun 'n Fun experience from your couch. Check it out at <https://snfhome.org/index.html>.

Everyone's circumstances are different but IF you feel it is safe to go flying for practice, try flying some maneuvers. Practicing the ‘falling leaf’ is on my personal list - see this [AOPA article](#) (written for instructors). Or try running yourself through the maneuvers you did way back when during your checkride (steep turns, slow flight, stalls (power off and power on), turns around a point, S-turns).

Boldmethod has some suggestions for maneuvers to practice (<https://www.boldmethod.com>). For those who are staying inside, they also have numerous articles, quizzes and videos to peruse.

In the DC area, we were (or at least I was) looking forward to the Arsenal of Democracy's flyover commemorating the 75th anniversary of the end of WWII. The flyover, scheduled for the 75th anniversary of V-E (Victory in Europe) day was postponed until September, but a video tribute is planned. Information on it can be found at [the Arsenal of Democracy's website](#). The bottom line is that there will be a broadcast for “VE Day 75 Years Later” on May 8, 2020 starting at 11:30 AM ET. It will air at <http://www.ww2flyover.org/> and <http://www.75thwwiicommemoration.org/> (which also has other interesting information on WWII).

The Smithsonian National Air and Space museum is still closed, but it has launched an ‘Air and Space Anywhere’ site that can be enjoyed from the comfort of your home. Find it at <https://airandspace.si.edu/anywhere>.

Check out an EAA Webinar! I will be attending one this week.  
<http://go.eaa.org/E2O0S0gcED90K0CU3G01B0d>

Avemco sponsored some free webinars. Unfortunately, these filled up very quickly, but they are now available to view on YouTube! <https://www.youtube.com/user/av8or909>

Attend an FAA safety seminar online! <https://www.faasafetybriefing.com/courses>

Many sites are posting aviation videos to help fight ‘COVID Cabin Fever’.  
<https://www.funplacestofly.com/> is just one site that has a good collection.

## Notes From Our Members

Members who were safely able to do so practiced some aerial social distancing. If you are able to go flying, or have some favorite pictures from past flying seasons, send them in! You could be featured in next month's newsletter!



*Monty Betts tucks his pre-war Aeronca Chief into the hangar after a flight*



**Robert Meadows** staying (just barely) 6 ft away from **Chuck Tippet**. He writes: *Out flying with Chuck today before the storms came in. We went to Petersburg for his annual. I flew back alone and had to land at Lake Anna because of the weather and then skirted into the Airpark about 2 hours later in very bumpy conditions. Spring weather is surely here.*



# Helping Each Other with Flying Safety

*By Michael Bishton*

## Objective

This article outlines how we can help ourselves and each other make flying safer for us and our passengers by knowing:

- What can go wrong (engine out, fuel exhaustion, stall, etc).
- When it can go wrong (takeoff – cruise – landing).
- What we can do to mitigate the risks (pre-flight inspections, knowledge, practice).

I'd like to focus on each of these points in the same order.

