



Volume 12 - 12

www.FlyingClub1.org

December 2012



FROM THE FRONT SEAT

Steve Beste, President

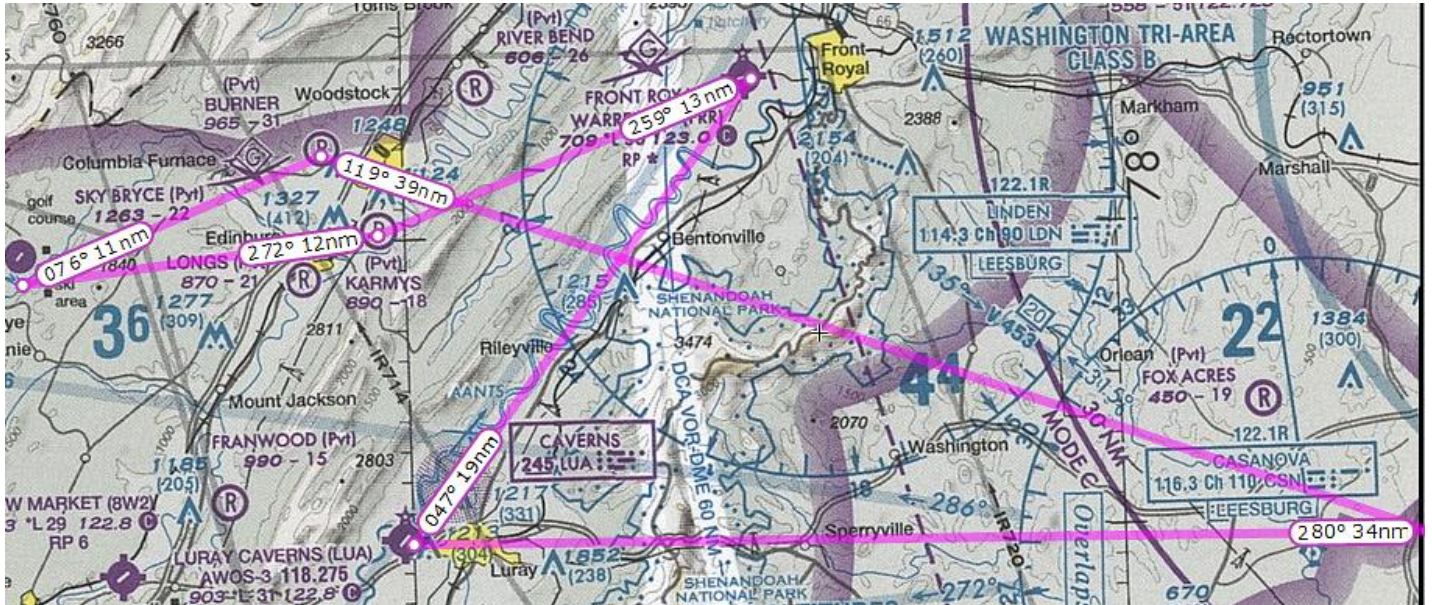
Tom Dymond crashes unhurt. Those of you on the PPG mailing list have already seen this video taken of Tom Dymond's attempt to do a wingtip drag. He wrote, "I posted this so fellow flyers can learn from my bad judgment. <http://www.youtube.com/watch?v=BF48FWp881I> Please be careful and use extra caution when the risk is so high. Luckily my gear saved me." He goes on to say, "Despite direction from my instructor saying 'DO NOT attempt this until I can walk you through it,' I recklessly decided after many times working my way closer to the ground that I was ready for it. I was obviously wrong." Damage: "just a new frame, prop, cage pieces, and 2 safety wires that popped and it should be good to go." No personal injury. That contrasts with the case last spring where the PPG pilot lost two fingers to his propeller. As here, that one involved a pilot who was getting ahead of his instructor. As Tom writes, "Listen to your instructor" before you try something new and hazardous. Safety Officer Dave Riedel has more on this later in this issue.



Tom Richards has two more projects. We all know Airpark owner Tom Richards to be a man at loose ends with not much to occupy his time. Therefore, you will be glad to hear that Tom, Pete Bastien, and Allen Whatley drove to Georgia last month and picked up two projects for Tom. They're now parked in the tractor shed at the Airpark. Wish him well.



