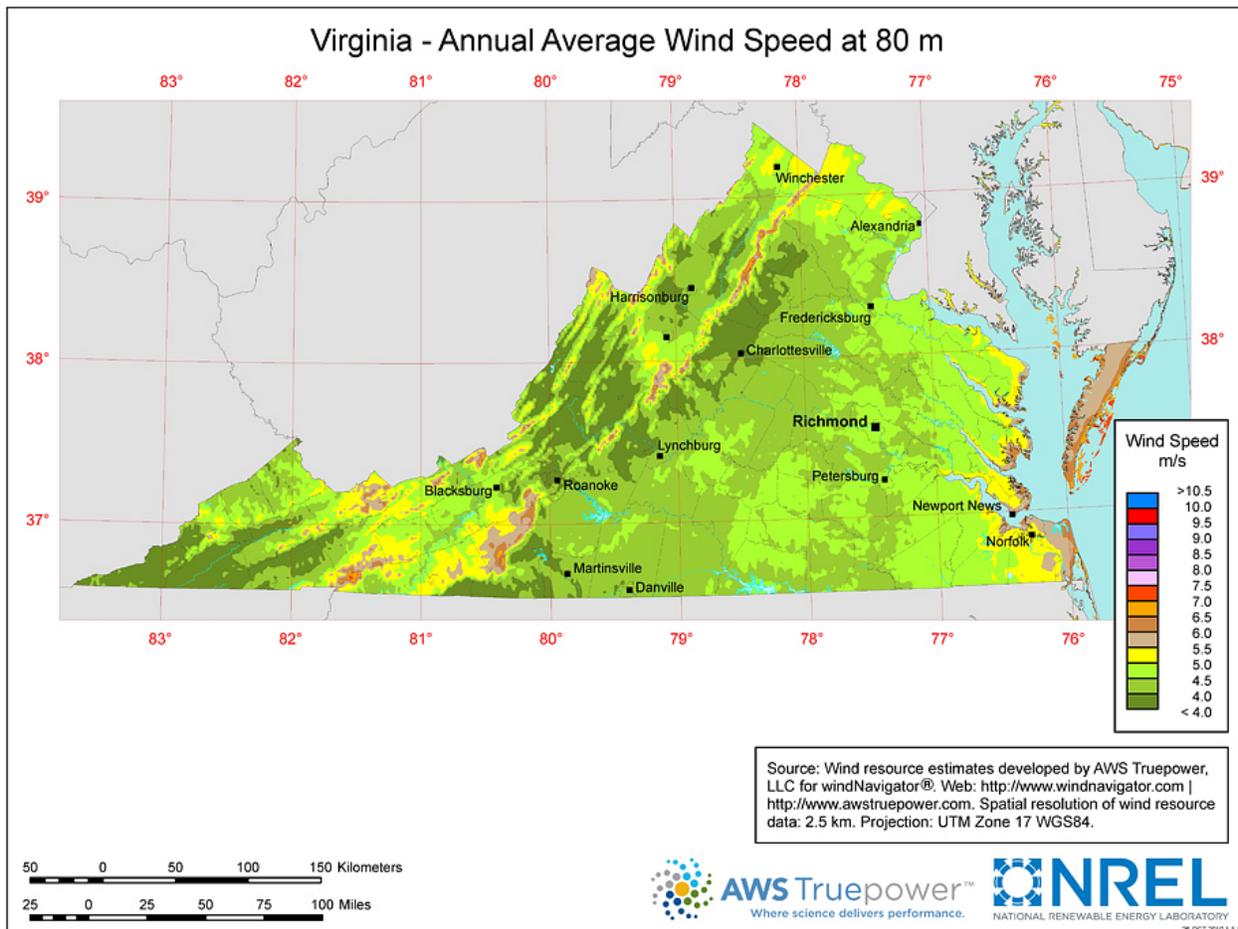




FROM THE FRONT SEAT

Steve Beste, President

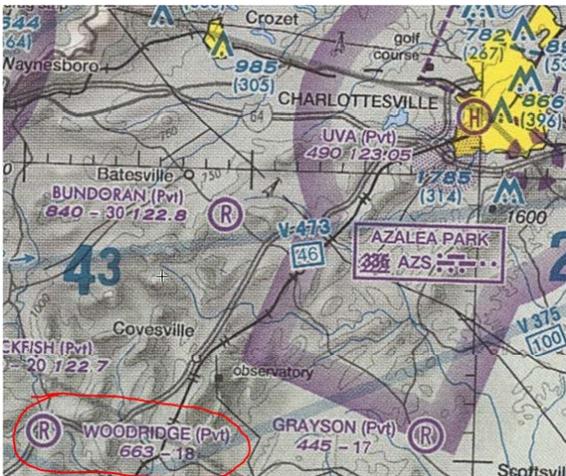
Virginia is a low-wind state. We are so lucky to be flying in Virginia, such a beautiful place. Now, I learn that it's also one of the least windy parts of the country. The March issue of Powered Sport Flying has a magnificent two-page map of the country showing average wind speeds at 250' AGL. The map comes from surveys done by the government for the wind-power industry, since that's the height of a wind turbine. The windiest parts, no surprise, are the high plains. The least windy: California's Central Valley and central Virginia. Really. Us! We are so lucky. Here are links to the [Virginia map](#), shown below, and the [national map](#). Credit goes to Roy Beisswenger for finding and publishing this resource.



Frederick Tower to close. As a result of the sequester, the FAA will be closing 149 control towers. The ones nearest us are Frederick, Hagerstown, Harrisburg, and Lynchburg. The complete list is [here](#). All the closures will be in effect by the end of April. They will show up on the next issue of the Washington sectional chart and the Baltimore-Washington Terminal Area chart, both on July 25th. The Lynchburg change will show up on the next Cincinnati chart, due June 28. All will appear in SkyVector at those times. As always, check the NOTAMS first.

If you want to get practice landing at a controlled field, the nearest ones left are Charlottesville and Martinsburg, both 50 miles from the Airpark. The closure of Frederick is actually a good thing for us as it simplifies the transit to Shreveport North.

