



Volume 15 – 11

www.FlyingClub1.org

November 2015



## The Privileged View

Steve Beste, President

**Two crashes, two fly-outs, and a new plane.** It was **not** a quiet month in our flying world. I crashed my trike at the Airpark, and a week later Tom Richards crashed his Maule there, too. Meanwhile, we had two fly-outs, and Jim Birnbaum finally took delivery of his new Aerolite. Stories and pictures below.

**Jim's new Aerolite.** After many months, Jim Birnbaum finally got his new Aerolite, a Part 103 airplane that he keeps at the county airport. He's delighted with it but is proceeding slowly and carefully, which is smart. They say that old men don't get wiser - just more cautious. That counts as wise in my book. At least that's what I'm thinking after crashing my trike. Congratulations, Jim.



*Jim Birnbaum in his new Aerolite 103*

**EAA Fly-in.** Jim Birnbaum, Jim Heidish, and several others are also members of EAA Chapter 186. Thus, when the chapter hosted a fly-in at the county airport last month, they turned out and set up a Flying Club 1 recruitment booth. This netted us one renewal. The fly-in attracted about 40 aircraft including those of Jim Heidish, Lee Fox, and Tom Simmons.



*Jim Heidish, Allen Whatley and Lucy Ooi show off the booth. Notice all of Jim's graphics products.*



*Jim Heidish's FlightStar at the EAA fly-in*



*Lee Fox and his X-Air Little Blue*



*Jim Heidish's superb graphics were even out by the gate*

**Color Run.** This year's Color Run was a great success, the more so as second-time organizer Robert Doak got to fly this year. This was his first trip over the mountains, and his first trip into the glider congestion of Front Royal. As you can see below, he arrived happy. But cold. It was 40° when they left the Airpark, 43° at Front Royal, and probably in the 30s coming through the Chester Gap. I had hot cider and snacks for everyone at Front Royal.



*Organizer Robert Doak arrives at Front Royal*



*Robert learns how to refuel at Front Royal. Easier than jerry cans, but pricey.*

We had a great turnout - eight aircraft and 14 flyers.



*Robert Doak, Fred Dean, Steve Beste, Dick Martin, Pete Bastien, Gary Edgecomb, Tasha Buckner, Bill Sullivan, Bill's daughter, Allen Whatley, Loyd Peterson. Also on hand were Aimee Martin, Woody Weaver, and Monty Betts.*

I had planned to pack up my tent and go home when everyone headed for Luray, but Monty Betts offered me a ride to Luray and back in his Aeronca Chief. Even though I got a pilot's license in a Cessna 150, I haven't used a rudder in 40 years. It showed! Despite Monty's hospitality, I think I'll stick to open-air flying in my trike.



*Monty Betts and his Aeronca Chief*

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](http://www.flyins.com) and the [Virginia Department of Aviation Calendar of Events](#).

Date	Event Description	Location	Distance from 7VG0
Sat, Nov 28 / 8:30-10:30 AM	EAA 339 and Old Dominion CAF monthly Fly-in Pancake Breakfast	Franklin Municipal Airport (KFKN)	125 NM
Sun, Dec 6 / 12-4 PM	Massey Open Hangar Party and Fly-in	Massey Aerodrome (MD1)	100 NM

# Crash I

*By Steve Beste*

On October 10, I crashed my trike into the trees at the Airpark while on my way to the October club meeting. The trike is pretty badly smashed up. Miraculously, I got off with only a bruised sternum where my 4-point seat belt caught me, saving my life. I climbed down from the tree myself wondering how on earth the wreckage was ever coming down.



Like most accidents, this one was the result of a cascade of mistakes. Here's the story as it looks to me now.

## The Crash

I love flying in to the monthly Club meetings. It's a fine excuse to make the 45-minute flight from Front Royal. But this year, the weather has been such that I've flown to only one meeting, and this was the last one of the season. I wanted to make the flight.