The Color Run finally ran. Just show up. The weather might be good and you'll get to fly. So it was when four of us finally flew the fall Color Run, augmented with visits to three Valley airports. The weather turned out to be calm and glorious—so much so that Luray was as busy as O'Hare, with flights of GA pilots coming in from Ohio and elsewhere to see the caves. We sat on the concrete for 15 minutes trying to get a departure slot...at little Luray!



The route



Lloyd Peterson, Andreas Weiss, and Dick Martin

I love small airports and the conversations you sometimes find there. While we waited at Luray, the assistant airport manager tied the day together for us. He was pleased to hear that we would be flying to Karmy's near Woodstock. "Dr. Karmy delivered my two kids many years ago and got me into flying," he said. "I subscribed to the magazines and talked about flying but didn't do anything, until finally, Dr. Karmy handed me a prescription. It was for a flying lesson at New Market that he had arranged. That was how I got into flying." Bob Karmy still flies a Cessna 172 out of a beautiful airstrip next to his house.



Four of us at Karmy's (67VA)

The Market for Trikes. Here's an interesting post on Trikepilot.com from Abid Farooqui, who was one of the developers of the fancy Revo trike (\$80,000). He says that buyers are either looking for something under \$20K or over \$55K. "The \$30K trike has no market."

The issue that I saw in trike market is simply as follows:

- 1) There are the sub \$20k guys—Trike for \$15k, helmets, comms, instruction everything within \$20k*
- 2) And then there are the [\$50K] up to \$65k guys. It doesn't matter to them if the trike is \$55k or \$65k. You start going over \$70k, and you are in a different class. Those guys don't care if the trike is \$75k or \$95k. They will convince themselves to buy it*
- 3) There is no one from \$20k to \$50k. That market is a few used trike pilots buying and waiting for used good low hour 912 S-LSA trikes.*

So if I made something that cost \$27k with a brand new 582, would you buy it? This isn't theoretical. I did offer such a thing and had to discontinue offering because no one bought it; two orders in 2 years. In the same time sold 34 \$70k+ trikes.

So what does that say about trikers and trike market. Maybe they bought what was being sold more. Maybe they got associated with high performance, high-quality sleek trikes. Honestly, I would have been just as happy selling the under \$30k trikes personally, but it just didn't seem to happen for some reason. I also talked to Airborne and Northwing about this, and there is a consensus that the \$30k trike has no real market. There are a few sales here and there, but everyone has gone to wanting 912s and this and that. It's not what me or Airborne or DTA or Northwing only offered, it's where the trike market customer took us. The ones who paid and bought the machines.

I asked our two trike instructor/dealers about this. Said Terri Sipantzi (Airborne), “I would have to agree with him. In fact, AirBorne has stopped production of their EdgeX series for this very reason.” Said Ron Dixon (NorthWing), “As Abid says, he has talked with Kamron [Blevins, owner of NorthWing] about this, and that is what NorthWing sees also over the last, say, 4 years. Maybe things will change if the economy changes. The 103 market seems to be holding up better, but, of course, those are the below \$20K machines.”



Holiday Party December 8th, 4:30 – 9:00. Please join us at Tom’s house at the Airpark for the Holiday Party. This is always a good time, with the center of activity between 5:30 and 6:30. In addition to good company and a chance to meet spouses, we’ll have our annual volunteer awards. Tom promises a bonfire, something our suburban kids have never seen. It’s potluck, so sign up [here](#) (the link is <http://goo.gl/MmR2t>, or link to it from the club website home page.) This is always our most popular event of the year, and no one goes away hungry.

Fly safe,
Steve



HO, HO, HO, HO, HO!

A Jolly Good Time...

*Flying Club One's Annual Holiday Party
December 8, 4:30 to 9 P.M.*

*At Tom Richard's Home at the Warrenton Airpark
9272 Green Meadows Rd. Warrenton, VA*

Pot luck. Beverages provided by the Club.

Tom is likely to have a bonfire afterwards.

For more information, call Steve Beste at 703-321-9110

Sign up to bring a dish at <http://goo.gl/MmR2t>



From the Safety Corner—

By Dave Riedel

Just a few thoughts from the Club Safety Officer on the incident that Steve referred to earlier. First and foremost, I'm glad that Tom is OK and not injured; "stuff" can be replaced, fellow pilots cannot.

