



Volume 20 – 12

www.FlyingClub1.org

December 2020



The Privileged View

Steve Beste, President

Big changes at Grass Roots Flyers. At the November meeting, Airpark owner Tom Richards told us that he's changing the deal at his ultralight flight school called *Grass Roots Flyers*. Previously, students could fly in one of Tom's ultralights. But following a student crash in late October, Tom is changing the rules. Students must now train in *their own* aircraft, not in Tom's.¹ This move brings Grass Roots Flyers in line with every other light-aircraft training school I know of. It also cements the barrier to entry that pre-ownership is in our sport.

If you want to train in a Cessna 150, you can rent one almost anywhere. The school will even let you make your first solo in their Cessna. By contrast, no instructor of gyroplanes, trikes, PPGs², or ultralight airplanes will let you do that. They all – like Tom now – insist that you solo in your own aircraft. And after you solo, you'll be practicing in your own aircraft, not theirs. Nobody rents these aircraft.

This is obviously a barrier to entry for our sport. The best time to buy an aircraft is after you're trained. At that point, you'll know for sure that the sport is for you, and you'll know something about what kind of aircraft you want. Instead of this, we make newbies plunk down big bucks early in their training. The best course for new people is to get lots of hours of dual instruction – enough to establish that they do, in fact, really want to get into this sport. That's what I did with trikes. I had ten hours of dual flight time before I went shopping for a trike.

What drives all this is insurance rates. Insurance for students in a Cessna 150 is affordable. Flight schools routinely buy it. That's not the case for our kind of aircraft – gyroplanes, trikes, PPGs, or ultralights. No instructor can afford the very high student insurance premiums. So for students, it's buy before you fly.

I asked Tom Richards about this last spring. What was a student's liability at Grass Roots Flyers if he damages a plane? The contract says \$500, and Tom was thinking of raising it to \$1,000. His thinking was that Quicksilvers and Aerolites are simple aircraft, inexpensive to fix. A bent axle? \$500 (or maybe \$1,000) should cover it. However, on October 18th, one of his students totaled Tom's Aerolite, an uninsured loss of over \$10,000 I'm guessing. The student was making his first

¹Tom makes an exception for people who are buying an Aerolite 103 from him and who have already made a deposit.

²I found one exception to this. The large PPG training schools in Florida like Aviator PPG will let you train in their equipment. That's not the case with small local instructors like Brian Goff.

solo flight, and crash landed in a field west of the Airpark. He was lucky to walk away from the accident.



Crashed Aerolite



M-Squared Breese 2

This situation echoes one that Paul Mather told me about last spring when I was looking into training options. Paul owns M-Squared, makers of a Quicksilver look-alike called the Breese. Years ago, before Sport Pilot, Paul ran a flight school to train possible customers in the 2-seat Breese. He modeled his school on the Cessna flight schools in that the student had no liability for the aircraft. Instead, he relied on his instructors to use good judgment as to when their students were ready to solo. This worked until it didn't. One instructor cleared a student to solo too soon. Aloft, the student got scared. Instead of trying land the plane, he pulled the parachute cord. (The Breese had a full-aircraft BRS parachute.) As in Tom's case, the student walked away from the crash, but the Breese was totaled. Paul took a \$32,000 loss, which he remembers painfully to this day. He made the same policy change that Tom now has: students must solo in their own aircraft.

Beyond the buy-before-fly issue, Tom also told us that perhaps his students need more dual instruction – obviously, the man who crashed did. Said Tom at the November meeting, “It is the tried and true method, after all.”

That circles us back to the big problem that Tom's been trying to solve with Grass Roots Flyers: how to train people to fly ultralight airplanes when the FAA's rules make dual instruction in similar 2-place airplanes almost impossible. Tom's solution has been crow-hopping. Students learn in a single-seat ultralight by taxiing and flying just above the runway. As Tom has discovered with this crash, that method has its limits. Dual instruction really IS the tried and true method.

