



Volume 22 – 02

www.FlyingClub1.org

February 2022



The Privileged View

Steve Beste, President

The Trevor Jacob video. Last fall, Trevor Jacob, age 28, bought a 1940 Taylorcraft. The airplane was for sale that August with no airworthiness certificate and described as a “parts harvest opportunity.” Jacob replaced the engine and got it flying again.



On November 24, 2021, he took off from Lompoc, California, on a flight to Mammoth Lakes. The path goes over the Los Padres mountains, and there his engine quit. Jacob is an experienced parachutist and was wearing a parachute, so instead of crash-landing the plane, he bailed out.

The plane crashed on a remote hillside. Jacob landed with only minor scrapes. He walked out.





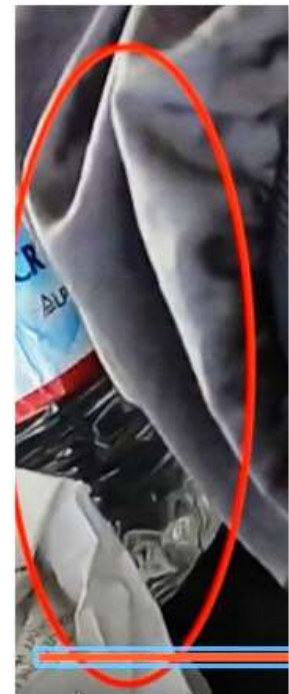
Like many young pilots, Jacob has a YouTube channel and flew with many GoPro cameras. So a month after the crash, on December 24th, he published a 12-minute video of the flight: [I Crashed My Plane](#). It's quite the story.

But then all hell broke loose on the internet.

Pilots wondered why he had bailed instead of landing the plane. Indeed, why did he even *have* a parachute? And it's not a thin "meatsaver" parachute such as an acrobatic pilot would wear, but a controllable sky-diving rig. Why didn't he try to re-start the engine? The suspicion grew that the crash was a stunt designed to drive traffic to Jacob's YouTube channel, not a genuine engine-out.

What then followed has been an amazing **crowd-sourced forensic examination** of Jacob and the video, frame by frame.

He says he has no water, and yet we glimpse a water bottle on the seat beside him. And why did he have a fire extinguisher hidden in his pants leg?



And how come the plane's door is open *before* the engine stops?



Watch the video and see how many fishy bits you can find. We'll compare notes at our February meeting.

People with aviation-related YouTube channels got bombarded with questions about the Trevor Jacob video. Is that what a pilot would do? Is that what *you* would do? Well, no. So we now have a half-dozen videos about the video. I recommend [this one](#). He nicely summarizes all the fishy bits.

For his part, Jacob is sticking to his story. On January 22nd, he issued a statement that “Ill happily say I did not purposely crash my plane for views on YouTube.”

The NTSB is now investigating the crash, of course. What does Jacob have at risk if the NTSB concludes that he crashed the plane intentionally?

- The FAA could revoke his pilot's license.
- If he's made an insurance claim for the Taylorcraft, he could be prosecuted for insurance fraud.
- I suppose the U.S. Forest Service could fine him for dumping in a national forest. (Maximum penalty is \$5,000.) Or for potentially causing a forest fire. In any case, they could require him to remove the wreckage, which wouldn't be cheap.

Judging by the online comments, Jacob's name is now mud in the aviation community, to the point that he's deleted all comments on his video. However, the video got 1.5 million views in its first month. Someone said that's worth about \$1,500 in advertising revenue. And certainly, Jacob likes clicks on his site. So perhaps he counts this as a win – at least until the FAA gets done with him.

Fly safely,
Steve

P.S. Interestingly, Jacob's flight came exactly 50 years to the day after D.B. Cooper jumped from an airliner with \$200,000 and a parachute over a remote part of Washington state. Coincidence? Or was it an homage? Cue that spooky Twilight Zone theme song.



This Month's Fly-In Destinations

To encourage all of us to get in the air more, the following is a list of fly-ins I found within (about) 100 NM of the Warrenton Airpark which are occurring in the next month. Sources are: The [EAA Calendar of Events](#), www.flyins.com, www.socialflight.com and the [Virginia Department of Aviation Calendar of Events](#).

While restrictions due to COVID-19 are loosening in Virginia, the following events still have the potential to be canceled, and it is recommended to check in with the hosting organization.