I think there are definitely lessons learned from this incident, and I'm glad that Tom offered to post a video and discuss it; lots of people wouldn't have admitted it. Everyone that flies can benefit from sharing and talking about incidents, and hopefully, it will prevent a reoccurrence of the same incident.

Some positive points to start with: he was wearing his gear—helmet, gloves, shoes/boots, jacket—it helped protect him during the crash and saved him from probable injuries. Always wear the gear required for your type airframe.



Tom Dyson missing a shoe!

Also, he had someone at the field watching when he tried something new. Granted, it would have been better if it was his instructor, but at least he had a buddy to watch out for him. In the PPG world it is always best to fly with someone. If you want to fly alone, always let someone know when and where you're flying in case of an incident. (This applies to everyone!) If you have an incident, don't count on cellphone reception or that you can get to your cellphone (lost in the incident, or even worse: you are incapable of calling).

Now some "others" from the incident: never try something new unless you're under supervision by an instructor or someone certified in the maneuvers. The ground always wins! If you are doing a new maneuvers or something that is

to be done close to the ground, always, ALWAYS, practice at altitude until you have it down, and only then start lowering the altitude. This is true from PPGs to high performance jets. When I was in my F/A-18 squadron, we had to be certified to fly "Low Altitude Tactics," which was maneuvering at 200' at 450-500+ knots, while pulling 6-7 g's for attacking targets or defeating Surface to Air Missiles, etc. To get certified you had to do the maneuvers over and over at a higher altitude and only then under the watchful eye of an instructor were you able to go down to 200'. The same thought process should apply here.

And, if you know or think that you are too low to start a maneuver, abort, climb up, and start again. There is no shame in aborting (see the paragraph above!).

I hope this provides some food for thought or discussion during your next "hangar talk."

One last note... in the Oct/Nov Powered Sport Flying Magazine, there is a good article starting on page 51 entitled “PPG Demonstration Landings.” Even though it focuses on PPGs, there are a lot of good points for everyone concerning landing in front of a crowd, or friends, or participating in Demonstration Events, etc. in the coming year.

Fly safe and Happy Holidays!

Dave

Meeting Minutes

November, 2012 Minutes

Flying Club One meeting

Saturday November 1, 2012

Warrenton Airpark

Warrenton, VA

No selling of 50/50 tickets before meeting

Call to Order

President, Steve Beste called the meeting to order at 7:35 P.M.

6 members present.

CONNECTIONS

Visitors & New Members

None

Old members

With only 6 members present, the meeting was very informal. We talked about everything from the canceled Color Run because the mountains were cloud covered to why young people love the thrill ride of skydiving, but lack the interest in airplanes and learning to fly. Also we noted that the FAA reported that old pilots do a lot better job when it comes to smart and safe flying than the young ones do, but they don't trust us old gray beards when it comes to health problems. Loyd Peterson pointed out that with Virginia one of the big states in the up-coming election a no fly zone might pop-up overnight for some last minute campaigns. So be alert and pass along any info or up-dates.

SERVICE PROVIDERS

Recap our standing list of service providers:

- PPG instructor and dealer:
Michael O'Daniel
- Fixed wing instructor: **Chuck Tippet**
- PPG, Ultralight, LSA and General Aviation flight instruction: **Grass Roots Flyers**

- Welder: Tom Kotsch
- A&P mechanic: **JD Ingram**

REGULAR REPORTS

Secretary: **Jim Heidish** reported that the October Minutes will be published in November Club Newsletter and the September Minutes were approved as published.

Treasurer: **Jim Birnbaum** reported October Income: \$195.00, Expenses: \$102.52, The Flying Club 1 Checkbook Balance: \$2723.68.

President: **Steve Beste** reported that the airport near Woodstock, VA has a new owner— Bill Burner, and we are welcome to land there. The field is called Burner Airport and should be on the new charts. The Holiday Party will be on December 8th at Tom Richards Home, more info to come in the Club Newsletter.

Safety and Training Director: **Dave Riedel** - not at meeting.

Membership Director: **Jim Birnbaum** reminded us that he is accepting 2013 dues. He said that we have 54 members, a lot of them not very active. We should look into new ways to increase participation and also get a membership drive going.