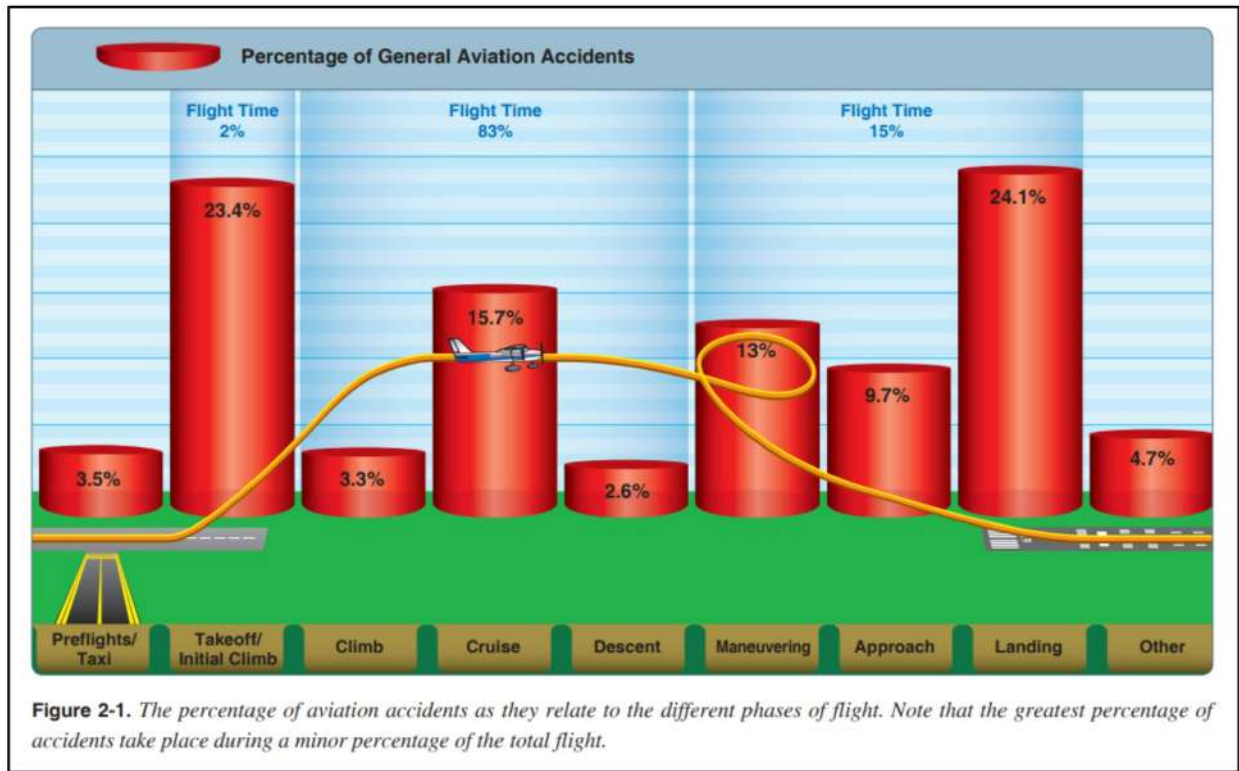
## What Can Go Wrong

Anything and everything. Most accidents are caused by pilot error, way ahead of mechanical failure. “Pilot error” is a more neutron way of saying that we miscalculate, make mistakes, screw things up. To err is human. To avoid erring in the first place or recover in time is good pilotage.

## When It Can Go Wrong

I'm a numbers guy. I use statistics to highlight problem areas. here are some statistics from the FAA that highlight which stages of flight have the most accidents, from the time you start your engine to the time you stop it, thus highlighting where you should focus your flight training and practice. These statistics come from page 2-2 of the FAA's "[Pilot's Handbook of Aeronautical Knowledge](#)" that you can download as a PDF for free from the FAA.

- 26.9% occur on takeoff.
- 21.5% occur during the flight.
- 51.5% occur on landing! More than half of the accidents happen here.



There is another way to look at these numbers as is noted in the caption for **Figure 2-1**, where you see most accidents take place during a small percentage of total flight time. If we use a 90 minute flight as an example, then the following table shows that takeoffs have the highest number of accidents per minute (~15), followed by landings (~4).

Flight Stage	% Accidents	% Time	# Minutes	# Accidents per Minute
Takeoff	26.9%	2.0%	1.8	<b>14.94</b>
Cruise	21.5%	83.0%	74.7	<b>0.29</b>
Landing	<b>51.5%</b>	15.0%	13.5	<b>3.81</b>
Totals	99.9%	100.0%	90.0	

This means that you should pay particular attention to your flying habits and practices on takeoffs and landings to mitigate the risks of something going wrong for you and your passengers.

When something goes wrong on takeoffs or landings, you are lower to the ground and have less time to react. People get stressed or panic when they don't know what to do and stop thinking, which means they stop flying, and fall out of the sky.

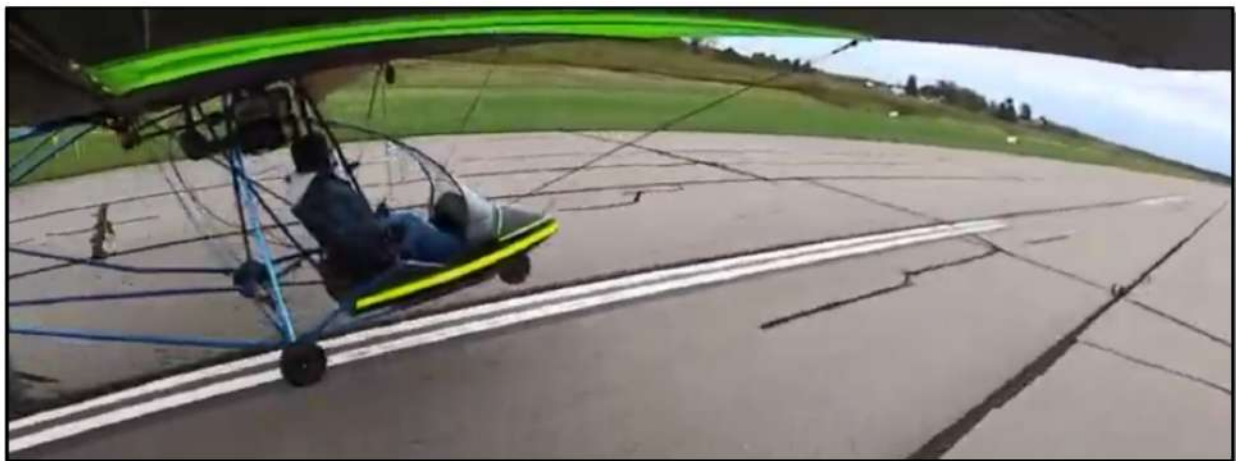
## What We Can Do

The answer is to know how to react quickly to different situations and *practice* those reactions until they become an automatic reflex. It works for the military and commercial pilots. It should work for us.

