



Volume 15 – 04

www.FlyingClub1.org

April 2015



The Privileged View

Steve Beste, President

In praise of partnerships. Have you noticed how many club members share the ownership of their aircraft? Allen Whatley and Jim Hill just bought their Aeronca Champ together. I've had a partner in my trike since I bought it nine years ago (first Hugh McElrath, now Peter Richter). Tom Richards has to be the record-holder. At one point, he had a part interest in six aircraft. To be fair, not all of them were flyable, but still. If you have the personality for it, these partnerships made great sense. There's the money, of course. My flying hobby costs about \$3,000/year. It would be double that without Peter. Just as important to me, though, is the companionship. My wife and kids have no interest in flying (!). Who am I going to share it with? Peter and I will have a spring cleaning day this month. On a fine sunny day, we'll throw open the hangar, sweep and mop it, do the annual inspection on the trike, and celebrate the season to come. I can do all that on my own - have done it - but it's a whole lot more fun to do it with a friend.

Then, there are the mechanical problems. Since we light flyers mostly do our own maintenance (show me an A&P who knows anything about a trike), who ya gonna call? Two heads are better than one, and nobody has a bigger stake in getting it right than a partner.



Steve Beste and partner Hugh McElrath solve a problem together in 2010

After nine years and two partners, here's my two cents on how to make it work.

1. Find a partner who suits you

Do you like them? Are they good company? Since I'm looking for companionship, this matters. I couldn't have done better than Hugh and Peter.

Does their level of fussiness match yours? I had a boss once who flew. I used to say that his idea of a pre-flight inspection was to count the wings. Had we been partners, we would have been at each others' throats, because fussiness extends beyond pre-flights to flying ability, aircraft maintenance, hangar cleanliness, and bookkeeping precision. Find someone whose standards for these things match your own.

Can they afford this? Hull insurance for trikes is not affordable. Therefore, my partner and I risk the value of the trike every time we fly. If he totals it, does he have enough money to pay me my share of the trike (about \$7,500)? Find out. This is less an issue for you if you have an airplane because insurance is available. But financial compatibility still counts. If you want to spend \$2,500 for a transponder and you want your partner to pay half, is that going to be a problem? Likewise, if *he* has big money and big plans is that going to be a problem for *you*?



2. Agree on the fundamentals

What's "the aircraft"? If you're buying in, what are you buying? The aircraft, obviously. How about the portable radios and GPS? The flight suits? The tools, furniture, and junk in the hangar? The hangar itself? When it's time to go, you'll want to know. If some of those tools are being lent out to third parties, is that a problem for you? Begin by finding out what's yours.

Damage - You break it, you fix it? That's been my policy. Tom Richards once told me he preferred shared responsibility. In his partnerships at the time, everyone shared the damage risk. That can work, but you need to agree on a policy ahead of time.

Use. This has never been the slightest problem. The average active pilot flies 50 hours/year. Most of you fly much less according to a survey that Tom Richards did last year. At those levels, contention for the aircraft is a non-issue.

Who's in charge of maintenance? I've always taken the lead in my case. Both of us *do* maintenance, but I schedule the inspections and oil changes and see that the maintenance logs are kept. I like it that way because I've always been fussier than my partners.

Who's the bookkeeper? Who keeps track of payments made for the hangar, for insurance, and so on? My partnership doesn't have a checking account; we both pay for things from our personal accounts. But I have a nice spreadsheet that tracks who paid what so we can settle up from time to time.

Written agreement? My first partnership was done on a handshake and worked out fine. The current one has a formal partnership agreement because that suits my temperament.



3. Specify how to leave the partnership.

You know those sorry little memorials you see by the road? A cross and some faded flowers from years ago, all rotting away. They were created with much heart, but no plan for their eventual end. Don't create a partnership that ends up like that. I ran into this with my first partner when he decided to move on to other things and wanted out. I didn't have the money to buy him out. He generously let things ride for two years (paying hangar rent!) until my kids were out of college and I had the money. But I felt bad about it. Here are the cases in brief. Our partnership agreement addresses them all like this:

1. *Both want to sell.* Easy. Sell it.
2. *Both want to buy.* Highest bidder gets it.
3. *One wants to sell.* Remaining co-owner has 60 days to come up with the money or the trike is sold and the proceeds split.

4. *Buy-out in lieu of repair.* If A has damaged the trike and both co-owners agree, then A may purchase B's share for its book value instead of fixing the trike.
5. *One wants to buy.* A cannot force B to sell his share in the trike unless B is in arrears.
6. *New co-owners.* Co-owner A may not sell his interest in the trike without the permission of co-owner B.