Warrenton Air Park Owner: **Tom Richards** reported that the Airpark had no damages from the big hurricane, only a few tree limbs down. He said that D.C. Skydiving is going to scale back operation for the winter months, maybe flying on warmer days with one C182 and a small staff. Next season the Skydivers should be in a new specially constructed hangar. The PPGs are going to expand the runway area on the side of the field that they do a lot of their training and flying. Tom said he has a few students signed up for his Grass Roots Flyers school.

Old Business

None

New Business

Steve Bestes said we have two of the Club officers' terms expiring at the end of the year, VP and Treasure. With no nominations, Steve asked if VP, Dick Martin and Treasure, Jim Birnbaum would consider taking on the duties for 2 more years. They accepted and there will be more about the election of officers at the December meeting. Also our Newsletter Editor/Producer, Autumn Aceto will be stepping down the end of this year. We need to find a replacement that will carry on the great job that Autumn did.

MONTHLY PROGRAM - None

Adjourn

President, Steve Beste adjourned the meeting at 18:45 P.M.

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

Activities

2012 FLYING CLUB 1 ACTIVITIES SCHEDULE

Designated Club meetings will be held the first Thursday of each month in the Centreville High School, Union Mill Rd., Centreville, VA, at 7:30 PM. Others will be held at 11:00 AM at the Warrenton Airpark as shown in the 2011 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

Date	Activity	Location	Description
Thur, January 5th, 7:30PM	Club Meeting	CVHS	Conversation, Club business meeting, and program.
Thur, February 2nd, 7:30PM	Club Meeting	CVHS	Conversation, Club business meeting, and program.
Thur, March 1st, 7:30PM	Club Meeting	CVHS	Conversation, Club business meeting, and program.
Sat, April 7th, 11 am	Club Meeting	Airpark	Club meeting and cookout at Warrenton Airpark
Sat, May 5th • 10am - Memorial ceremony • 11 am - Club meeting & cookout	Memorial, Club Meeting, & cookout	Airpark	Memorial ceremony and cookout at Warrenton Airpark
Sat, June 2nd • 7am - PPG Poker Run • 8:30am - Airplane & Trike Poker Run • 11 am - Club meeting	Club 1 Poker Run and Club Meeting	Airpark	Club 1 Poker Run and Club Meeting at Warrenton Airpark
Sat, June 16th	Father's Day Fly-In at Shreveport North (62PA)	62PA	The largest ultralight fly-in in the mid-Atlantic states. Club 1 fly-out from Warrenton Airpark
Sat, July 7th, 11am— <i>moved to the 14th</i>	Summer BBQ and Club Meeting	Airpark	Monthly meeting and Summer BBQ at Warrenton Airpark
Sat, August 4th, 11am	Club Meeting	Airpark	Monthly meeting and cookout at Warrenton Airpark
Sat, September 8th, 11am	Club Meeting	Airpark	Monthly meeting and cookout at Warrenton Airpark
Sat, September 15th	Club 1 Fly-out to Trikefest East at Shreveport North (62PA)	62PA	Club1 Fly-Out from Warrenton Airpark
Sat, October 6th	Club 1 Fly-in and meeting	Airpark	Monthly meeting, Club 1 Fall Fly-In and cookout at Warrenton Airpark
Sat, October 27th	Club 1 Color Run Fly-Out	Airpark	Club 1 Color Run Fly-Out at Warrenton Airpark
Thur, November 1st, 7:30pm	Club Meeting	CVHS	Conversation, Club business meeting, and program.
Sat, December 8th 4:30pm - 9pm	Club Meeting / Holiday Party	Airpark Club House	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: **Autumn Aceto** (alaceto@gmail.com) when the ad is no longer needed.

FOR SALE — Zodiac 601 XL (650 XL) partially completed kit. Kit includes Constructed Tail Surfaces and Fuselage, to include Landing Gear with Wheels and Brakes, Dual Brake Peddles kit, Dual Control

Stick kit and Instrument Panel. The wing kit and engine is needed. The wing kit is available now pre-drilled. It The plane will take a Rotax 912S, Jabiru 3300, Continental 0200, Lycoming 235, Corvair or VW conversion engines. All documentation and registered plans are in the package. Asking \$7500 or

best offer above \$6000. Note this is a Light Sport class aircraft. It is available built, IFR Certified at Southeast Light Sport for \$99,900.