Woodridge (VG52) welcomes visitors. Linda and I visited that B&B south of Charlottesville that I wrote about last month. It was supposed to be just a weekend getaway for us, but of course, I had to visit some private airfield to see if I could get us a welcome. At nearby Woodridge, two miles from the B&B, I met Barry Wood, who maintains two airstrips on his farm even though he doesn't fly himself. One of his tenants is an airline pilot who's talking about bringing in an airplane (the place has a hangar), and Barry himself is thinking about gyros. The fields are in good shape. Barry's one stipulation if you come: call first, as he has particular landing patterns in mind: 434-531-7362.



You PPG guys might want to drive down there and rent his cabin on the pond at the bottom right of the picture. Four beds, pool table, TV, all new and smelling of cedar from the property. 1:45 drive from the Airpark. See cabinatwoodridgefarmva.com.



Fallen Oak B&B to close June 30th. Last month I wrote about a bed & breakfast south of Charlottesville that would welcome pilots to their 1100' lawn/runway. Linda and I stayed there last month (driving) and can attest that it's a beautiful place and the lawn is nice and smooth. Alas, Jim and Jenna Colburn are retiring from the B&B business and selling the place. They will operate it only through June 30th. Thus, if we're going, we need to go before then. Again, let me know if you want to join a flight down there.