**Afterthought #1:** I thought that getthere-itis afflicted only GA pilots who need to get home. Not me. Wrong.

The forecast was calling for 10 mph at the Airpark. I usually don't fly if the surface wind is



*At right - the left wheel fairing is hooked behind the tree about ten feet off the ground. The nose of the trike is straight up.*

more than 7 mph. But with 300 trike hours, I've gotten pretty good at handling the turbulence caused by thermals. I don't like it, but I'm secure. Taking on an extra 3 mph should be a do-able challenge.

**Afterthought #2:** Taking on a challenge is fine. Some stretching at the edges is necessary to being a safe pilot. I don't want to be someone who flies only in no-wind conditions. The trick is in judging which challenges are appropriate. Here's a clue: if you're taking on a "challenge" because it lets you make a flight you really want to take, then you're likely to be kidding yourself. Get a second opinion. Get a third opinion. Better yet, stay home.

In any case, the wind was going to be from the northeast, right down the runway at the Airpark.

**Afterthought #3: Right down the runway** applies only to wind that's coming off a lake onto a runway with no trees. As I discovered, a 10 mph wind never blows straight down the runway at the Airpark. It gets thrashed every which way by the terrain in the area and then more so by the close-in trees.

As forecast, winds were mild at Front Royal when I took off. I worried about turbulence crossing the mountains, so I flew extra high, at 3,500', which is above the peaks.

**Afterthought #4:** Good call. Don't be down in a mountain valley if the winds are coming over the mountains at 15 mph.

To my surprise, it was pretty calm over the mountains and all the way to Fauquier County - just some mild pillow-like rises and falls. At 3,000' the wind was 13 mp from 030. I entered a left pattern for 04 at 1,000'. Descending through 800' on base, all hell broke loose. The turbulence was amazing! I broke off my approach and switched to a rowdy-air approach: a long final with power and extra speed. The trike stalls at 28 mph. I usually carry 42 on approach. I had 50.

**Afterthought #5:** Good call. I know how to do that kind of approach.

Once I got lined up and descended into the turbulent layer, I was able to maintain a straight approach (which the GPS confirms). But I was fighting the controls to do it. I remember noticing that this was not the kind of turbulence I'm used to





from thermals. Those hit you up and down or knock a wing up or down. This was doing that, but it was also giving me sudden accelerations fore and aft: horizontal gusts. The GPS shows my speed on final ranging from 47 to 57: gusts, indeed.

**Afterthought #6:** When I noticed that the turbulence had an unfamiliar character, I should have gotten out of it into the calm air above and taken stock - gotten to a place where I could think slowly. The idea of such a place - and its value - never occurred to me. Instead, I was all about fighting my way down. If you had proposed climbing out, I would have said, "What? And fight my way down through this crap a second time? No way!" Lesson: if you have a place where you can pause and think calmly, go there.

**Afterthought #7:** On encountering that turbulence, I should have just gone back to Front Royal. I had plenty of gas, it was less windy there, and it's a much more open airport than the Airpark is. But I didn't want to miss the Club meeting. Shame on me.

Instead, I headed into the slot between the trees at the end of runway 04.



*GPS plot of the last ten seconds*

Once there, below the tree line, I got hit with something that yawed the trike's heading toward the trees. According to the GPS, I had only 3 seconds to turn away. I tried but couldn't do it. When I realized I was going to hit the trees, I aimed to crash between two trees.

**Afterthought #8:** Good call. I remembered that from my Cessna training forty years ago. Crash between two trees. Let the wings absorb the energy. And indeed, that's what happened here, judging by the wing damage.

Inexplicably, I gave it full throttle and pushed out, as if I were going to clear the trees, which I knew was impossible. This did bleed off 19 mph however, which was a very good thing. I also hit in the upper part of the trees, and - more good luck - they're cedar trees, not oaks. They bend. According to the GPS, they caught me and flipped me *backwards* at 3 mph, though I can't believe for as far as you see in the picture. From the position of the wreckage, the wing was at a high angle of attack when it hit. The wing flipped vertical on impact and the carriage swung out and up. It all then fell down backwards until the wing landed on a branch and the left wheel wedged behind the tree as you see. I was lying on my back snug in my harness, feet up in the air. I had the presence of mind to turn off the master switch. I was able to climb down with some help from some of the parachute guys who caught my helmet and map board. I was pretty shaky and my sternum hurt a bit, but I was otherwise OK.

