



Volume 23 – 01

www.FlyingClub1.org

January 2023



The Privileged View

Steve Beste, President

So what does this privileged view actually cost? I often tell people that I do our sport as cheaply as anyone can while still maintaining my trike to a high standard. (Safety first!)

I've now had the trike for 17 years. What has this hobby cost? Here's the answer based on detailed records from all those years.

The aircraft. Here's what I fly, an Aerotrike Safari trike. It was built from a kit from South Africa in 1998. I bought it in 2006 when it had 362 hours on it. It has a 60hp 4-cycle HKS engine, which is a jewel. It burns 2.1 gph, so with its 14-gallon tank, it has a range far in excess of my bladder's. More to the point, I can fly all day without worrying about refueling, unlike the case with a 2-cycle engine.



Aerotrike Safari N42AT

It cruises at 57mph, which is fast enough that I can actually [go someplace](#), unlike something that cruises at 25 or 45. On the other hand, I can't keep up with the gyroplanes and Aeroncas going 85, so I mostly fly alone.

The hangar. I inherited this hangar with the trike at the Front Royal airport. That was a stroke of luck because hangars are extremely hard to find in Northern Virginia, and my Dacron & mylar wing cannot be left outside day after day. The hangar has been my major expense.



Pete Bastien's Pitts and my trike in the hangar at Front Royal. They fit together nicely!

Sharing. If you want to reduce costs, **sharing** is the best way to do it. Pete Bastien and I split the \$335 monthly hangar rent – a huge saving for both of us.

Further, I had partners in the trike for 10 years and split all the expenses with them. I bought the trike with Hugh McElrath, who was a big hangar glider pilot at the time. Then, Peter Richter joined me for four years. These partnerships cut my costs in half.



Hugh McElrath

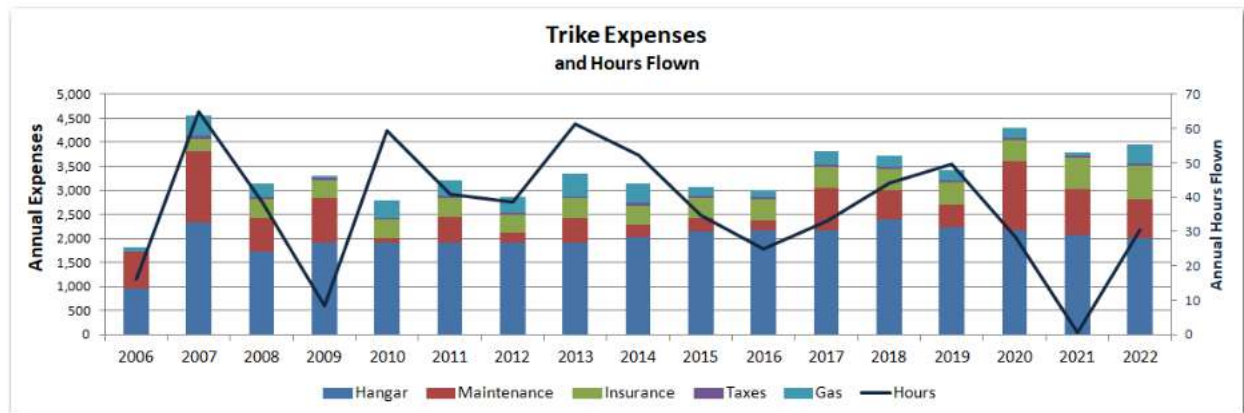


Peter Richter



Pete Bastien

Expenses. Here's a plot of my expenses over 17 years. (These are total expenses for the trike. For the ten years in which I had a partner, I paid only half what you see here.)