Fly safe,
Steve



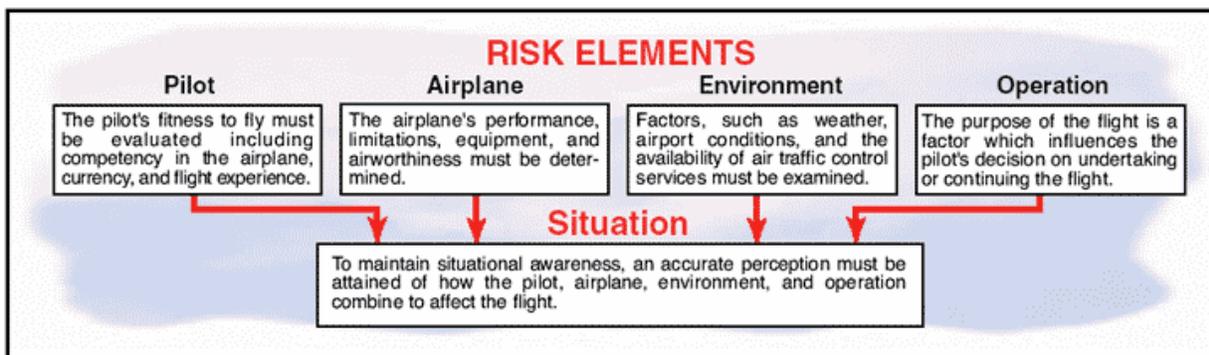
From The Safety Corner —

By Dave Riedel

Continuing from last month's article, this is the next article in the series from the *Free Online Private Pilot Ground School* website. The third of five articles is about:

Risk Management

During each flight, decisions must be made regarding events involving interactions between the four risk elements—the pilot in command, the airplane, the environment, and the operation. The decision-making process involves an evaluation of each of these risk elements to achieve an accurate perception of the flight situation.



When situationally aware, the pilot has an overview of the total operation and is not fixated on one perceived significant factor.

One of the most important decisions that a pilot in command must make is the go/no-go decision.

Evaluating each of these risk elements can help in deciding whether a flight should be conducted or continued.

Below is a review of the four risk elements and how they affect decision making regarding the following situations.

Pilot—A pilot must continually make decisions about competency, condition of health, mental and emotional state, level of fatigue, and many other variables. For example, a pilot may be called early in the morning to make a long flight. If a pilot has had only a few hours of sleep and is concerned that the congestion being experienced could be the onset of a cold, it would be prudent to consider if the flight could be accomplished safely.

A pilot had only 4 hours of sleep the night before. The boss then asked the pilot to fly to a meeting in a city 750 miles away. The reported weather was marginal and not expected to improve. After assessing fitness as a pilot, it was decided that it would not be wise to make the flight. The boss was initially unhappy, but later convinced by the pilot that the risks involved were unacceptable.

Airplane—A pilot will frequently base decisions on the evaluations of the airplane, such as performance, equipment, or airworthiness.

During a preflight, a pilot noticed a small amount of oil dripping from the bottom of the cowling. Although the quantity of oil seemed insignificant at the time, the pilot decided to delay the takeoff and have a mechanic check the source of the oil. The pilot's good judgment was confirmed when the mechanic found that one of the oil cooler hose fittings was loose.

Environment—This encompasses many elements not pilot or airplane related. It can include such factors as weather, air traffic control, nav aids, terrain, takeoff and landing areas, and surrounding obstacles. Weather is one element that can change drastically over time and distance.

A pilot was landing a small airplane just after a heavy jet had departed a parallel runway. The pilot assumed that wake turbulence would not be a problem since landings had been performed under similar circumstances.

Due to a combination of prevailing winds and wake turbulence from the heavy jet drifting across the landing runway, the airplane made a hard landing. The pilot made an error when assessing the flight environment.

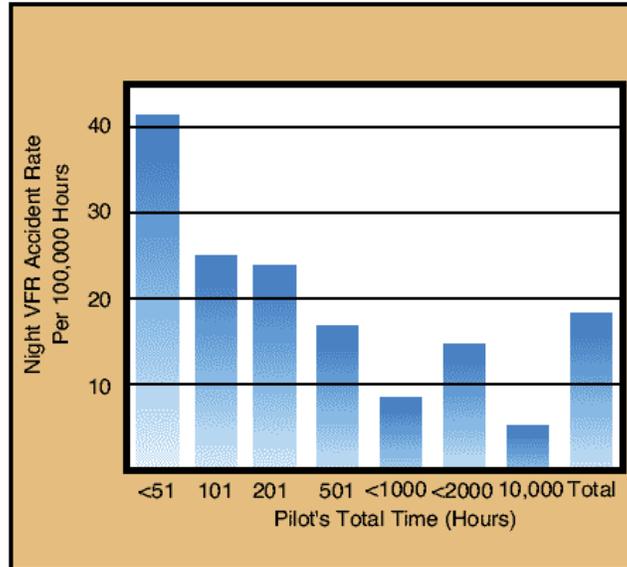
Operation—The interaction between the pilot, airplane, and the environment is greatly influenced by the purpose of each flight operation. The pilot must evaluate the three previous areas to decide on the desirability of undertaking or continuing the flight as planned. It is worth asking why the flight is being made, how critical is it to maintain the schedule, and is the trip worth the risks?