## The Recovery

If you're going to crash your aircraft, doing it at the Airpark during a Club meeting is the best possible place. I was surrounded by sympathetic friends - and, importantly, a sympathetic property owner. (Thank you, Tom!) You all let me sit dazed, fed me a nice lunch, cleared away the brush under the trike, and came up with lots of ideas for the recovery. Thank you, one and all. I deeply appreciate it.

The man of the hour, though, was Chuck Tippett, as he has been for so many of us in so many hours. He was doing an airshow that day, but inspected the wreckage that evening. At dawn, he showed up with gear, skill, confidence, and Joe Bender (Thank you, Joe!). He got it all out of the trees, without damaging it further.





*The incomparable Chuck Tippett*



*Hauling the wing out after it was disconnected from the trike*



*Joe Bender and Chuck Tippett after the recovery*

The day of the crash, there had been many suggestions as to how to recover the trike. The wing was a total loss, but the carriage could probably be fixed, and the engine was likely fine.

*Cut down the trees.* This was likely to damage the trike and it might fall on the heads of the sawyers.

*Get a tree company with a crane.* Very expensive, but this is what I had resigned myself to before Chuck arrived.

*Attach a pulley high in the tree.* Use it to raise the trike up and then let it down. This is how Chuck and Joe did it.

It took them all of about an hour. Then they went off to work just like every Monday. What an amazing pair. I am so much in their debt.

My partner Peter Richter and I came back later in the day with the trike's trailer and hauled it back to the hangar in Front Royal.



*Leaving the Airpark with the trike in its trailer, engine askew*

## **The Rebuild**

I will certainly rebuild the trike. I'm not ready to give up flying. Like most trike owners, Peter and I carry no hull insurance since that costs about \$3,000/year. So this is an uninsured loss. Repairs will cost about \$7,500.

The wing is a complete loss.

So is the propeller.

The engine checks out OK.

The carriage was built in 1997 from a kit from Aerotrike in South Africa. They have not sold this trike in over ten years, but it looks like they can still manufacture the parts.

I was looking for a project for after I retire in January. It looks like I found one. Wish me luck, though I think you'll agree that I have already had far more than my share of good luck.

## Crash II

*By Steve Beste*

It was not a good sign when “The Great War” got renamed to “World War I” - likewise when people talking about “the crash” at the Airpark this month had to explain which one.

A week after Steve’s crash, Tom Richards crashed his Maule M-5 while landing on runway 04. He was flying it for the first time in 18 months and landed a bit too short of the runway, catching the main gear on a newly-installed cattle guard, which flipped the plane upside-down. Like Steve, Tom escaped with only minor injuries - though Tom did have a couple of cuts on the forehead that required medical attention.



*Tom’s Maule M-5, recovered and flipped back right-side up*



*The approach to runway 04 at the Warrenton Airpark showing the cattle guards that replaced the earlier fence*



*The cattle guard - improvised from fencing - showing the section that Tom hit. The section has probably been put back into place upside down since the accident since he approached from the left.*

## Crash III

*By Steve Beste*

Three weeks after Tom's crash, Jim Birnbaum crashed his new Aerolite plane on his first flight with it Sunday at the Warrenton-Fauquier county airport. He was air-lifted to Fairfax Inova Hospital where he is in good condition. He broke his left femur, which required surgery and now has a temporary pin through the bones. He has cuts on his left hand and three broken ribs. His new airplane is a total loss.

He says that the problem was one of balance. He had ordered the plane with a larger and heavier engine than is usually supplied on the Aerolite. Jim watched the builder fly it with no difficulty. But he weighs 220 lbs to Jim's 130. Jim reports that immediately after lift-off, the plane pitched high, climbed, stalled, and dove into the runway. He was actually thrown clear of the wreck, since the seat belt harness ripped. He dragged himself away from the wreck which burst into flames a little while later.