Providing that dual instruction is difficult. The current Grass Roots Flyers curriculum includes two hours of dual instruction. Jackie George provides this for free in his 2-seat Quicksilver.³ It's not clear how much more training he's willing or able to do. In any case, relying on free training doesn't sound like a scalable business model to me. I hear that one of Tom's students is solving this by getting dual instruction in a Cessna 150. Jackie will give him transition training when the time comes. That should work. But now the student will have to have bought his own plane. That's a big change, indeed.

³Both Jackie and his airplane are perfectly suited to ultralight instruction. But he can't charge because a) he's not an FAA-certified flight instructor and b) his airplane is not a Special Light Sport Aircraft. But – Catch-22 – there are only 18 ultralight-like Special Light Sport Aircraft in the country (Quicksilver and M-Squared SLSAs). None of them is around here. See the [FAA registration data](#) I publish for Dan Johnson.



Jackie George with his ultralight-like two-seat Quicksilver

Fly safely,
Steve



This Month's Fly-In Destinations

With the onset of winter, the fly-in calendar is empty this month, but there are still numerous online resources to virtually fly on those days when it is just too gross outside. Socialflight (socialflight.com) has online events listed for just about every day.

YouTube remains a great resource for aviation-related content. I hear a recent (recorded) webinar from Mike Busch on aircraft engine oils is especially interesting. See it at <https://youtu.be/8ApVR4xpxIU>. Also, Culpeper's Andrew King posts videos on the channel bldeagle (https://www.youtube.com/channel/UCWb5Y5B_JfGQwLJi6Vc-Q4w).

If you like podcasts, AOPA has a variety of free ones that include "Ask the A&Ps" and "Never Again". See the list at www.aopa.org/news-and-media/podcasts/podcasts.

If you do go flying, here are some local airports with food on or near the field. Did I miss some? Let me know!

- Shannon Airport (KEZF) - On the field: Robin's Nest Cafe (closed Sundays), Walkable: Wawa, Perfect Pollo
- Sky Bryce Airport (VG18) - Across the street at the ski slope: Copper Kettle (closed Mon/Tue)
- Cumberland Airport (KCBE) - On the field: Hummingbird Cafe (closed Mondays)
- Richmond Exec Chesterfield (KFCI) - On the field: Kings Korner (closed Saturdays)
- Eastern West Virginia Regional Airport (KMRB) (towered) - On the field: Crosswinds Cafe (closed Sundays)

From Our Members

Last month, I challenged readers to identify the location of a local airport. Tom Simmons was first in guessing that it was Sky Bryce (VG18)! Jim Heidish, Sean Roe, Kurt Mohr, and Steve Beste also correctly guessed Sky Bryce. Jim Heidish added some interesting facts: “The airport was there before the small ski area. Note: the ski slope was one of the first with man made snow in the area.”

Kurt Mohr sent in a picture from one of his own trips to Bryce.



Steve Beste provided this month's guessing challenge. He provides the clue "The house was taken on landing at a Virginia airport." Where is this?



Know the answer or have a picture for the guessing game? Email me at ooi.lucy@gmail.com.

Holiday Party Canceled

By Steve Beste

The November meeting made it clear that there just weren't enough members interested in gathering inside Tom's house for the holiday party in this year of COVID. So it was canceled. Here are some pictures from 2015. We look ahead to resuming in 2021.



Host Tom Richards presides over the food



Aeronca Chief Engine Switch

By Monty Betts

I have recently been forced to replace the ancient Lycoming engine on my 1941 Aeronca Chief. I bought the Chief over 5 years ago and have flown it relatively maintenance free for that time. This fall, things changed when an engine stud stripped threads in the aluminum head and my already excessive oil leakage became unbearable. I could have fixed this isolated problem, but the very tired engine needed to either be overhauled (over \$15K) or replaced with another serviceable engine.