When we were setting this up, I had one special case always in mind. What happens if I crash the trike, killing myself and destroying it? My widow will owe Peter and Margaret half the book value, about \$7,500. At some point, they will be knocking on her door asking for their money. To ease this awkward situation, we had both wives go over the partnership agreement and sign it. If this unhappy day ever comes (may it not!) Linda will expect the call and will pay up graciously.

But I don't expect that day to come. Instead, Peter and I are looking forward to the new flying season. It will be his first full season since he got his license. The first time he flies the trike to the Airpark for one of our meetings, please give him a round of applause. He richly deserves it.

Tools. I have a nice spreadsheet for tracking expenses in a two-person partnership. I also have a partnership agreement as a Word document. I'm happy to send these to anyone who's interested.

In the meantime, Lee Fox (pictured below) is looking for a partner in his X-Air. It's in beautiful shape, hangared at Shannon (KEZF) just south of Fredericksburg. Please contact him if you know of someone who might be interested. lcfox777@gmail.com



Lee Fox is looking for a partner in this X-Air that he keeps at Shannon

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 Warrenton Airpark which are occurring in the next month. Sources are: The [EAA Calendar of Events](#), the [AOPA Calendar of Events](#), www.flyins.com and the [Virginia Department of Aviation Calendar of Events](#).

Date	Event Description	Location	Distance from 7VG0
Sat, Apr 11 / 11 AM - 1 PM	East Coast Private Pilots Lunch Meetup	Williamsburg-Jamestown Airport (KJGG)	99 NM
Sat, Apr 11 / 8-11 AM	Breakfast 8-10 am. FAA Safety Team presentation "ADS-B Understanding and Preparing" 10 AM	Lancaster Airport (KLNS)	112 NM
Sat, Apr 11 / 8-11 AM	EAA 518 Drive-in/Fly-in Breakfast	Mifflin County Airport (KRVL)	121 NM
Sun, Apr 19 / 1-4 PM	Jimmy's Canteen Fly-in Drive-in buffet at terminal (\$10 suggested donation)	Indiana County Jimmy Stewart Airport (KIDI)	133 NM
Sat, Apr 25 / 8:30-10:30 AM	Fly-in Pancake Breakfast (EAA 339 and CAF Old Dominion Squadron) \$7	Franklin Municipal Airport (KFKN)	125 NM
Sun, Apr 26 / 9 AM - 1 PM	EA Chapter 426 Fly-in Drive-in Breakfast	Greater Cumberland Regional Airport (KCBE)	73 NM

Also, another non-flying (but interesting-looking!) event: Premiere of the documentary "One More Walkaround" about General Alton Slay, the architect of today's modern Air Force. This will be shown with General and Mrs. Slay at Fort Belvoir's Wood Theater on April 25th from 2-5 PM. See <http://www.brownpapertickets.com/event/1337534>