Date	Event Description	Location	Distance from 7VG0
Sat, Feb 12 / 8-11AM	EAA 518 Fly-in Drive-in Breakfast	Mifflin County Airport (KRVL)	121 NM
Sat, Feb 19 / 11AM-12PM	EAA Chapter 1563 Monthly Meeting	Gordonsville Municipal Airport (KGVE)	35 NM
Sat, Mar 12 / 8-11AM	EAA 518 Fly-in Drive-in Breakfast	Mifflin County Airport (KRVL)	121 NM
Sat, Mar 19 / 11AM-12PM	EAA Chapter 1563 Monthly Meeting	Gordonsville Municipal Airport (KGVE)	35 NM
Sun, Mar 27 / 8AM-12PM	EAA Chapter 426 Fly-in/Drive-in Breakfast	Greater Cumberland Regional Airport (KCBE)	73 NM
Sat, Apr 23 / 12:30-4PM	Cub Scout Aviation Day	Gordonsville Municipal Airport (KGVE)	35 NM

Don't forget that there are several great local flying destinations with restaurants on or near the airport. Did I miss some? Let me know!

- Shannon Airport (KEZF) - On the field: Robin's Nest Cafe (closed Sundays. Also reported temporarily closed Mondays due to COVID), 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)
- Hagerstown Regional Airport (KHGR) (towered) - On the field: The Grille at Runways
- Front Royal-Warren County Airport (KFRR) - 20 minute walk: 619 Market
- Williamsburg-Jamestown Airport (KJGG) - On the field: Charly's

Also, check out the map created by our very own Club President, Steve Beste on the [Flying Club 1 website!](#)

AeroPark – Valentine’s Farmers Market
Sunday 13 February
9 a.m. – 1 p.m.



St. Mary's Co. Regional Airport
44200 Airport Rd, California, MD



Located in the “AeroPark” Innovation District. This district supports the emerging innovation economy in St. Mary’s, growing jobs, diversifying the economy, and attracting and keeping talented workers in the County.

Oysters – **Local Meats** – Honey – **Baked Goods** – Eggs – **Seasonal Produce** – Local Hard Cider - **Local Bourbon** – Breads – **Pickles** - Goat Milk Soap – **Aged Oils & Vinegars** – Sheep Cheese– **Local Beer** – Spices – **Local Chocolate**



Sponsored by Historic Sotterley & their “Growing for Good” program. Go to www.sotterley.org for more information & vendors.

From Our Members

Stephen Waide sends us this beautiful winter scene starring our very own Lost Griz Aerodrome (formerly the Warrenton Airpark) taken January 30th from his Tiger Cub. Even though it is cold in winter, low temperatures can make for great engine performance and fun flights!



Quiz

We stumped you! No one was able to guess last month's airport! It was Eagle Crest-Hudson Airpark (DE25) near Lewis Beach, Delaware.

Thanks go to Steve Beste for providing this month's mystery airport! This airport is closer to home. Steve points out the large body of water off the end of the runway as a clue. Good luck!



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



Toy Hauler or Camper...Why Not Both!

Part 2: The Trailer Build-Out

By Mark Barron

Welcome back! If you missed Part 1 you'll find it in the [January 2022 Newsletter](#).

The first thing I did was figure out how to tie the trike and foot launch motor down. I used an e-track system which has a lot of attachments to allow for some interesting hooks and rings and other accessories.



In order to make a bed work and also allow for the Trike to be pulled in and out the bed had to be retractable. So a few 2x4s and some plywood with two folding futons makes a queen size bed that can be converted into “shelf” mode raised above the Trike for storage on another set of e-track higher up. I soon realized that the trailer not only hauls my Trike and Foot Launch motor as well as all of the gear I use (wings, helmets, radios, cameras, fuel, etc) but it also converts into a living quarters quite nicely.



The bed made sleeping in it comfortable but I quickly realized I needed lights so I added a 12v Battery “Generator”. After researching full Solar kits I stumbled on a used Goal Zero Yeti 1400w for sale at REI which has an AC Converter, 12v circuit output, a solar input and of course USB ports all in one nice neat package. It didn’t take me long to realize I needed solar panels on the roof to charge the Goal Zero.



After the lighting was taken care of I had to install a sink complete with a boat galley foot pump with two 7-gallon water containers (one I would fill with water and the other I used for the drain under the sink).

Then I realized the shelves that John had installed were too basic so I had to build a cabinet so I could keep stuff in it without falling all over the place while driving. The cabinet was also needed to build a “wall” to mount a rocker switch panel to run all the 12v circuits.



Then when I spilled food on the wooden counter I realized I needed something to protect it so I “wrapped” it in a faux marble vinyl and for a backsplash (because when cooking bacon it splatters) I put subway tile stickers up along the back of the “kitchen”.