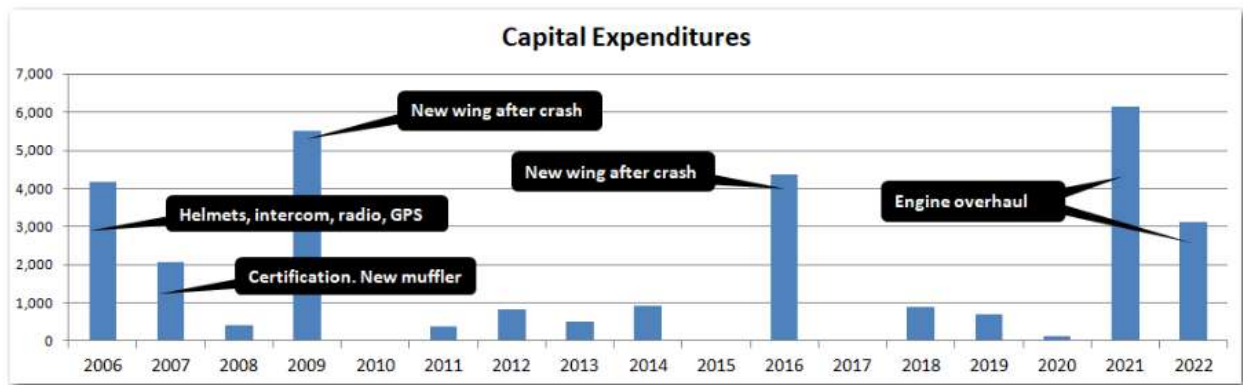
Average	
Annual Expense	
Hangar	\$2,000
Maintenance	\$653
Insurance	\$408
Taxes	\$44
Gas	\$262
	<hr/>
	\$3,150
Hours flown	37
Cost per Hour	\$85.45

Here are the 17-year averages.

- **Hangar.** As you see, the major cost is the hangar. (Again, these are expenses *for the trike*. Since the trike has shared the hangar every year, the hangar expenses shown are only half the total hangar rent.)
- **Maintenance.** Except for an engine overhaul, I do my own maintenance and annual inspections. The FAA allows me to do that since the trike is officially an Experimental Light Sport Aircraft and I took the 16-hour Repairman course. If you have an ultralight, you too can do your own maintenance. Otherwise – unless you have an Experimental that you built yourself – expect to pay an A&P mechanic for the annual inspection.
- **Insurance.** I self-insure for damage to the trike (called *hull insurance*). Both the state and the county that owns the hangar require me to carry liability insurance. That's hard to find (and hull insurance is unobtainable). I insure through the U.S. Ultralight Association's group policy, currently \$685/year.
- **Taxes.** The personal property tax rate in Warren County is 75¢per \$100 valuation. That's higher than surrounding counties, but not a problem if your aircraft is assessed at only \$5,933. That comes to \$44.50/year, plus \$5 for the annual Virginia registration.

Total: **\$3,150/year**. Not bad! But wait, there's more. (There always is.)

Capital Expenses. We paid \$14,000 for the trike back in 2006. It's worth maybe \$25,000 today. That looks like this hobby is actually an *investment*, right? Well, no. Along the way, there have been \$30,000 in capital expenses.



- **Start-up purchases.** Whenever you buy a used item – whether it's a house or an aircraft – it will need some capital improvements. In this case, the GPS was a clunky old unit with a faint black-and-white display. There was only one helmet and thus no intercom. Etc. Hugh and I spent \$4,000 on improvements the first year. That included a tear-down inspection of the wing by Steve Wendt of Blue Sky hang gliding.
- **Smash-up #1.** In 2007, the hangar held two trikes. On a windy day, our hangar partner took ours out and left it while he got his own out. The wind caught it and toppled it onto its tail. That smashed the propeller and the muffler. He paid, but we took the occasion to upgrade the muffler to the current model. \$748.
- **Smash-up #2.** In 2008, Hugh crashed the trike while landing at Harrison's. I told that story [here](#). The damage wasn't as bad as it appears here, but the wing was destroyed. And the propeller. Always the propeller.

Hugh paid, but only for the depreciated value of the old wing, which was fair. The new wing cost the partnership \$5,500. But we got a beautiful new wing that was much better than the old one.



If we had had hull insurance, I think we would have become uninsurable at this point.

- **Smash-up #3.** In 2015, I was blown into the trees while landing at the Airpark on a windy day. I wasn't hurt, but the wing was destroyed. (And the propeller!) I told that story [here](#). The repairs were another uninsured cost.



Chuck Tippet hauling the wing out of the tree

- **Engine overhaul.** By 2021, the trike's engine was 20 years old and had reached its 800-hour overhaul mark. That cost \$6,000. Unfortunately, the engine also had a slow oil leak from an invisible crack in the crankcase. I should have spotted this before the overhaul, but I didn't. (Nor was it visible to the repairman. I don't fault him.) Replacing the crankcase meant another teardown and another \$3,000.