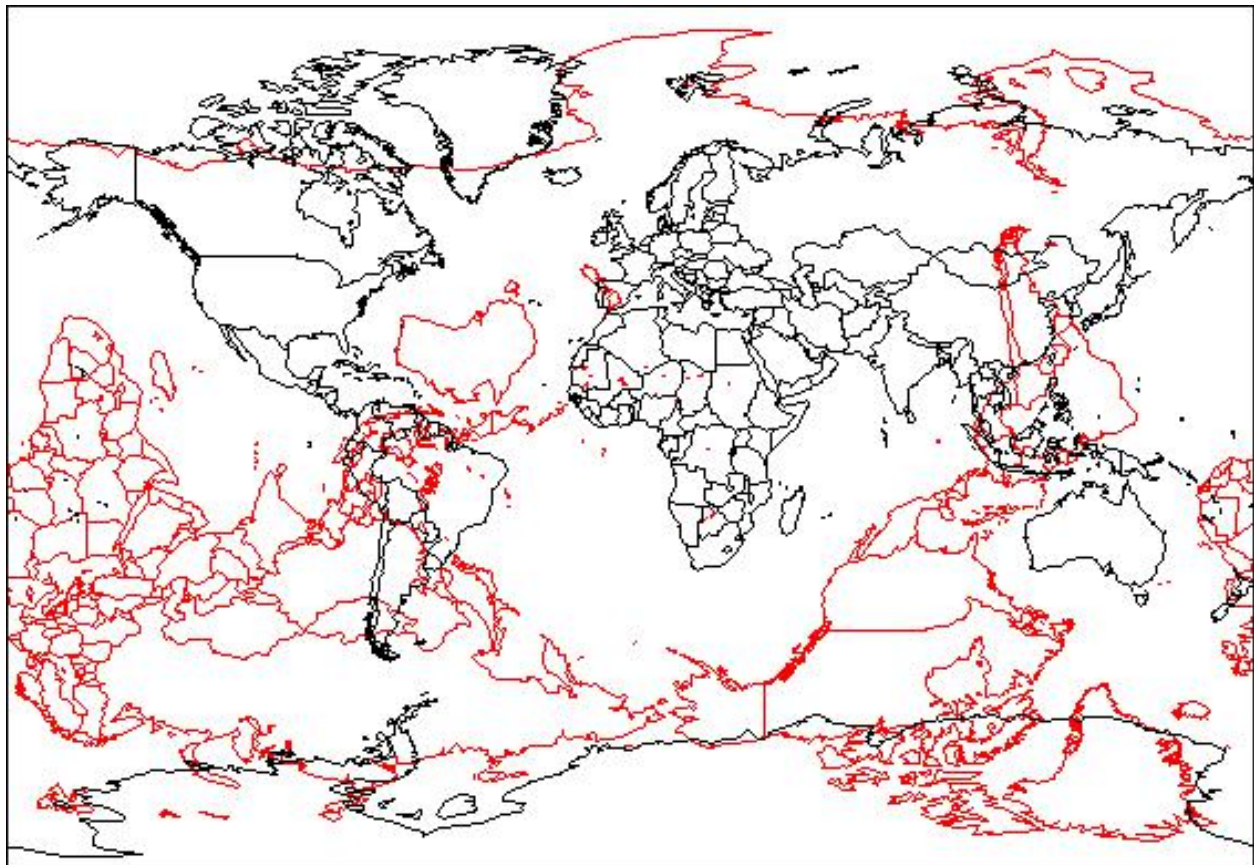
Map Stuff

By Steve Beste

As you probably know, I love maps. So when I stumbled upon the book [Maphead, Charting the Wide, Weird World of Geography Wonks](#), by Ken Jennings, I knew I had found a kindred spirit. Here are a couple things that will interest.

Antipodes

When I was a kid, I heard that if you dug a hole deep enough straight down, you'd come out in China. Well, no. Since China and my home town (Peoria, Illinois) are both in the Northern hemisphere, that couldn't be. I figured out that much. In fact, you'd come out somewhere in the Indian Ocean off of Australia - about where Malaysian Flight 370 is thought to have gone down. (Cue the Twilight Zone theme music. Has anybody looked in Peoria for those people? I'm just asking) Since 71% of the earth's surface is water - a fact I looked up on the Internet, so I know it's true - the odds are good that you'd come out in the ocean no matter where you started from. In case you don't have a globe handy, the good people at [PeakBagger.com](#) have published this interesting map.



The site explains: *The map on this page allows you to approximately locate the place directly on the other side of the world from anywhere. The complementary red and black outlines are reversed, so that a place in the right place on the black outline map is directly opposite the place on the red outlines. The red outline map is “upside down”, with south at the top, so it may be a little confusing to locate places on it.* The site goes on to list some antipodal city pairs, like Bermuda and Perth, Seville and Auckland, and Lima and Bangkok. Have fun with it.

Island in a Lake
On an Island
In a Lake
On an Island

If you like nesting dolls (or plots within plots, or the play within the play) this is for you. It's in the Philippines. The small island in the picture is Vulcan Point. The lake is Crater Lake on Taal Volcano Island. The water in the background is actually a lake. And the land in the distance is itself an island, Luzon. This is about 40 miles south of Manila. Click [here](#) to see it all in Google Maps.



One of the web pages devoted to the island-lake-island layout attracted some witty comments:

I know where I'll be going when the zombie apocalypse arrives.

I bet that's one hell of a commute to work. Boat, car, boat, car...

Someone please put a swimming pool on that island so I can float on a raft, with a martini in my hand and an olive in the martini.

It's islands all the way down.

This is the Inception of geography. (Inception is a clever 2010 thriller movie about nested levels of reality.)

Not to be outdone, the author of *Maphead* found a bigger island in the Canadian Arctic. But unlike Vulcan Point, I'm sure no one has ever gone there. See it for yourself in Google Maps at 69.792357,-108.241451.

Trolling this topic produced these other map trivia bits. With its lattice of spidery islands and lakes, Canada holds several island-related distinctions.

1. It is home to the world's largest island-in-a-lake (Manitoulin Island in Lake Huron),
2. As well as the world's largest lake-on-an-island (Nettilling Lake on Baffin Island).
3. The world's largest island-in-a-lake-on-an-island, however, is the volcanic island of [Samosir](#) in the middle of Lake Toba in Sumatra.

First tennis courts. Now this. If this continues, I'll be offering you cat videos. (Actually, wait, wait! Check out [Henri](#). It's a cat video, but an *award-winning* cat video! You'll love it.) Someone stop me before I link again.

Cobwebs and Flying Don't Mix

Ellen Paneok

Reprinted from "FAA Aviation News", March 2001 (Volume 40, Number 2)

Pilots, it's coming up on springtime and the season to fly is upon us. We shake ourselves from our winter sleep, ready to take on the warmer skies. That means preparing our airplanes and ourselves by getting the cobwebs out, so to speak.