On a ferry flight to deliver an airplane from the factory, in marginal weather conditions, the pilot calculated the groundspeed and determined that the airplane would arrive at the destination with only 10 minutes of fuel remaining. The pilot was determined to keep on schedule by trying to "stretch" the fuel supply instead of landing to refuel. After landing with low fuel state, the pilot realized that this could have easily resulted in an emergency landing in deteriorating weather conditions.

This was a chance that was not worth taking to keep the planned schedule.

Assessing risk

Examining National Transportation Safety Board (NTSB) reports and other accident research can help assess risk more effectively. For example, the accident rate during night VFR decreases by nearly 50 percent once a pilot obtains 100 hours, and continues to decrease until the 1,000-hour level. The data suggest that for the first 500 hours, pilots flying VFR at night might want to establish higher personal limitations than are required by the regulations and, if applicable, apply instrument flying skills in this environment.



Statistical data can identify operations that have more risk involved.

Studies also indicate the types of flight activities that are likely to result in the most serious accidents. The majority of fatal general aviation accidents fall under the categories of takeoff/initial climb, maneuvering flight, approaches, and weather. Delving deeper into accident statistics can provide some important details that can help in understanding the risks involved with specific flying situations. For example, maneuvering flight is one of the largest single producers of fatal accidents. In the approach phase, fatal accidents often happen at night or in IFR conditions. Takeoff/initial climb accidents frequently are due to the pilot's lack of awareness of the effects of density altitude on airplane performance or other improper takeoff planning resulting in loss of control during, or shortly after takeoff. The majority of weather-related accidents occur after attempted VFR flight into IFR conditions.

...to be continued next month.

The Nazca Lines: An Aviation Perspective

By Don Sheehan

On January 30, 2013 we were a week into our annual escape from Northern Virginia's winter weather when our cruise ship docked along the Paracas Peninsula in General San Martin, Peru. A thirty minute bus ride brought us to the airport near the town of Pisco. There we boarded a Cessna Grand Caravan, Model 208B (See accompanying photo). Its high wing design allowed each of the ten passengers an obstructed view of the desert as we flew southeast toward Nazca. The temperature was 72 F at the time of the 9:15 am departure. Our thirty minute flight to Nazca was smooth but passengers on later flights experienced considerable thermal induced turbulence.



The co-pilot, Melodee and Don in front of the Cessna Grand Caravan.

Once there we saw numerous geometric patterns, many animal shapes and one stylized human figure. My favorite was the spider. (See accompanying photo). The Pampas de San Jose covers 140 square miles but we stayed in a much smaller area with the heaviest concentration of lines during our forty minutes over the site. The lines are at 1860 feet above Mean Sea Level (MSL). Depending on the scale of the figure we were observing, we flew at three flight levels: Level 1 – 2200 ft, MSL ; Level 2 – 2,700 ft, MSL or Level 3 – 3,200 ft, MSL. There were a number of other aircraft in the area and we were constantly changing direction to give passengers on both

sides of the plane equal views of the figures. The pilot and co-pilot ensured our safety by closely monitoring their flight levels.



The Spider (photo by Melodee Sheehan)

Little is known about these lines and their purpose remains a mystery. However, most authorities do agree on some things. The Nazca lines, now formally designated as a World Heritage Site, were first viewed in the 1920's by pilots flying over the desert. In the 1940's, Maria Reiche, a German born mathematician working in the region first brought attention to them and eventually worldwide acclaim. Nazca's topsoil is reddish brown and the subsoil is yellowish white. The Nazca people, believed to have created the lines between 400 and 650 AD, scraped away the top layer of soil and outlined the underlying soil in small stones to form their distinctive and remarkably enduring lines. Unfortunately, disagreements concerning the purpose of the lines have persisted, as well.