(SouthEastLSA.com). See

<http://www.zenithair.com/zodiac/xl/> for details of aircraft: Contact: Larry Walker, 540-347-7609

Flight Test Report: Steve Flattum flight tests the Zodiac and reports:

“The CH 601 XL / CH 650 family of airplanes are a delight to fly. Simple and easy to fly with a great view and they are very comfortable for long flights. The airplane is very strong and it is backed by a company that has been around for a very long time.”

FOR SALE — Partnership - Taylorcraft BC-12D (1946) - available. Aircraft is hangared at Warrenton Airpark. The Taylorcraft is flown about 65hrs/year and should be flown more. Annual, hangar, insurance, maintenance and repair are shared costs, while fuel is individual responsibility. Tom Richards and Jim T. Hill are looking to add one or two partners to replace a leaving partner. Please contact Tom Richards ([703\) 568-3607](tel:7035683607); warrentonairpark@yahoo.com or Jim T. Hill for details.

FOR SALE — 1978 Weedhopper Ultralight for sale: JC24C model; no engine; just frame. Will need new sails. Contact Mark Ripberger for more details. Sold “as is” \$400.00 ripbergem@darden.virginia.edu 434-589-8311

Aviation Magazines “Ultralight Flying”

All twelve monthly issues for most years between 1989 through 2008—almost 20 years. Not mint, but good readable condition, \$50.00 cash. Call or e-mail for more details. I live in Annandale VA. Dsax289@aol.com Ph# 703-503-8289

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 USUA Flying Club 1, 8570 King Carter Street, Manassas, VA 20110. Payment can also be made at the regular monthly meeting. Please include the 2012 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
USUA Flying Club 1
Membership Director, Treasurer

MEMBERSHIP APPLICATION - 2013



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 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 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.

2011 CLUB OFFICERS & DIRECTORS

President: Steve Beste 703-321-9110
Vice President: Dick Martin 703-242-2367
Secretary: Jim Heidish 703-524-5265
Treasurer: Jim Birnbaum 703-361-7478
Director and Past President: Len Alt 703-945-9314
Director At Large: Dave Riedel 703-815-4924
Director At Large: Larry Walker 540-347-7609

2011 CLUB VOLUNTEER STAFF

Safety & Training: Dave Riedel 703-815-4924
Membership: Jim Birnbaum 703-361-7478
Club Artist: Jim Heidish 703-524-5265
Librarian Dick Walker 202-363-4546

Newsletter Editor: Autumn Aceto 703-655-4137

e-mail: alaceto@gmail.com

Web Master: Greg Palmer 703-912-3774

PPG Web POC Par Karandikar 703-201-8909

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 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. (Includes newsletter.) Family membership: \$25.00. After July 1, dues for remainder of year

are \$10.00. Family membership: \$25.00 (husband and wife). (A spouse who wishes to participate will please complete a membership application form.)

NEWSLETTER SUBSCRIPTION (without membership) is \$10.00 per year.

CLUB WEB SITE: <http://flyingclub1.org>

Note the change in web site. Flying Club 1 now has an officially registered name on the internet.

MEETINGS are monthly, year-round. See the web site for dates and places.

SUBMITTING ITEMS FOR THE

NEWSLETTER Members and non-members are encouraged to submit items for this newsletter. Send submissions to Autumn Aceto, 9595 Sherburne Farm Rd, Marshall, VA 20115. E-mail is shown at left. Deadline for entry of items into the newsletter is 10 days before each meeting.

Club Management/Administration: Club Officers (elected, Directors and Staff). (Talk to current officer for more detail.) *Fly-ins:* Food supply, preparation; Facilities; Grounds; Ground Support. *X-country & outside events:* ground support. *Safety & Education:* Flight Safety & Training, New Member Mentoring, Library, Monthly Program Development. *Communications:* Membership, Newsletter, Web Site. *Fund Raising:* 50/50 Raffle. *Miscellaneous:* Meeting Facilities, Property Management, Clothing Sales, Tool Custodian, Ad Hoc Committees.

“If you are interested in joining the U.S Ultralight National Organization go to their website for membership information at: <http://www.usua.org/>”