Oh well if we’re calling it a kitchen I guess I need a fridge. I found a Coleman 12v cooler at a local yard sale and a small microwave. That setup lasted a few weeks until I thought of more.

My wife, Margi, and I went camping several times (without any motors so just in camper mode) and each time we realized we “needed” something else.





Plasticware, wine tumblers, towel rack, coffee/spice rack, reading lamps, etc. Margi also has this thing she has to do every night even when we're camping. She likes to wash her face just before bed. But in February the water is very cold so she asked for a way to heat the water. At first I just heated some in the microwave but after that trip I started looking into tankless water heaters. I bought a Camplux shower and built an elaborate set of valves to allow both the foot pump to still function so we save electricity and water and a 12v pump that came with the Camplux. The electric pump is needed to push water through the heater consistently. I could have just replaced the foot pump with the electric pump but I like the simplicity of having an option without using electricity. Besides the foot pump is much quieter and is a good way to conserve the precious 7 gallons of water if you're "boondocking" (when you don't have any hookups).



The tankless heater mounts outside the trailer because it also acts as an outdoor shower (yes I have a stand up tent) and the hoses have quick connectors that run under the trailer and inside to the sink. And with a tankless water heater you have to have propane on board so figured I might as well get one of those propane fire pits so we don't always have to gather wood and smell like smoke. That setup lasted a few months until I thought of more.



I added a 270 degree bat wing awning. We were getting away without an awning by using a pop up tent but it was bulky and required me to rig a way to set it on top of the back of the trailer to cover the porch.



Oh yeah...did I mention we use two jack stands under the back ramp to make a porch?



I wanted something to provide protection from the rain at the side door and the porch to spend more time outside in bad weather. After all, the inside of the trailer is 10x8 and gets small very quickly. I found this awning on an Overland YouTube video that folds out in minutes.



The unique thing is it mounts on the side of the trailer but swings out like a bat wing and extends back behind the trailer to cover the porch as well. And with optional walls I just doubled my living space! Of course it didn't take long for me to realize I needed outside lights because it's very dark under the awning especially with the walls on. So we now have LED strip lights that wrap around the trailer and change to any color I want. Blue seems to be the cool color for RV awnings these days.



The silver lining COVID has brought for many of us is to allow us to work from home. I've been working from home for the past 20 yrs but now that everyone's doing it I feel much more comfortable working "remotely". Meaning remotely doesn't necessarily have to mean your house.



As long as I have internet connectivity I can work from anywhere. Of course the best places to camp don't have the best cell coverage. So I installed something called a WeBoost antenna on the roof (which retracts for travel and garage storage).

This does two things. It boosts the signal from a weak cell connection by 1 or 2 bars. Also since I'm in a metal box the unit has an internal antenna that improves my cell connection while inside the trailer. One of my favorite places to camp is Airports and not all of them have Wifi available and if you've ever been to FRR and have Verizon you know that coverage can be spotty. With the WeBoost I have no problems and can even watch Netflix. Of course I also needed a comfortable place to work so I built a fold down table/desk that I use for work and Margi and I use for eating. I'm also on the waiting list for a Starlink dish which will change everything. Did I mention I have about 3.5 inches of clearance so everything I put on the roof has to be very low profile so I'll have to get creative with a satellite dish?



OK so I think that's about it. There are a few more things I intend to do over the winter. I'm adding leveling jacks (it's very wobbly on just tires) and maybe an electric tongue jack. I'm even considering making a small shower/bathroom inside. I think I can get away with a 24"x24" cube without compromising the bed or trike space. The bed is a bit of a pain to manually move from sleeping to shelf mode so I'm considering doing something involving air shocks so it's easier to lift out of the way.

One thing I've realized over the past year. I could have bought a new truck and a fancy toy hauler from an RV lot but honestly it wouldn't have been as versatile and I know I wouldn't be able to store it inside my garage. Besides I like my Jeep too much. In the end, building out my own Toy Hauler has not only given me exactly what I need but if you can't tell by how long this article is...I've had A LOT of fun building it.

So next time you find yourself saying "There must be a way!" There is, it just takes some time and thought. I had no idea what I was getting into when I started this project and I can't say I'm an expert now. Heck I was drilling holes in the roof the first week I had it! Happy Flamping!



Meeting Minutes

January 2022

Flying Club One Meeting

Saturday, January 8, 2022

Online Zoom meeting from members' homes

Call to Order

President **Steve Beste** called our meeting to order at 11:15 AM.

7 members participated online with webcam video and sound for our Zoom meeting.

Visitors and New Members

None

Old Members

The numerous RC controllers visible behind **Stephen Waide** engendered considerable interest and a discussion about the types of RC controllers.

