



Volume 20 – 06

www.FlyingClub1.org

June 2020



The Privileged View

Steve Beste, President

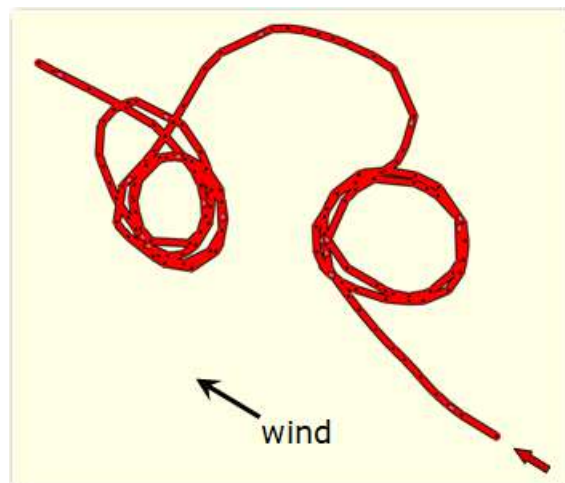
Stick & rudder skills. May was so windy! But I found one good day for flying and spent it practicing my very rusty stick and rudder skills. Of course, since my trike has neither a stick nor a rudder, you can imagine that those skills are pretty rusty indeed.

The circle on the right below shows the GPS plot from my first go at turns around a point. I picked a tree in a field north of Front Royal and had at it. That first circle on the right looks pretty good, doesn't it? That's until you realize that the tree was not in the center of the circle. So I was bad but *consistently* bad. High threes all around.

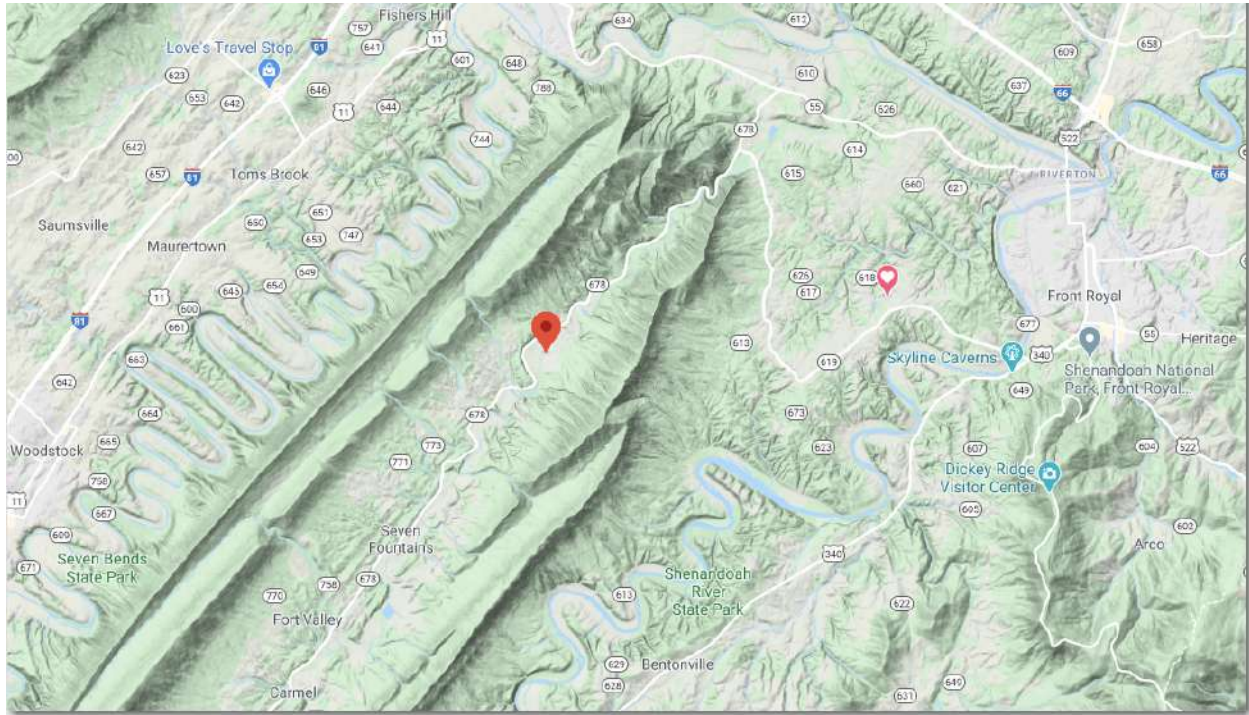
Giving up on that one, I went in search of a better tree.