As luck would have it, Chuck Tippet recommended a guy at KHWY who had recently upgraded his Porterfield from a serviceable Lycoming O-145B2 engine to 85 HP Continental. I purchased the new “old” engine and embarked on the engine switch with the help of friends at Culpeper airport.

If you have never tried to remove grease-soaked tubing and parts from a 79 year old airplane, let me say that NOTHING comes off easily. Don’t expect to keep your hand clean – and leave your clothes in the garage when you get home.

I have been assisted in the effort by Abe Makely, Aeronca Champ owner and experienced A&P specializing in 1950s and older tube & fabric aircraft and engine overhaul. Abe and Saverio Gambassi, IA and aircraft owner, have formed a company called Air Knocker Aviation (AirKnockerAviation@gmail.com). Given Abe’s and Saverio’s good judgment and craftsmanship, I would recommend that the company be added to the list of “Service Providers” in our newsletter.

Here is the progress of the engine switch so far:



Engine and cowling open



Prop and cowling removed



Exhaust, intake tubes, and carb removed

Future progress reports will follow.



Engine off

Meeting Minutes

November 2020

Flying Club One Meeting

Saturday, November 14, 2020

Warrenton Airpark Warrenton, VA

Call to Order

President **Steve Beste** called our meeting to order at 11:05 AM. With the COVID-19 virus still around we conducted the meeting outside with social distancing.

18 members and visitors!

Selling of 50-50 tickets - none

Visitors and New Members

Chris Carswell stopped by looking for information on PPGs. **Bob Eaheart** said he would introduce him to some of the local PPG flyers. Also, visitor and PPG pilot **Mike Danual** said he could give him a demonstration flight.

Old Members

With very light winds before the meeting, many of the members went flying. **Sabin Zachariya** and **Tee Wubte** were flying their *FlightStar*. **Bob Eaheart** said he was also flying earlier with a PPG group and **Steve Beste** said he was ready to fly into the meeting from Front Royal but had last minute fueling problems. **Steve** said that the delayed annual Color Run finally started out from Front Royal, VA but the strong winds made it a short run (read all about it in the November newsletter).

Regular Reports

Secretary: **Jim Heidish** reported that the September minutes were published after the October meeting, so it was reviewed and approved. The October Minutes will be published later in the November Club Newsletter and will be reviewed at the next meeting.

Treasurer: **Fabian Georges** reported that the October income was \$105.00, expenses were \$331.66 - (note: the special Subway box lunch for the cookout was \$274.15 of that) and check book balance is \$2821.47.

Membership Director: **Fabian Georges** reported that we have a total of 58 members. Fabian said he is working on an updated Club roster and will be sending out (e-mail) a PDF to the membership.

President: **Steve Beste** reported some sad news. He said if some members hadn't heard, Chuck Tippet's wife Vicki Lynn Tippet, 59, passed away unexpectedly at her home on the morning of Wednesday, October 28. (Some of the members also had information about a special memorial service attended by many of the local flying community.)

Warrenton Airpark Owner: **Tom Richards** reported that there was an accident with one of his Aerolite-103 trainers. **Mike Young** had just soloed and was doing take offs and landings when he lost control and crash landed in a nearby field. Luckily Mike was ok with just a slight cut, but the ultralight was totaled. Many of the hay (rotor bales) sitting around in the fields need to be picked when things dry out. **Brook Penypacker's** hangar that is full of first generation ultralight aircraft and parts are still being sold or just cleared out. Tom said if you noticed driving in, part of the driveway was covered with recycled blacktop, but it was stopped short because there was a problem with sloppy workmanship!

Old Business

(This was not included in the October Minutes, sorry.) The members voted on **Allen Whatley** as *Club Vice President* for the 2021-2022 term and he was elected unanimously.

