



The Privileged View

Steve Beste, President

Tory Tippett got married. Chuck Tippett came to the holiday party with pictures and stories about his daughter’s wedding last November 4th. As befits any daughter of Chuck’s, she arrived at the beach wedding in a floatplane, wearing a bomber jacket over her antique wedding dress.



Tory and Chuck in his Taylorcraft after landing

As most of you know, Chuck had a serious back injury last fall before the wedding. That led to a week off work, and - typical Chuck - he spent it flying his floatplane with his grandson to collect driftwood from Shark Tooth Island for the wedding.



Chuck made the arbor and LOVE sculpture for the wedding

Tory and Jake are both 28 and living in Linden, VA, with Tory's 5-year-old daughter from her first marriage and a 1-year-old son of their own.



Tory Tippett and new husband Jake Donohue under Chuck's arbor

Tory wore the same dress that her mother had worn in 1985 and her mother's mother had worn in 1951.



The dress: Vicki & Chuck in 1985



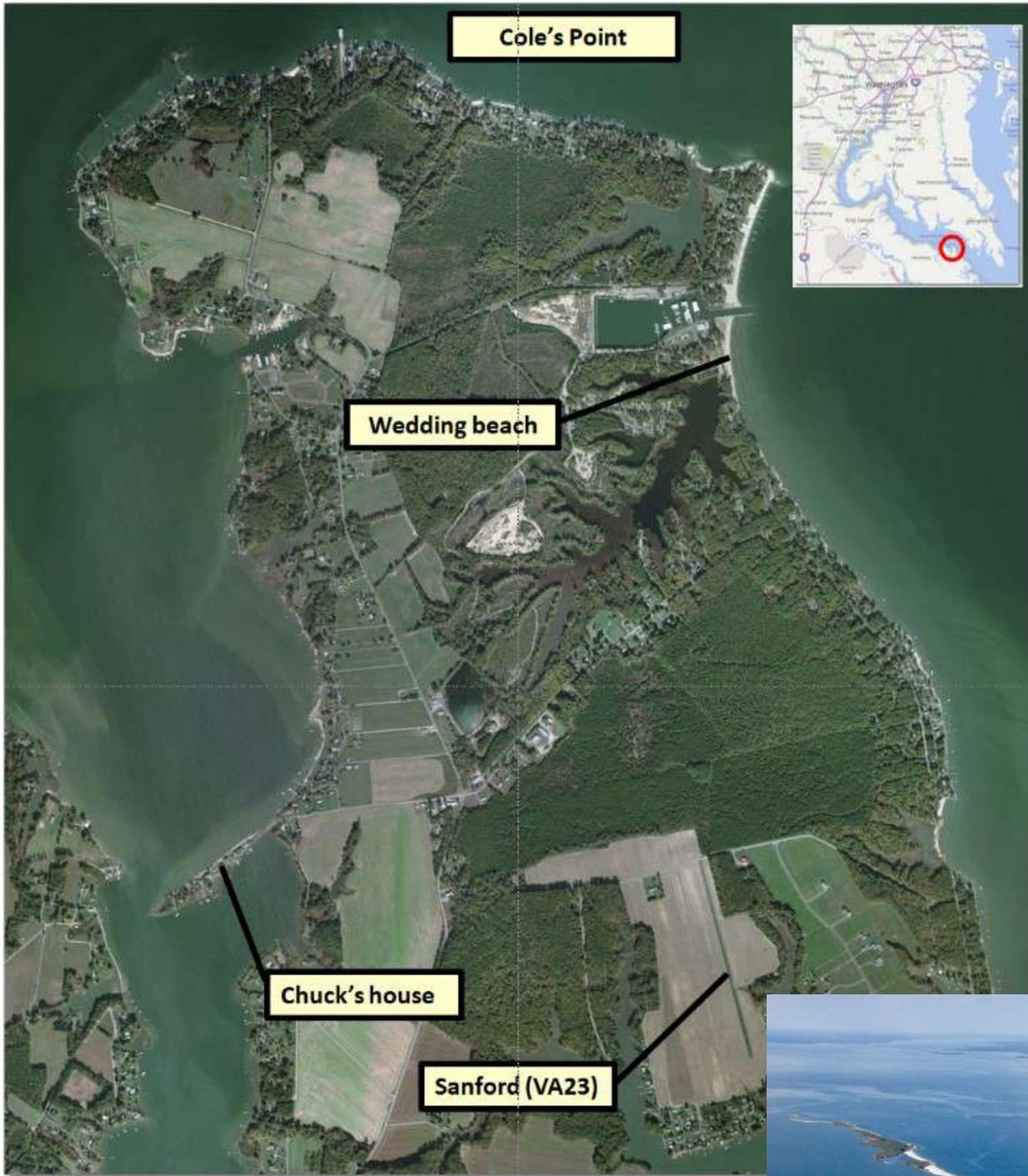
Vicki's Mom & Dad in 1951



The Taylorcraft at Chuck and Vicki's house on Cole's Point

Chuck and Vicki have a house at Cole's Point on the south shore of the lower Potomac. That's where he keeps the floatplane.