I clearly didn't find it, because my second attempt – on the left here – was worse than the first. Oh, well. Practice, practice, practice.

Just don't do like one of our former members did. He decided to practice turns around a point using one of those radomes down near Greenhouse as his point. This alarmed the Army people at the site who called the state police, who called Tom Richards. "There's this delta-wing airplane that's intensely interested in our antenna. He keeps flying round and round it. What the hell's he doing?" Tom knew exactly what he was doing, of course, and who it was, so he quieted the waters of officialdom. Credit the pilot for practicing turns around a point. You should do the same. But pick a better tree.



A new airfield! When it comes to grass airfields, I've seen so many fallen flags in my time here – Harris, Karmy, Homeland... So I was delighted to connect with **Paul Kosubinsky**. An airline pilot and CFI, he has created a 1,200' runway on his farm in the Fort Valley, 5.5 miles due west of the Front Royal airport. Better still, he says we're welcome to land there.



Paul Kosubinsky and his airfield, looking south

The downside is that the field is short – just 1,200 feet – and you must land south, takeoff north because of trees on the south end. But with advance notice, he can drop his neighbor's fence at the north end, which extends the field to about 1,800'. Paul used to keep a Kolb Mk III on the field, but just replaced it with a Super Cub.



Removable fence at the north end, looking north

Here's the field in [satellite view](#), with the 1,200' field south of the road and the 600' extension to the north.

Please go visit him.

Paul Kosubinsky

703-283-9506

kos@shentel.net

38.904382, -78.356111 Elevation: 775'



No gas at Front Royal. FYI, things are temporarily an unfortunate mess at the Front Royal airport.

1. The airport manager has dementia and has not been taking care of business. He does not *know* that he has dementia and has not been taking care of business, which makes things difficult all around. It's a sad situation for everyone involved. He will be replaced over the summer.
2. The fuel pump failed weights & measures inspection last August and has not been fixed, so there's no fuel at Front Royal. This is *not* in the NOTAMs and no one answers the phone at the terminal.
3. A group of pilots at the airport has rallied to fix things, which will eventually happen.

In the meantime, come on out. Just don't plan to buy gas there.

Fly safely,
Steve



Fight Cabin Fever!

As restrictions are loosening, many people may be getting back in the air. If it has been a while since you have flown, here are some ideas for regaining proficiency:

- As Steve advocated in his President's letter - go out and practice basic maneuvers! Even for those of use who fly regularly, these can get pretty rusty. Personally, I don't even want to share my results with you guys...but I'm working on it!
- AOPA put together a "[Return-To-Flight Proficiency Plan](#) which links to multiple resources designed to help you knock off the rust and get back in the air safely. Some of the links are to YouTube videos, which are open to anyone. Other links require a free account with AOPA's Air Safety Institute. If you are an AOPA member, their [Rusty Pilots Online Course](#) is a great refresher. I personally took this before my last flight review.
- Check out the Air Safety Institute's Return to Flight Proficiency Plan on YouTube: <https://www.youtube.com/watch?v=dC44uzjH2SM>.
- The FAA's document [Proficiency and the Private Pilot](#) also has tips for maintaining proficiency.

More online finds:

- The Smithsonian Air and Space Museum is still closed, but check out their YouTube channel for some informative videos: <https://www.youtube.com/user/airandspace/>.
- For the first time since the Space Shuttle was retired in 2011, on May 30th, the US launched astronauts from American soil to the International Space Station. Miss the launch? You can watch it here: <https://www.youtube.com/user/spacexchannel>.
- While Oshkosh was canceled this year, EAA is having an online "Spirit of Aviation Week" that will be held during the week Oshkosh was scheduled for. Check it out at <https://www.eaatogether.org/>.

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!

Frank Noe sends us this picture of his gyroplane and his powered parachute. Two extremely fun flying machines!



Kurt Mohr sends in the following pictures from his June 7th flight.