New Business

The Club needed to decide if we would still hold our annual indoor Holiday Party & December meeting at Tom's home. After a discussion about the big danger of the COVID-19 virus and it being too cold to hold outside in mid-December, we decided to be on the safe side and cancel this year's event. Back to the Zoom virtual meetings?

Program

None

Adjourn

President, Steve Beste adjourned the meeting at 11:45 A.M.

Cook Out

We finally had our classic cookout (last of the year) with barbecue grilled hamburgers, hotdogs and all the trimmings prepared by **Fabian Georges** and **Robbie Schmand**, both wearing masks and rubber gloves.

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
- **A&P mechanic specializing in tube & fabric, based at CJR:** Air Klocker Aviation
(Abe Makely, Saverio Gambassi)
571-309-7023
airklockeraviation@gmail.com

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	Description
Saturday, January 9th, 11am	Winter meeting Zoom due to COVID-19	Zoom. Members will receive an email invitation. Visitors are welcome! Email Steve Beste for Zoom login credentials: president@flyingclub1.org	Program: Exploration of Windy.com
Saturday, February 13th, 11am	Winter meeting Zoom due to COVID-19	Zoom. Members will receive an email invitation. Visitors are welcome! Email Steve Beste for Zoom login credentials: president@flyingclub1.org	Program: TBD
Saturday, March 13th, 11:00am	Winter meeting Zoom due to COVID-19	Zoom. Members will receive an email invitation. Visitors are welcome! Email Steve Beste for Zoom login credentials: president@flyingclub1.org	Program: TBD
Saturday, April 10th, 11am	Fly-in, club meeting, and cookout	Outdoors at the Airpark	Club meeting, fly-in, and cookout at Warrenton Airpark
Saturday, May 8th, 11am	Fly-in, club meeting, and cookout	Outdoors at the Airpark	Club meeting, fly-in, and cookout at Warrenton Airpark
Saturday, June 12th	8:00am Poker Run 11:00am Fly-in and club meeting	Outdoors at the Airpark	Poker Run Club meeting, fly-in, and cookout at Warrenton Airpark

Date	Activity	Location	Description
Saturday, July 10th, 11am	Fly-in, club meeting, and cookout	Outdoors at the Airpark	Club meeting, fly-in, and cookout at Warrenton Airpark
Saturday, August 14th, 11am	Fly-in, club meeting, and cookout	Outdoors at the Airpark	Club meeting, fly-in, and cookout at Warrenton Airpark
Saturday, September 11th, 11am	Fly-in, club meeting, and cookout	Outdoors at the Airpark	Club meeting, fly-in, and cookout at Warrenton Airpark
Saturday, October 9th, 11am	Fly-in, club meeting, and cookout	Outdoors at the Airpark	Club meeting, fly-in, and cookout at Warrenton Airpark
Saturday, October 23rd, 9am	Club 1 Color Run Fly-out	Meet at the Front Royal Airport for the run down to Luray	Club 1 Color Run Fly-out: Front Royal to Luray
Saturday, November 13th, 11am	Fly-in, club meeting, and cookout	Outdoors at the Airpark	Club meeting, fly-in, and cookout at Warrenton Airpark
Saturday, December 11th, 5pm-8pm	Holiday Party	Tom Richards' house at the Airpark	Monthly meeting and Holiday Party

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.

Attention Pilots



Live at Warrenton Airpark - a 76-acre Private Airfield (7VG0) located 4 miles south of Warrenton, Virginia approx. 1 mile east of US 29, off Beach Road where it intersects with Green Meadows Road – 2 Acre building lot (white outline)

Wooded lot slopes gently down to Green Meadows Road. Includes Unrestricted use of surrounding Airfield. 8 miles outside the Washington SFRA. 30+ aircraft based at the field – which is also used by upwards of 20 Powered ParaGliders (PPGs)

Asking Price \$299,000

Call Tom Richards (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: Fabian Georges 571-282-3698

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: Fabian Georges 571-282-3698

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