Remember that if your aircraft has been sitting all winter, it needs to be thoroughly checked over before you take it out for your first springtime flight. I know that Alaska's long winters provide snow and sometimes windstorms that can play havoc with your plane. Snow can lodge in the elevator hinges and the air inlet of the cowling. Foreign matter can be blown into the pitot tube and radio vents or they could be plugged with ice and/or snow.

The first preflight should be a very thorough one. Check the elevator and rudder for full play. Windstorm damage or lodged ice can limit full movement and create a potential hazard. Check the stabilizer hinge points for lodged ice. Also check for distortion or cracks on all surfaces. Make sure the control cables are properly attached and not frayed or loose. In a fabric aircraft, check for wrinkled surfaces from possible windstorm or heavy snow damage. On the wings, check the wing attach points, flaps, and aileron hinges for cracks. Again, check for full travel of the controls. Check the tires for weather checking. Check the fuel vents to make sure they are not clogged with foreign matter. Don't be shy about draining at least a pint of fuel from all fuel drains and the lowest point in your fuel system to check for water and impurities that may have accumulated throughout the winter months. On the cowling, check for windblown foreign objects in the air intakes and the prop spinner. Check the air filter to make sure that it is not clogged.



Preflight yourself as well as your aircraft. Remember that you might have some cobwebs of your own to work out before starting your flying season. Pilots should perform a preflight on themselves after a season of not flying. A flight review may be in order. Or you might spend some time with an instructor to shore up your proficiency before going out and stretching your “wings” for the first time of the season. You may want to refresh yourself with the Federal Aviation Regulations and any changes that may have been made. You also should check current NOTAMS, sectional charts, and Airport Facility Directories for any changes that may have occurred at the destination airports. In fact, a call to not only your destination airport, but also your home airport, might not be a bad idea either to see if anything new has happened since you were last there.

Remember not to allow the mindset that flying is like riding a bicycle - once you jump in the saddle everything will automatically come to you. It takes practice to get yourself back up to your original proficiency level.

In closing, remember those cobwebs. Remember to do a complete and thorough preflight of your airplane if you haven't flown it all winter. Be sure to remember to preflight yourself as well and have a good and safe season of flying.

Editor's note: At the time of the original publication of this article (2001) Ellen Paneok was an Operations Inspector at the Anchorage Flight Standards District Office. Her article originally appeared in the “FAA Alaskan Flyer”. Remember that down here, the snow and ice on your plane may not be as much of a problem, but remember to check for bugs/birds/etc!

Meeting Minutes

March 2015

The March club meeting was canceled due to weather.

Activities

2014 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 2014 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

Date	Activity	Location	Description
Sat, April 4th, 11 am	Club Meeting	Airpark	Club meeting and cookout at Warrenton Airpark
Sat, May 2nd	Club Meeting	Airpark	Monthly meeting and cookout at Warrenton Airpark
Sat, June 6th ●6:15 am - PPG Poker Run ●8:30 am - Airplane & Trike Poker Run ●11 am - Club meeting	Poker Run	Airpark	Poker Run
Sat, June 20th	Father's Day Fly-In at Shreveport North (62PA) Description . Flyer . Video . Another video .	62PA	The largest ultralight fly-in in the mid-Atlantic states. Club 1 fly-out from Warrenton Airpark.
Sat, July 4th, 11 am	Summer BBQ and Club Meeting	Airpark	Monthly meeting and Summer BBQ at Warrenton Airpark
Sat, August 1st, 11 am	Club Meeting	Airpark	Memorial table, monthly meeting and cookout at Warrenton Airpark
Sat, September 5th, 11 am	Club Meeting	Airpark	Monthly meeting and cookout at Warrenton Airpark
Sat, October 3rd	Club 1 Fly-in and meeting	Airpark	Monthly meeting, Club 1 Fall Fly-in and cookout at Warrenton Airpark
Sat, October 24th	Club 1 Color Run Fly-out	Airpark	Club 1 Color Run fly-out at Warrenton Airpark
Thu, November 5th, 7:30 pm	Club Meeting	CVHS	Conversation, club business meeting and program.
Sat, December 5th, 5 pm - 8 pm	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: **Lucy Ooi**

(Ooi.Lucy@gmail.com) when the ad is no longer needed.

To place an ad in the newsletter, contact ooi.lucy@gmail.com

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 will 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 2014 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.

2015 CLUB OFFICERS AND 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 & Past President: Len Alt
703-945-9314

Director At Large: Larry Walker 540-347-7609

Director At Large: Pete Bastien 703-568-5778

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.

2014 CLUB VOLUNTEER STAFF

Safety & Training: Pete Bastien

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 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

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