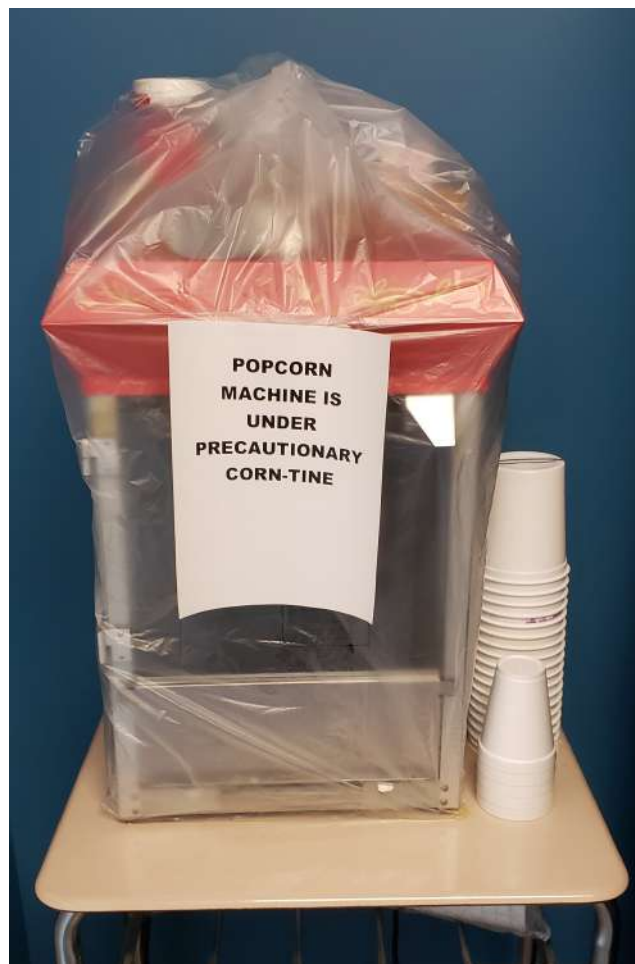
Over the farm fields near Frederick, MD



Over the Monocacy River on approach to Frederick's runway 30



On nice days, the Airpark is buzzing with activity, like it was on a recent Saturday evening



Stop by KHWY to check out the new terminal...but there's no popcorn

How to Solo When You Don't Own an Aircraft

By Steve Beste

One of the barriers to getting into light flying is the need to buy an aircraft before you can solo. If you're training in a Cessna, no problem. The flight school is set up to rent Cessnas to students. But if you're training in something more exotic, then the instructors won't let you solo in their aircraft. This is the case for

- LSA amphibians like the SeaRey
- Gyroplanes
- Trikes
- PPGs – unless you go to a school out of state

The reason is simple: these small instructors can't afford to insure you. With hull insurance costing 10% of the aircraft's value, no student can afford to insure a solo flight, and the instructor can't afford it, either. Mike Percy has a solution. He runs [Airtime Aircraft](#), makers of the Cygnet amphibious trike. He wrote me:

We have some old beaters that people can solo. The cost to insure student pilots for their first solos is ridiculously high (like \$8000, \$10,000 depending on the value of the aircraft to be flown). So we handle the student solos with cheap old land trikes that are only worth about \$8-10k, or old Cygnets that are around \$20k.

When we are building a new [\$80,000] Cygnet for a customer, we already have a good deposit from them, so we sign over the old land trike to them. While we are building their new Cygnet, they receive training in school-owned Cygnets and land trikes. When it is time for them to solo, they do it in what is now *their* old land trike and build as many hours as they want in it. That way, by the time they pick up their new Cygnet, hopefully they have most of their beginner hard landings out of the way.

At the end, they trade the used land trike back in to us, or keep it, whatever they want. We often have people wanting to trade in old land trikes toward Cygnets or Explorers so it works out all around.

The cost for liability insurance is not very high—\$500 to \$600 whether it is an old land trike or an \$80,000 Cygnet. Hull insurance is costly—10 to 12% of the trike value per year. So an \$80k Cygnet may cost \$8000 to insure for a year. So instead of making an \$8k insurance payment, my customer buys an \$8k land trike, which they then sell back or trade in for \$7000 after they have used it for a couple months. Works well financially all around.

Of course, this works only for an operation that's actively buying and selling used aircraft.