Chuck and Tory flew from the house to the wedding beach on the other side of the point.



The wedding was at [Cole's Point](#)

They had originally planned to have the wedding on [Shark Tooth Island](#) (right) but that meant ferrying 150 guests to the island by boat. If the weather turned bad, that would be a problem, so they gave that up.





Beaching it fast to keep the bride's feet high and dry



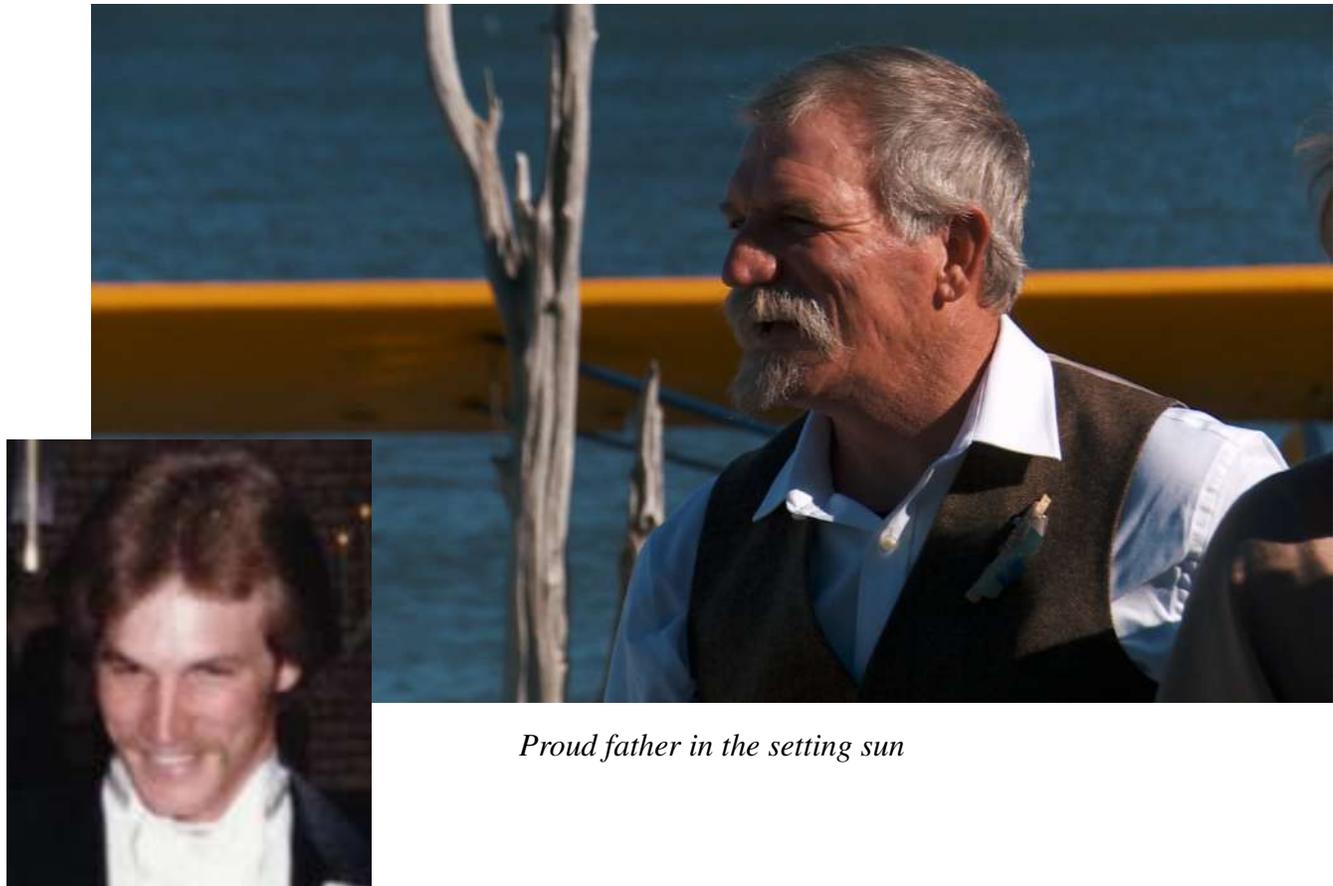
Tory and Chuck walk to the ceremony



Not her mother's wedding



Married



Proud father in the setting sun

Chuck says it was a fine wedding, captured in a superb wedding video that you can watch [here](#). Most of these pictures come from it.