My point here is that you should expect to have some large capital expenses at some point, though hopefully not as a result of crashes. Those expenditures will give you a more valuable aircraft but an emptier wallet.

In my case, this has come to \$1,776/year, making my total average annual outlay of all kinds to be \$4,927, or \$133.62 per hour.

But let's factor out the cost of the crashes since you won't be crashing *your* aircraft. We'd still have had to pay \$7,000 for a new wing somewhere in the 17 years since trike wings have a nominal life of 700 hours. That makes your **overall hourly cost \$129**.

Can you fly for less? Sure!

- You can fly a PPG. That won't have the hangar expense. But it's a different kind of flying.
- You can rent a Cessna Skycatcher at KHWY for \$125/hour including gas.
- You can create a shared-ownership ultralight club as Michael Bishton is trying to do. But so far he has not been successful. They exist for Cessnas, but I have not heard of any in this area for our kind of light flyers.
- You can buy a copy of Microsoft Flight Simulator Premium Deluxe for \$26.99 on Amazon. But again, it's a different kind of flying.

If any of you have good cost data on your own flying hobby, I'd love to hear. Send the figures to Lucy and we'll have a conversation.

Fly safely,
Steve



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 Lost Griz Aerodrome which are occurring in the next month. Sources are: The [EAA Calendar of Events](#), www.socialflight.com, funplacestofly.com and the [Virginia Department of Aviation Calendar of Events](#).

Date	Event Description	Location	Distance from 7VG0
Sat, Jan 14 / 8-11AM	EAA 518 Fly-in Drive-in Breakfast	Mifflin County Airport (KRVL)	121 NM
Sat, Jan 14 / 8AM-11PM	Pancake Breakfast	Allen Airstrip (3NJ9)	160 NM
Sat, Jan 21 / 11AM-12PM	EAA Chapter 1563 Monthly Meeting	Gordonsville Municipal Airport (KGVE)	35 NM
Sat, Jan 21 / 10AM-12PM	Flight Instructor Security Awareness Training. Registration required. See website .	Piper Memorial Airport (KLHV)	150 NM
Sat, Jan 21 / 10:30AM-12PM	EAA 1641 Monthly Gathering and FAA Wings Seminar (Pilot Preventative Maintenance)	Bloomsburg Municipal Airport (N13)	154 NM
Sat, Jan 28 / 8-10AM	EAA Chapter 339 Pancake Breakfast	Chesapeake Regional Airport (KCPK)	138 NM
Sat, Feb 11 / 8-11AM	EAA 518 Fly-in Drive-in Breakfast	Mifflin County Airport (KRVL)	121 NM
Sat, Feb 18 / 10:30AM-12PM	EAA 1641 Monthly Gathering and FAA Wings Seminar	Bloomsburg Municipal Airport (N13)	154 NM
Sat, Feb 25 / 8-10AM	EAA Chapter 339 Pancake Breakfast	Chesapeake Regional Airport (KCPK)	138 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!