Meeting Minutes

May 2020

Flying Club One Meeting

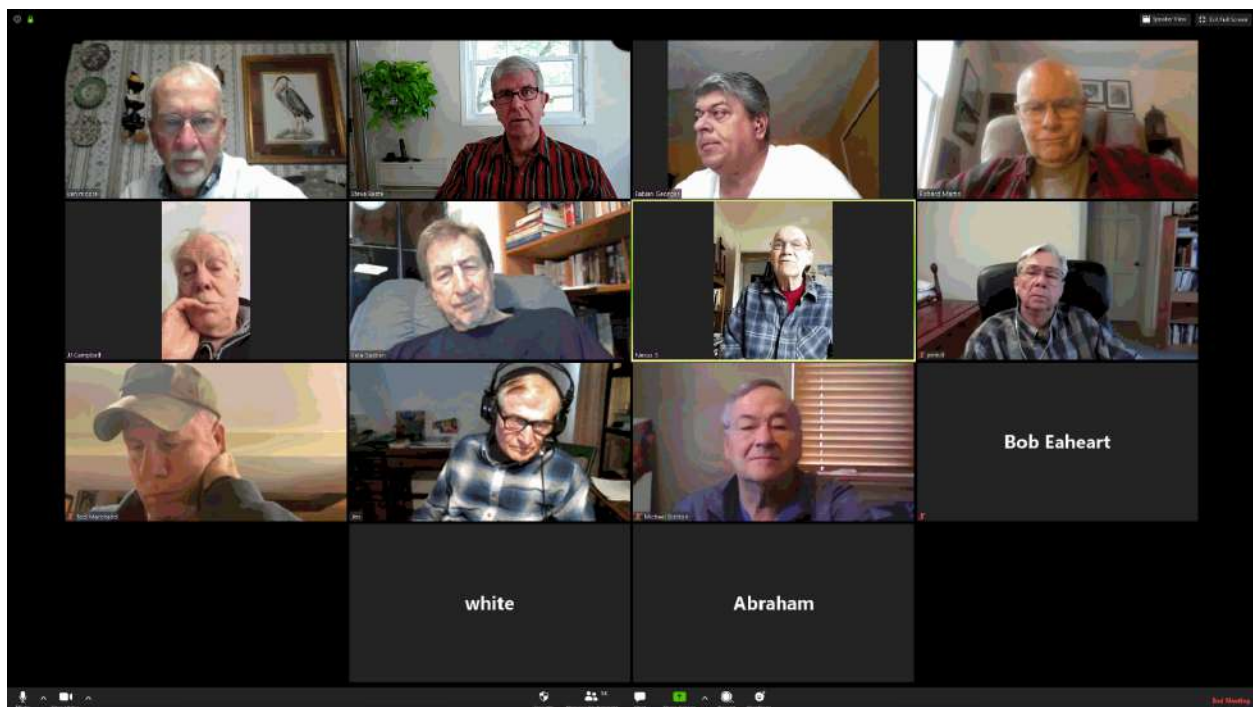
Saturday, May 9, 2020

Online Zoom meeting from members' homes

Call to Order

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

15 members participated (some briefly) online with webcam images and sound for our second Zoom meeting.



Visitors & New Members

Tom Marchand, a US Army officer with 22 years of service, is interested in PPGs and looking to start training soon.

We had some other visitors, but their voice (sound) was distorted over my Zoom connection. One was **B. Abraham**, sorry for no information.

Old Members

Pete Bastien said all his commercial flying is affected by COVID-19. There are only a few training and check flights and no charters. **JJ Campbell** is still fine tuning his new Tecnam P92. **Ken Moore** talked about PPGs. Both **Steve Beste** and **Jim Heidish** said the constant strong winds this spring have grounded them.

Regular Reports

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

Treasurer: **Jim Birnbaum** reported that April income was \$145.00, expenses were \$59.00 and check book balance is \$3261.07.

President: **Steve Beste** had nothing special to report, but reminded us that our classic Poker Run event is coming up in June, but that if COVID-19 is still a problem we may need to postpone until later in the year.

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** - not in the Zoom meeting.

Old Business

None

New Business

None

Program

Michael Bishton gave a special visual presentation on flying safety. It pointed out that a good pilot always thinks ahead on every phase of their flight. Think ahead of the aircraft. Never let the aircraft get ahead of you!

Adjourn

President, **Steve Beste** adjourned the Zoom meeting at 12:45 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
<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
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.

2008 Airborne XT912 trike with Streak III wing

Asking price: \$28,000

Registered SLSA

Total engine time 229 hours

Excellent condition

Always hangared

New annual inspection

Located at KFRR (Front Royal)

Many extras, including:

- ICAR 2000 pilot/passenger helmets
- Lynx headsets and intercom
- ICOM Radio
- GPSmap 495 color GPS
- Microair T2000SFL mode C transponder
- BRS-6 Ballistic Recovery System

Contact: David Humm (Tel. 703-774-5881 Cell)



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
540-539-1432 (cell)

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 1/2 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 1/2 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