Want to go to Cole's Point yourself? Chuck can probably get a welcome for you at Sanford Field (VA23). You can stay at their house. He and Vicki have listed it on Airbnb at <https://www.airbnb.com/rooms/26315794?s=1&guests=1&adults=1>. Alas, the Taylorcraft floatplane is not included.

Best wishes to all the Tippetts,

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 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](#).

Date	Event Description	Location	Distance from 7VG0
Sat, Jan 5 / 1-3PM	Cross Country Across the Country (Cross Country in a small VFR plane)	Bay Bridge Airport (W29)	71 NM
Sat, Jan 5 / 9-11:30AM	Lancaster Airport Fly-in Drive-in Breakfast (9-10:30) and Presentation (at 10:30 - To buy or not to buy? - Pre-buy inspections)	Lancaster Airport (KLNS)	112 NM
Sat, Jan 5 / 7:30-10:30AM	Fly-in breakfast social	Suffolk Executive Airport (KSFQ)	131 NM
Sat, Jan 19 / 11AM-12PM	EAA Chapter 1563 Monthly Meeting	Gordonsville Municipal Airport (KGVE)	35 NM
Sat, Jan 19 / 11:30AM-1:30PM	EAA Chapter 122 Fly-in Drive-in Lunch	Capital City Airport (KCXY)	103 NM
Sat, Jan 26 / 8-10:30AM	EAA Chapter 339 and Commemorative Air Force Old Dominion Squadron Fly-in pancake breakfast	Hampton Roads Executive Airport (KPVG)	129 NM
Sat, Feb 2 / 10:30AM-12:30PM	Lancaster Airport Fly-in Drive-in Breakfast	Lancaster Airport (KLNS)	112 NM
Sat, Feb 2 / 7:30-10:30AM	Fly-in breakfast social	Suffolk Executive Airport (KSFQ)	131 NM

Debunking the Misconceptions in Flying

By Jim Heidish

This is the continuation of the series of articles that has appeared in the past months' newsletters: *Debunking the Misconceptions in Flying*. Through writing and illustrating, I am presenting some of the stand-out misconceptions, stating what is wrong and then presenting what I see as the correct concept/principles and how they apply to our everyday flying. This month is about one of the biggest misconceptions, one I touched on last year: **all one needs to know about navigation is how to use a GPS unit.**

NOTE, these are my conclusions based on years of study, with knowledge acquired by experimenting and flying experience. If one does not agree or does not understand, it should always be questioned and/or made clear! Never taken for granted!

Are we losing an innate ability? Is GPS navigation dumbing us down?

After one learns the art of flying and is comfortable leaving the area of the airport for a spot over the distant horizon, the next big art to master becomes very obvious: navigation. Not only flying to that point over the horizon, but finding one's way back. The art of knowing where you are in the world! Today that art is being lost by pilots thinking all they need to know about navigation is how to use a GPS. This is completely **FALSE!**

If you don't use it, you lose it!

This loss of knowing where one is located, giving up their innate sense of direction to a machine is not only happening to new pilots but to many people, especially the young. A good illustration of this is what happened to me last month. When I was out walking through our neighborhood, a 12-year-old boy stopped me and asked for directions to his home located about a half a mile away. He said his cell phone/GPS/camera battery was dead and with no GPS he didn't know how to get home. He always used his cell phone's GPS whenever he went out. I found that very disturbing! His parents never let him develop that natural ability - that keen intuitive awareness and sensitivity to the present that leads to finding one's way. Instead they gave him a quick fix.

For over half a century, most high-altitude, long distance commercial, airline and military flights used an on-board navigator who used classic plotting skills with the help of electronic radio IFR navigational aids. Airlines dropped their on-board navigator completely as the computer/glass cockpit and GPS took over. Today ask any airline pilot what they know about navigation and they'll point to the screen. They and the aircraft follow the navigation computer/GPS commands, the pilot just manages the systems. If all electronic navigation and communication were lost, they would be too!