We go through the drills when we learn to fly at a flying school, but I know a lot of pilots who don't practice those drills once they get their certifications. Then there are ultralight pilots; a class of pilots who don't need certification, don't have professional training, and fall through the GA and Light Sport cracks altogether! We don't want them / us falling out of the sky as well. Flying Club 1 is an ultralight flying club populated with people who fly a wide range of aircraft and have a wide range of experience.

We share a lot of camaraderie as a club, like taking turns fixing burgers after the Warrenton meetings. I propose that we build on the club camaraderie and experience in three ways.

- **Sharing *our* knowledge.** We can help each other learn how to practice various types of recovery techniques with various types of aircraft. We can take turns talking about best practices, individual mistakes / mishaps and how we recovered. To this end, I am willing to start this off by talking about an engine out experience and how I recovered.
- **Sharing personal video or other materials.** Each of us has multiple ways of learning. Some by reading. Some by seeing how it's done. All by doing and practicing. Many of us use cameras positioned on various parts of our aircraft to record some or all of our flights. What if we used snippets of these videos to record and show what forward or turning stalls, or engine-out landings look like from the pilot's perspective or from the airplane's perspective? This is one example I pulled from YouTube. It shows David Damitz making a lovely landing in his ultralight Quicksilver MXL in a video he titled "[10 4 19 Landing on a beautiful fall day](#)". It shows what a smooth "flare" or transition to landing should look like in that ultralight.



- Using external materials from the FAA and other sources such as CFIs and other guest speakers. The FAA calls this kind of learning ADM – Aeronautical Decision Making: A systematic approach to risk assessment and stress management. YouTube’s Aviation101 site calls it AQP – Advanced Qualifications Program: Custom tailoring a recurring training program to fit the pilot and the mission. Focus on the maneuvers that can kill you in your particular type of aircraft. You can find the (first in a new series) video titled “[Keeping Dad ALIVE! We’re CHANGING how we FLY – AQP Grassroots: Pt. 1](#)”. The series is a YouTube channel produced by Aviation101.



I like this AQP approach because we fly a wide range of ultralight and light sport aircraft (PPG, Gyrocopter, Trike, and fixed wing), each with its own flying characteristics. When we transition from one type of General Aviation aircraft, there are established rules for making those transitions. When we transition from one type of ultralight to another, we are on our own. No one can fly with us. But we can help make it safer for each other.

## Conclusion

General Aviation has AOPA representing its interests. Light Sport has EAA. Both have a nodding acquaintance with ultralights. The USUA is moribund (if not dead). That leaves us looking out for ourselves – and each other. Are there other ideas out there for improving safety in takeoffs and landings; not falling out of the sky?



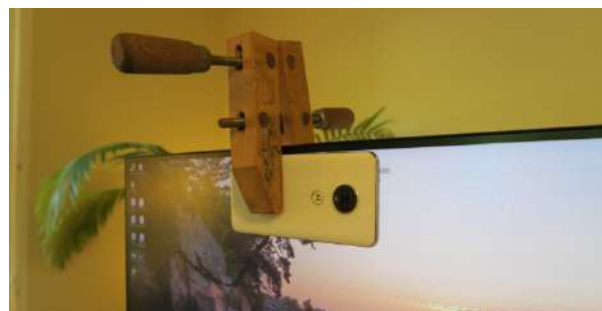
# How to Use Zoom

*By Steve Beste*

Here are the ways you can join the Club's Zoom meetings. Remember: Zoom is free.

1. **Laptop computer.** You're good to go. Your laptop probably has what you need:
  - Screen
  - Speakers
  - Microphone
  - Webcam
2. **Smartphone.** You're good to go, too, since it has those 4 essentials. But the screen is so small you won't be able to see everybody – maximum 4 at a time. Scroll to see others. Please install the Zoom app ahead of time, from the Apple store or the Play Store (for Android phones). This [video](#) shows you how.
3. **iPad.** You're likewise good to go. Please install the Zoom app ahead of time.
4. **PC or Mac.** You probably have speakers. In addition, you'll need:
  - A microphone that plugs into a USB port.
  - A webcam (Optional) or a combination webcam-with-microphone like the [Logitech C920](#) for \$70 from Best Buy online. Reviewers describe this as the gold standard for videoconferencing. Webcams come with a USB plug. However, availability is an issue now that so many people are buying them. The webcam is optional. Without it, you'll show up as a black rectangle on others' screens. But hey, maybe you'll think that's an improvement.
5. **PC or Mac + Smartphone as camera & microphone.** You'll be using Zoom on your PC or Mac, but with your smartphone acting as the webcam and microphone. This [PC Magazine article](#) tell you how to set it up. In addition to your desktop computer and smartphone you'll need:
  - A free app installed on your phone (the article tells you which).
  - A free program installed on the computer (ditto)
  - A local wi-fi network, which you probably already have.