Regular Reports

Secretary: **JJ Campbell** – nothing to report

Treasurer and Membership Director: **Fabian Georges** – not in the Zoom meeting

Warrenton Airpark Owner: **Matt Christensen** – not in the Zoom meeting

Old Business

None

New Business

None

Program

President **Steve Beste** discussed Dan Johnson's article about Lift Aircraft's Hexa, an autonomous eVTOL air taxi. The full article can be found at: <https://bydanjohnson.com/category/manufacturers/lift-aircraft/hexa/>.

President **Steve Beste** discussed a fatal accident between a PPG and a Cessna Caravan on December 21, 2021. For more information see: <http://www.kathrynsreport.com/2021/12/cessna-208b-grand-caravan-n1116n-fatal.html>. There was some discussion about the comments in the Kathryn's

Report concerning a portable ADS-B device, SkyEcho, which commenters felt could have possibly helped avoid this accident. Subsequent research while writing these minutes revealed that this device is not currently authorized in the US. The manufacturer, uAvionix, suggested that interested US pilots should consider Sentry by ForeFlight.

Allen Whatley talked about the 1931 Curtiss-Wright Junior that he and **Lucy Ooi** purchased and trailered back from California. Lucy has been trying to locate a CW Junior for five or six years to purchase. The plane needs to be fully recovered, amongst other things. Lucy hopes to have the plane airworthy by its 100th anniversary.

Adjourn

President, Steve Beste adjourned the Zoom meeting at noon.

Submitted by **JJ Campbell**, *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
- **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 Knocker Aviation
(Abe Makely, Saverio Gambassi)
571-309-7023
airknockeraviation@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, February 12th, 11am	Winter meeting	Zoom	Program: Matt Christensen's Cub adventures, Trevor Jacob's video
Saturday, March 12th, 11:00am	Winter meeting	The terminal building at the Warrenton-Fauquier Airport	Program: TBD
Saturday, April 9th, 11am	Fly-in, club meeting, and cookout	Outdoors at the Airpark	Club meeting, fly-in, and cookout at Warrenton Airpark
Saturday, May 14th, 11am	Fly-in, club meeting, and cookout	Outdoors at the Airpark	Club meeting, fly-in, and cookout at Warrenton Airpark
Saturday, June 11th	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
Saturday, July 9th, 11am	Fly-in, club meeting, and cookout	Outdoors at the Airpark	Club meeting, fly-in, and cookout at Warrenton Airpark
Saturday, August 13th, 11am	Fly-in, club meeting, and cookout	Outdoors at the Airpark	Club meeting, fly-in, and cookout at Warrenton Airpark
Saturday, September 10th, 11am	Fly-in, club meeting, and cookout	Outdoors at the Airpark	Club meeting, fly-in, and cookout at Warrenton Airpark
Saturday, October 8th, 11am	Fly-in, club meeting, and cookout	Outdoors at the Airpark	Club meeting, fly-in, and cookout at Warrenton Airpark

Date	Activity	Location	Description
Saturday, October 22nd, 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 10th, 12-3pm	Holiday Party	The terminal building at the Warrenton-Fauquier Airport	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.

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 is the calendar year: January through December.

Renewals can be sent in starting in October for the upcoming year. Members who have not paid their dues by the end of February will be dropped effective March 1 and will not receive the newsletter or the membership roster.

Dues are \$20 per year. But if more than one family member is active in the club, then a family membership covering both of them can be had for \$25. Please:

- Make your check out to **Flying Club 1**

- Mail it to **Fabian Georges**

P.O. Box 5322

Springfield, VA 22150

- Include a copy of the membership application that's attached at the end of this newsletter (and is available on the club [website](#)). That's our way of keeping your contact information up to date.

MEMBERSHIP APPLICATION



New/Renewal: ☐ New ☐ Renewal

Type of membership: ☐ Individual ☐ Family (when more than one member of the family is active in the club)

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 included in the club's membership roster which is distributed only to members.

Instructions:

1. Fill out the above form.
2. Enclose a check made out to **"Flying Club 1"**.
3. Send the form and check (\$20 individual, \$25 family) to:

Fabian Georges, Treasurer
P.O. Box #5322
Springfield, VA 22150

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.

2022 CLUB OFFICERS AND DIRECTORS

President: Steve Beste 703-321-9110

Vice President: Allen Whatley 571-235-6978

Secretary: JJ Campbell 703-379-8930

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

2022 CLUB VOLUNTEER STAFF

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 member support in varying amounts. Please indicate on your membership application the func-

tion(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