As for a navigating tool, especially for IFR flight, GPS is unbelievable. It solves many complicated calculations at light speed, is very safe with redundant backup, and is almost fool-proof. The high technology is new, but the principles are ancient navigation - the triangulation of heavenly objects to get a position fix. Where once we used stars, we now use satellites. But what is missing with the new (no involvement) computer GPS technology is the computing itself. GPS is very much like a backseat driver, talking in your ear, pointing the finger, telling you the best way to go and every turn to make. You definitely get to your destination, but you don't remember how you got there because you didn't have to. In working navigation out old school (by computing with the

one between our ears) we get a much better understanding and awareness of where we are in the world, where we are going, and how we got there. This is true for all pilots and more so for low and slow VFR pilots like most of us in Flying Club One.

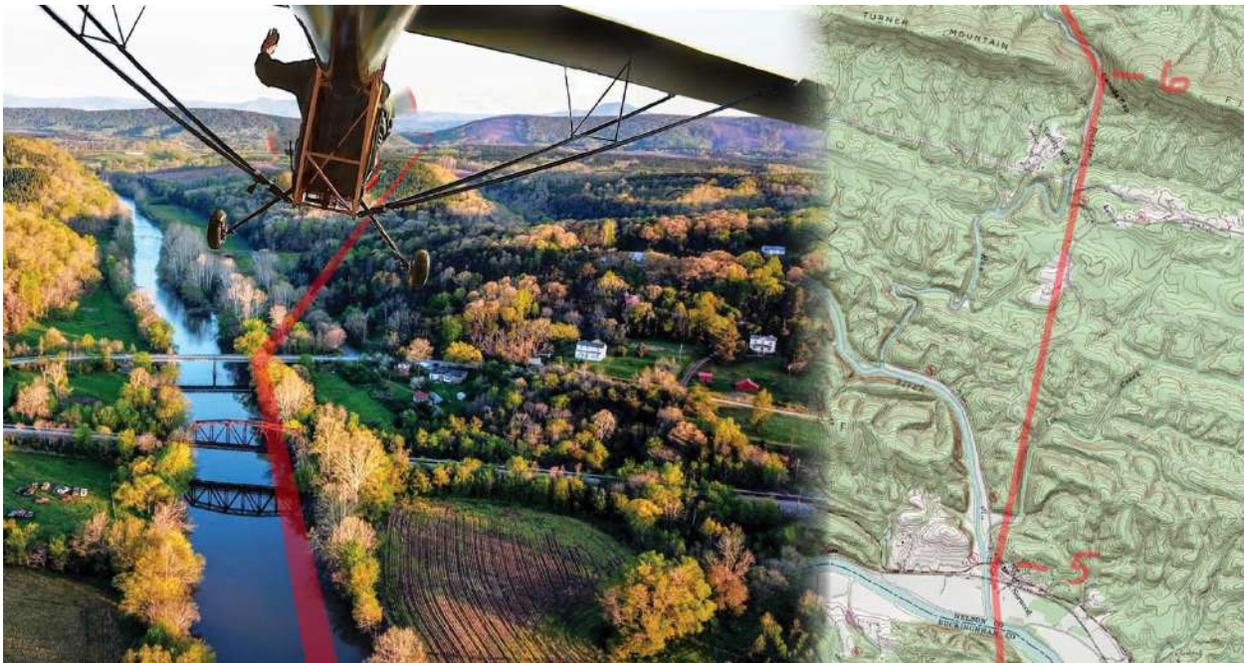
What is the alternative to using GPS? Learning old school, classic navigation skills!

There is no quick fix, no high tech shortcuts in learning the art of navigation. There are many navigation manuals, books and online sites that teach navigation at different levels from basic VFR to very in depth IFR. Also, most older flight instructors and ground schools can teach the art and show how to apply the new-found skill in actual flight. If one can reawaken that intuitive navigator in themselves, by taking the time to learn the old skills, they will give themselves a new-found confidence as a path finder and navigator.

Simple low and slow navigation without GPS.

Ultralight and LSA pilots mostly fly low and slow with little wind and good visibility of the ground at all times. Because of these facts, they really only need the simplest form of navigation, not unlike what is used on the ground below. Most of the flights can be navigated with only a topographic map and some very basic instruments.

In the next few Club newsletters, I will explain the basics of this simple form of navigation using topographic maps (geological survey/topographic maps are much better than aeronautical charts for low level flying because of their unmatched detail), compass, protractor, airspeed and clock. Plus the most important thing - reawakening that intuitive navigator and using all of one's senses: sight, smell, hearing, taste and touch.