I tried it using their recommended DroidCam with my Android phone and Windows PC. It installed easily and works fine. Plus, the camera in the phone is far better than the one in my laptop. I did have to jury-rig a way to attach the phone to the monitor.



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Come the day of the meeting, I'll send everyone an email with a link. Click on the link and join in.

# Meeting Minutes

*April 2020*

## *Flying Club One Meeting*

Saturday, April 11, 2020

Online Zoom meeting from members' homes

### Call to Order

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

10 members participated online with webcam images and sound for our first Zoom meeting.

16 members present. Big turnout for our indoor meeting!

### Visitors & New Members

**Mike McMellon** came to our Zoom meeting looking for information about ultralights. He is a retired US Air Force pilot living in Warrenton, VA and wants to get back to simple grassroots flying.

### Old Members

**JJ Campbell** said his new LSA is down for repairs and waiting for parts from Italy. **Jim Heidish** found some good weather to fly out of the Warrenton Airpark. **Kurt Mohr** said he was flying his Gyrocopter in the sky over Frederick, MD and up to the Gettysburg, PA area lately. We had an online discussion on everything from building aircraft kits, to the effects the COVID-19 virus has had on aviation, to the novelty of this Zoom thing and if it will change the way we work and communicate. **Michael Bishton**, from Club 4 in MD, said he is going to set up Zoom for that club. he also talked about a *YouTube* series called *Aviation 101* that explains the basics

of flying and how each category of aircraft has its own flight characteristics.

### Regular Reports

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

*Treasurer:* **Jim Birnbaum** - not in the Zoom meeting, but will send in report.

*President:* **Steve Beste** reported that the Fox Acres grass strip northwest of Warrenton, VA that we have used for many years on our Poker Run event is closed (no landings or takeoffs). [Note: see Steve's article on Fox Acres in this issue]. Steve showed photos (through his computer of Chuck Tippet and Robert Meadows flying old biplanes.

*Membership Director:* **Jim Birnbaum** - not in the Zoom meeting, but will send in report.

*Warrenton Airpark Owner:* **Tom Richards** - not in the Zoom meeting.

### Old Business

None

### New Business

None

### Program

None

### Adjourn

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

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](mailto: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](mailto: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
Sat, May 9th	Club meeting via Zoom	Online via Zoom
Sat, June 13th, 8:00 am	Poker Run	<a href="#">Airpark</a>
Sat, June 13th, 11:00 am	Club meeting, fly-in and cookout at Warrenton Airpark	<a href="#">Airpark</a>
Sat, July 11th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	<a href="#">Airpark</a>
Sat, August 8th, 11 am	Memorial table, monthly meeting, fly-in and cookout at Warrenton Airpark	<a href="#">Airpark</a>
Sat, September 12th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	<a href="#">Airpark</a>
Sat, October 10th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	<a href="#">Airpark</a>
Sat, Oct/Nov TBD	Club 1 Color Run Fly-out	<a href="#">Airpark</a>
Sat, November 14th, 11 am	Conversation, club business meeting and program	<a href="#">Centreville Regional Library</a>
Sat, December 5th, 5 pm - 8 pm	Monthly meeting and Holiday Party	<a href="#">Airpark Club House</a>



## 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](mailto:Ooi.Lucy@gmail.com)) when the ad is no longer needed.

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**2005 Cessna 182** for sale due to medical issues. G1000, King autopilot. Recently installed (Lancaster) ADS-B in and out. Always hangared. 1200 engine hours. Should net \$260k on Trade-a-Plane. Would take \$220k for quick, clean sale. Includes 4 Bose headsets, and all my hangar stuff. I'm going to miss this plane. Took me on 15 years of adventures in the sky and brought me back safely from each one.

Jack Carter  
[retinajbc@comcast.net](mailto:retinajbc@comcast.net)  
540-539-1432 (cell)

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### **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](mailto:Captainlum@aol.com)

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**'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](mailto:wpsullivan99@gmail.com)

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**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](mailto:Ooi.Lucy@gmail.com)

Web Master: Steve Beste,

[president@flyingclub1.org](mailto: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](mailto: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](http://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](http://www.usppa.org)**