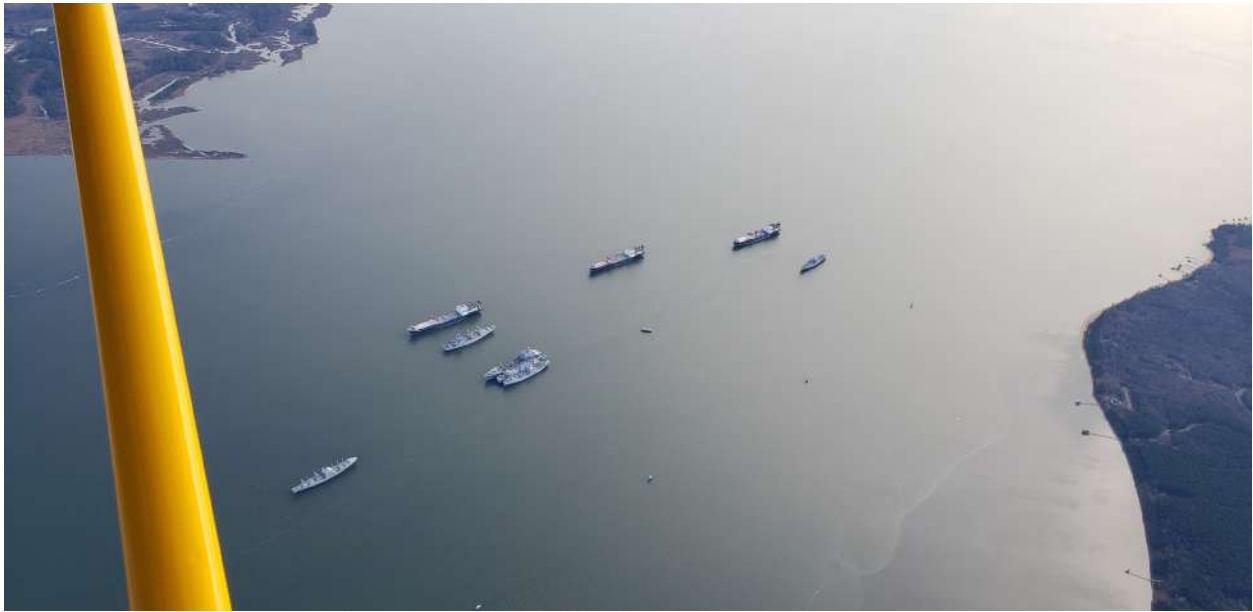
- Shannon Airport (KEZF) - On the field: Robin's Nest Cafe (closed Sundays), Walkable: Wawa, Perfect Pollo
- Sky Bryce Airport (VG18) - Across the street at the ski slope: Copper Kettle (closed Mon/Tue)
- Cumberland Airport (KCBE) - On the field: Hummingbird Cafe (closed Mondays)
- Richmond Exec Chesterfield (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!](#)

Quiz

Congratulations to Tom Simmons for being the first to identify last month's quiz as Point of Rocks bridge! He beat Jim Heidish by only a couple of hours. Jim notes that this bridge is where Route 15 crosses the Potomac River near Point of Rocks, MD.

This month's quiz picture was taken by yours truly. Where is it, and can you find it on the sectional?



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

Working on the Bucket List

By Lucy Ooi

It has now been just over 119 years since the Wright brothers made their first flight, and a trip down to Kitty Hawk (FFA) to see where it all happened is on most pilots' bucket lists, if they haven't already been. Despite it not being that far away, I had never been, so with the 119th anniversary falling on what was predicted to be a beautiful Saturday, I decided it was time to go!

There was a program that began at FFA at 9 AM, so I planned on arriving around 8 AM to give us some leeway for delays and to ensure we had time to figure out where the program was actually held. I was up early prepping for the flight. Good thing I did another check of the NOTAMS, because there was a new one at FFA which showed a runway closure from 8 AM until noon. Well, that ruined my plans. I had already been looking at a takeoff well before dawn, and plenty of time flying in the dark, albeit over somewhat familiar terrain. I had no intention of now bumping our takeoff up an hour. Instead, Allen and I decided to content ourselves with an afternoon arrival. We would miss the program, but still make it in to FFA on the anniversary and have time to tour the monument and museum.

It was a nice day for flying, if a bit cool. Staying high and taking advantage of the mostly calm winds, we were able to fly right over Norfolk and Portsmouth, staying above the Class C.



Flying over Portsmouth and Norfolk

Not knowing what awaited us at First Flight, or how crowded it would be, we elected to stop for fuel at Currituck County (ONX) before heading out over the outer banks. As a note if you're ever in the area, they have cheap gas and a nice FBO!



The Outer Banks and Pine Island Airport (7NC2)

Now for the fun part. We crossed Currituck sound and flew down along the narrow strip of land that makes up this section of the Outer Banks. It is such a narrow strip of land that all the beach houses on it seem to lead a tenuous existence at best, but they are plentiful! There is even a private airport that was somehow squeezed into the meager land there is, Pine Island (7NC2), a mere 15 NM north of First Flight.

And then there it was before us! First Flight Airport (FFA) and the Wright Brothers' memorial! We made it!



First Flight Airport and the Wright Brothers' Memorial

I had been afraid that on the anniversary there would be difficulty finding a parking space since I

knew there were only about ten spots. There was no issue with parking, but maybe being late for the ceremony helped.



Tied down at First Flight with the monument in the background



The flight home was uneventful, with only a quick-turn fuel stop at Williamsburg (which they still charged us a small handling fee for). Flying lower to avoid a slight headwind, we enjoyed watching the sun set from the plane, and the Christmas lights turn on. The whole trip ended up being about 5 hours of flying.