Most low and slow ultralight and LSA flights can be navigated with only a topographic map and some very basic instruments

Meeting Minutes

December 2018

Flying Club One Meeting and Holiday Party

Saturday, December 8, 2018

Warrenton Airpark

Warrenton, VA

16 members present (a very low turnout for this year's party)

Call to order

With the Holiday Party in full swing, *President*, **Steve Beste** thanked **Tom Richards** for opening his home for our party, then called a short meeting to order at 6:30 P.M.

Warrenton Airpark Owner: **Tom Richards** welcomed everyone to his home and said it would not have been so cold inside if he had the stove pipe fixed in time, but he just installed new windows on the north side of the house so the fireplace should do the job.

New Business

With the terms of *Vice President* and *Treasurer* up, **Allen Whatley** was nominated for *Vice President* and **Jim Birnbaum** said that he would stay on as *Treasurer* if no other member would like the job. Both were approved. With changes in the *Board of Directors*, we approved **Tim Loehrke** as a new *Director*.

Adjourn

President, **Steve Beste** adjourned the meeting at 7:00 P.M. and everyone went back to enjoying the party.

Submitted by **Jim Heidish**, *Secretary*

Service Providers

Recap our standing list of service providers:

- **PPG instructor and dealer:** Michael O'Daniel, 540-270-8855
- **Aircraft instructor - CFI:** Pete Bastien, 703-568-5778
- **Trike instructor:** Pat Tyler, 202-746-4687
- **Aircraft instructor - light sport and seaplane:** Chuck Tippett, 540-905-5091
- **Ultralight (Part 103) instruction:** Tom Richards' Grass Roots Flyers, 703-568-3607
- **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
- **Gyroplane Instructor:** Frank Noe, frankcanfly@yahoo.com

Activities

Flying Club 1 Activities Schedule

Designated Club meetings will be held the first Thursday of each month in the Centreville Regional Library, 14200 St. Germain Drive, Centreville, VA, at 7:30 PM. Others will be held at 11:00 AM at the Warrenton Airpark as shown in the 2019 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

Date	Activity	Location
Thu, January 3rd, 7:30 pm	Conversation, club business meeting and program	Centreville Regional Library
Wed , February 6th, 7:30 pm	Conversation, club business meeting and program	Centreville Regional Library
Thu, March 7th, 7:30 pm	Conversation, club business meeting and program (You've landed out. Now what?)	Centreville Regional Library
Sat, April 13th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, May 11th	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, June 8th, 8:00 am	Poker Run	Airpark
Sat, June 8th, 11:00 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, July 13th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, August 10th, 11 am	Memorial table, monthly meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, September 14th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, October 12th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, Oct/Nov TBD	Club 1 Color Run Fly-out	Airpark
Thu, November 7th 7:30 pm	Conversation, club business meeting and program	Centreville Regional Library

Date	Activity	Location
Sat, December 7th, 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.

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)

Weight-Shift Enthusiasts - Your prayers have been answered! A very nice up-scale trike at an affordable price...

Specifications: NorthWing Navaho (strut braced - no king-post), 2-seat Tandem

Engine: Rotax 582 blue head with C- Gear-Box and just under 300 hours total time (never overhauled)

Well-maintained - dacron fabric and everything else looks brand new.

Many extras including Radio, GPS, Landing Lights, wheel pants, hydraulic disc brake system, wide tires, 3-blade IvoProp, 2017 Virginia License, 1,050-lb BRS parachute for safety and extra parts.

Photo below was taken at Shannon Airport. This Trike is owned by Kiho Bae, and has recently moved to Warrenton Airpark. Kiho Has asked me to advertise this at an asking price of \$18,500. Incidentally, Kiho is an experienced pilot who flew C-46 Commanders in the Korean Air Force, and now flies a Robinson R-44 Helicopter and single-engine fixed-wing as well as weight-shift aircraft. He would be happy to take you for a demonstration ride. Kiho is willing to fly it to your location.



Special Price \$18,500

Call Tom Richards (703) 568-3607 or Kiho at (703) 314-6262

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. New members joining after 1 October will be charged \$20.00 or the family rate, if applicable and will be credited with full membership for the following calendar year. 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 Birnbaum
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.

2019 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

2019 CLUB VOLUNTEER STAFF

Safety & Training: Vacant

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 member support in varying amounts. Please indi-

cate 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