Reiche was convinced the lines had astronomical significance. Some creditable scientists believe the lines were related to the people's need/use of water. Others believe the lines had religious or ritualistic significance. Most notoriously, in the 1960's, Swiss born writer, Erich von Daniken wrote a controversial book. He claimed the geometric shapes were markers for

extraterrestrial space travelers. Basically he viewed Nazca as a giant, alien airport. Confusing matters further was the fact that his now thoroughly discredited theory was buttressed by the close resemblance of a single, human figure to a modern astronaut (See accompanying photo). One theory that has not gained much traction in the scientific community might be of special interest to aviators.



The Astronaut (photo by Melodee Sheehan)

The Nazca desert in Southern Peru is high and arid. Although it makes for difficult living conditions, the hot, dry sand is ideal for preserving things. Fabric is one of those items. Carbon dating has placed some recovered cloth back to the time when the lines were formed. One theorist, upon examining the tightly woven ancient fabric and testing modern cloth formed from the same plants claims the fabric could be airtight under the right conditions. He believes the

Nazca were the first aerialists, who used primitive balloons to view their handiwork. Of course, there is little evidence supporting the theory but it does, quite elegantly, answer one of the overarching questions relating to the lines. Why did a primitive people create huge figures they could not easily view from the ground?

We don't know but we do know it was fascinating seeing all those lines from the air. In Nazca, it makes all the difference. On the ground the lines appear to be a meaningless jumble but from the air the forms are clear. The experience was neatly encapsulated in an oft-repeated expression we have heard in one form or another since joining the 1-A Flying Club. We don't just go sightseeing – we fly.

Meeting Minutes

March 2013 Minutes

Flying Club One Meeting

Thursday March 7, 2013

Centerville High School

Centerville, VA

Selling of 50/50 tickets before meeting

Call to Order

President, Steve Beste called the meeting to order at 7:30 P.M.

12 members present.

CONNECTIONS

Visitors & New Members

Mike Marley said that he started flying in 2008 and is interested in building a rotorcraft (gyroplane).

Old members

Bob Eaheart did a 50 hour ring job on his PPG and is ready to give it a test flight.

Pete Bastien flew with **Jim Hill** in the *group T Craft*. The bad (very windy) weather is keeping most of the Members grounded.

SERVICE PROVIDERS

Recap our standing list of service providers:

- PPG instructor and dealer: **Michale 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 February Minutes were published in March

Club Newsletter and were approved as published.

Treasurer, Jim Birnbaum reported February Income: \$165.00, Expenses: \$27.15, The Flying Club 1 Checkbook Balance: \$3011.97.

President, Steve Beste reminded us that we have the Memorial Fly-In on the 4th of May. **Jim Heidish** volunteered to set up the event as we did last year with a landing and bomb drop contest. Jim will also mark the field with the lines and bulls eye target a week earlier so pilots will have time to practice. As last year there will be separate PPG and fixed wing events. New this year: the Club will award the winner of each contest \$25. **Steve Beste** passed around a sign-up list for cooks at all our Club's summer meetings we hold at the Warrenton Air Park. Steve's letter to the FAA (Request FAA to reinstate waiver for weight-shift DPEs) made it to the pages of Powered Sports Flying Magazine and now on to the EAA. Also he passed around the 2013 VA Dept. of Aviation calendar that has a photo of our Poker Run in it.

Safety and Training Director, Dave Riedel said like last month, he has placed a 5-part article on *Aviation Decision Making* in the Club News Letter that Members should keep on reading. Also with the spring flying season starting, walk the field to make sure it is dry before you start out and make a trail across the mud and be extra alert to any new traffic patterns of the Skydivers.

Membership Director, Jim Birnbaum reminded us that he is still looking for 2013 dues. He said that we have 36 members that are paid-up.

Warrenton Air Park Owner, Tom Richards reported that there was over 8 inches of snow on the field from the big storm. The D.C.