Sunset over the river

That's one bucket-list item down: flying my first plane to First Flight for the anniversary of flight!

Meeting Minutes

December 2022

Flying Club One Holiday Party

Saturday, December 3, 2022

Warrenton-Fauquier Airport (HWY)

Midland, VA

20 Members and guests attended the event.

The Holiday Party

The event was again held at the wonderful meeting room at Warrenton-Fauquier Airport (HWY) from Noon until 3 PM. Along with the great comradery and fellowship, all the attendees enjoyed a superb potluck lunch. After the fine meal, *President Steve Beste* called a short meeting to take care of business.

Election of Club Officers and Directors

by members present. *Vice President: Allen Whatley* – voted in unanimously! *Treasurer: Fabian Georges* – voted in unanimously! *Directors at Large: Lucy Ooi, Pete Bastien and Tim Loehrke* – voted in unanimously!

Program

President Steve Beste played a fun game of name the **Potomac River Bridge Quiz** using the conference room's excellent audio video equipment and based on his superb article published in the October 2022 Newsletter.

Old/New Business

President Steve Beste reminded everyone that it was time to renew their membership. He and *Treasurer Fabian Georges* announced plans to add online payment capability to the Club's Website soon.

President Steve Beste announced that Bill Sullivan, a former crop duster, will make a presentation at one of our indoor meetings this Winter about crop dusting. Steve opened the floor for a brief discussion of what other topics would be interesting candidates for Winter meeting programs. Some sample candidate topics discussed were National Air Space, Basic Ground School, and local navigation & landmarks.

Regular Reports

- *Treasurer & Membership Director:* **Fabian Georges** reported that we have 58 members and the Club's bank balance is \$3,221.87.
- *Secretary:* **JJ Campbell:** The minutes for November were accepted as published in the December newsletter.
- *Lost Griz Aerodrome Owner:* **Matt Christensen** did not attend the meeting.

Adjourn

President **Steve Beste** adjourned the event at 1:24 PM.

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:** 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 Lost Griz Aerodrome (7VG0). 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 14th, 11am	Winter meeting	The terminal building at the Warrenton-Fauquier Airport	Program: TBD
Saturday, February 11th, 11am	Winter meeting	The terminal building at the Warrenton-Fauquier Airport	Program: TBD
Saturday, March 11th, 11:00am	Winter meeting	The terminal building at the Warrenton-Fauquier Airport	Program: TBD
Saturday, April 8th, 11am	Fly-in, club meeting, and cookout	Outdoors at 7VG0	Club meeting, fly-in, and cookout at 7VG0
Saturday, May 13th, 11am	Fly-in, club meeting, and cookout	Outdoors at 7VG0	Club meeting, fly-in, and cookout at 7VG0
Saturday, June 10th	8:00am Poker Run 11:00am Fly-in and club meeting	Outdoors at 7VG0	Poker Run Club meeting, fly-in, and cookout at 7VG0
Saturday, July 8th, 11am	Fly-in, club meeting, and cookout	Outdoors at 7VG0	Club meeting, fly-in, and cookout at 7VG0
Saturday, August 12th, 11am	Fly-in, club meeting, and cookout	Outdoors at 7VG0	Club meeting, fly-in, and cookout at 7VG0
Saturday, September 9th, 11am	Fly-in, club meeting, and cookout	Outdoors at 7VG0	Club meeting, fly-in, and cookout at 7VG0
Saturday, October 14th, 11am	Fly-in, club meeting, and cookout	Outdoors at 7VG0	Club meeting, fly-in, and cookout at 7VG0
Saturday, October 21st, 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

Date	Activity	Location	Description
Saturday, November 11th, 11am	Fly-in, club meeting, and cookout	Outdoors at 7VG0	Club meeting, fly-in, and cookout at 7VG0
Saturday, De- cember 9th, 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, Lost Griz Aerodrome (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.

2023 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 714-661-8800

Director At Large: Pete Bastien 703-568-5778

Director At Large: Tim Loehrke 703-318-7896

Director At Large: Lucy Ooi 585-410-5573

2023 CLUB VOLUNTEER STAFF

Membership: Fabian Georges 714-661-8800

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