*Jim Birnbaum in his new Aerolite*





*Wreckage after the crash*

# Meeting Minutes

*October 2015*

## *Flying Club One Meeting*

Saturday, October 10, 2015

Warrenton Airpark

Warrenton, VA

### **Selling 50/50 tickets before meeting**

#### **Call to Order**

*Vice President, Dick Martin* called the meeting to order at 11:15 A.M.

(*President Steve Beste* had a landing mishap at the Airpark earlier in the morning and only joined in the meeting for a brief time.)

16 members present.

#### **CONNECTIONS**

##### **Visitors & New Members**

**Doug Ledoux** stopped by to attend a club meeting and get more information about learning to fly.

None

##### **Old Members**

When **Steve Beste** joined the meeting he gave an in depth account of his landing accident. **Dick Martin** said he had his GPS go out on a recent flight, a real surprise, but he knew the area he was flying above at the time. On the GPS, **Larry Walker** said that if you are flying a long cross

country and rely only on GPS for navigation, it is best to have a second GPS turned on, in place and ready to use in case the first one fails. Concentrate on flying the plane, not setting up the extra GPS. Congratulations to **Patrick Tyler** for getting his Trike CFI.

#### **SERVICE PROVIDERS**

Recap our standing list of service providers:

- PPG instructor and dealer: **Michael O'Daniel**
- CFI: **Pete Bastien**
- Fixed wing instructor: **Chuck Tippet**
- PPG, Ultralight, LSA and General Aviation flight instruction: **Grass Roots Flyers**
- Welder: **Tom Kotsch**
- A&P mechanic (not at Airpark): **JD Ingram**
- Light Sport Condition Inspections, Rotax Certified: **Tim Loehrke**

#### **REGULAR REPORTS**

*Secretary:* **Jim Heidish** reported that the Minutes of the September meeting were published in the October club newsletter and were approved as published.

*Treasurer:* **Jim Birnbaum** reported September Income: \$36.50, Expenses: \$64.78, the Flying Club 1 Checkbook Balance: \$2853.72.

*President:* **Steve Beste** - none

*Safety and Training Director:* **Pete Bastien** - not at meeting

*Membership Director:* **Jim Birnbaum** reported that it is membership renewal time and he will be sending out the forms by email or you can just fill one out at the meetings. Membership fee is \$20 (individual) or \$25 (family). Also, we are having a Flying Club 1 booth at the EAA 186 Fly-In on October 24 at the Warrenton-Fauquier Airport to promote membership.

*Warrenton Airpark Owner:* **Tom Richards** reported that his other job of writing proposals for government contractors is keeping him busy and a lot of the work around the Airpark has slowed up. He still will be working on cleaning up the older hangars and replacing or repairing the sliding doors.

### **Old Business**

**Rob Doak** said that the Annual Color Run is set for October 31 with a rain date of November 1. More information on the times, meeting places and destinations will be sent out in emails later in the month.

### **New Business**

We had a motion and proposal to help **Tom Richards** with the cost of repairs to the Airpark's zero-turn grass mower, but decided to hold off until Tom gets more information on the cost of repairing or buying a new machine.

### **MONTHLY PROGRAM**

None

### **50-50 Drawing**

Winner **Dick Martin** donated his winnings to the Club.

### **Adjourn**

*Vice President,* **Dick Martin** adjourned the meeting at 12 noon.

### **Cook Out**

**Jim Birnbaum** saved the day by serving lunch again!

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

## Activities

### *2015 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 2015 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

Date	Activity	Location	Description
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](mailto:Ooi.Lucy@gmail.com)) when the ad is no longer needed.

Ultralight “Banty” 440 with trailer and spares \$6k. Contact Joe Carter (703) 938-3246.



**FOR SALE — Airborne T-Lite trike** T-Lite trike base for sale with 22 HP four stroke Bailey engine (it has only 15 hours on it but does not start). \$6500 OBO. Fernando Alvarez 703-589-4202



## 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 2015 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.

### 2015 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](mailto:Ooi.Lucy@gmail.com)

Web Master: Steve Beste,

[president@flyingclub1.org](mailto: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](mailto: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](http://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](http://www.usppa.org)**