Skydiving operation should be back by the first of April and moving to the hangar at the far east of the now PPG training runway. Cement will be poured on the hangar floor soon. Tom said that he is thinking about moving the driveway entrance up to the top of the hill for safety. Locals have complaints of not being able to see cars until cresting the hill. With the help of **Dave Riedel** the muddy trail to the PPG area is being paved with the old ground-up highway pavement.

Old Business

Dave Riedel gave Members an update on the *Gotta Fly* event that the Club is helping to hold on May 11th. The *Gotta Fly* Wounded Warrior Project (WWP) event will host 25 Wounded Warrior Alumni from the local area and 25 Wounded Warriors (WW) who are currently patients at the Walter Reed National Military Medical Center and their caregivers and families to a private event all about aviation. The WWs will have the opportunity to fly in anything from a Powered Paraglider, Powered Parachute, Trike, or Light Sport Aircraft, to a Flying Circus open cockpit biplane. The D.C. Skydivers will be giving

tandem jumps. The group will be treated to a BBQ lunch and even a moon bounce will be provided for the WW's children. Some Club Members are signed up to fly Warriors, have static display of their aircraft or just help out with one of the many tasks the event will have. *Gotta Fly* is also looking for sponsors to help with the cost - private or corporate. This is a great opportunity to give back to these Warriors that have given so much to us. Any questions about the event or to volunteer see Dave.

New Business

None

MONTHLY PROGRAM

None

50/50-Winner Loyd Peterson donated it to the Club.

Adjourn

President, Steve Beste adjourned the meeting at 8:40 PM.

Submitted by Jim Heidish, *Secretary*

Activities

2013 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
Sat, April 6th, 11am	Club Meeting	Airpark	Club meeting and cookout at Warrenton Airpark
Sat, May 4th <ul style="list-style-type: none"> • 8:30am - Memorial fly-in; flying games • 11am - Club meeting & cookout 	Memorial, Club Meeting, & cookout	Airpark	Memorial ceremony and cookout at Warrenton Airpark
Sat, May 11th	Wounded Warrior flights		By invitation only. Club-sponsored flights for wounded military veterans.
Sat, June 1st <ul style="list-style-type: none"> • 6:15am - PPG Poker Run • 8:30am - Airplane & Trike Poker Run • 11am - Club meeting 	PPG Poker Run	Airpark	Original Poker Run date. Weather allowed PPGs. Others rescheduled.
Sat, June 8th	Wounded Warrior flights, rain date		By invitation only. Club-sponsored flights for wounded military veterans.
Sat, June 15th	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 6th, 11am	Summer BBQ and Club Meeting	Airpark	Monthly meeting and Summer BBQ at Warrenton Airpark
Sat, August 3rd, 11am	Club Meeting	Airpark	Monthly meeting and cookout at Warrenton Airpark
Sat, September 7th, 11am	Club Meeting	Airpark	Monthly meeting and cookout at Warrenton Airpark

Date	Activity	Location	Description
Sat, September 14th	Club 1 Fly-out to Trikefest East at Shreveport North (62PA)	62PA	Club1 Fly-Out from Warrenton Airpark
Sat, October 5th	Club 1 Fly-in and meeting	Airpark	Monthly meeting, Club 1 Fall Fly-In and cookout at Warrenton Airpark
Sat, October 26th	Club 1 Color Run Fly-Out	Airpark	Club 1 Color Run Fly-Out at Warrenton Airpark
Thur, November 7th, 7:30pm	Club Meeting	CVHS	Conversation, Club business meeting, and program.
Sat, December 7th, 4:30pm - 8pm	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.

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 — Taylorcraft BC-12D (1946) - available. sale to club members only for a 10% discount from the \$22,500 asking price. Aircraft is hangared at Warrenton Airpark. The Taylorcraft is flown about 65hrs/year and should be flown more. Please contact Tom Richards ([\(703\) 568-3607](tel:7035683607)); warrentonairpark@yahoo.com or Jim T. Hill for details.

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 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
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 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.

2013 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

2013 CLUB VOLUNTEER STAFF

Safety & Training: Dave Riedel 703-815-4924
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 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