



Volume 13 - 06

www.FlyingClub1.org

June 2013



## FROM THE FRONT SEAT

Steve Beste, President

**Lenn Bros.** I talked to Kaye Lenn last week and am happy to report that he is in good health at 85, as is his brother Wayne, 91. Middle brother Edwin passed away a year ago. Longtime club members will remember the Lenn Bros. field as the site of club gatherings in years past as shown in [this picture](#). When their mower broke last year, I thought it was the end, but not so. Kaye tells me that the field is in good shape and open for all of us. If you've never been there, coordinates are on the Club website [here](#). Kaye and Wayne are trying to get Culpeper County permission to put ten or twenty hangars at the field, specifically aimed at light flyers. The Culpeper Airport people are all for it; the county less so. Stay tuned.

**Pleasantdale (4VA9).** John Corradi has kindly opened his field to us again for this year's Poker Run. Joe Bender has cut the hay and carried off the bales, so it should be in perfect shape. It's the most fun airfield on the circuit – grassy, hilly, and fun. Come join us!



**Front Royal news.** I have taken on a partner in my trike, Club member **Peter Richter**. He lives *five minutes* from the hangar. That's almost as good as having it attached to your house. I so envy him. Here he is in our trike with instructor **Ron Dixon** who was in Northern Virginia and came to Front Royal. Alas, Peter did not solo that day, but soon. Very soon.



**Andreas Weiss** is selling his almost-new Airborne XT-912 trike. He wants to keep flying it for another year under some arrangement – partnership, rent-back, whatever – but the German Foreign Office is repatriating him to Berlin in June 2014, and he cannot take the trike with him. It comes with that most valuable of commodities, a hangar!



**Fly by Wire.** I was contacted recently by a man who has converted a Challenger into a fly-by-wire airplane. You fly it with a little electric joystick. Details next month.

Fly safe,  
Steve



## From The Safety Corner —

*By Dave Riedel*

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

### *Situational Awareness*

Situational awareness is the accurate perception of the operational and environmental factors that affect the airplane, pilot, and passengers during a specific period of time. Maintaining situational awareness requires an understanding of the relative significance of these factors and their future impact on the flight. When situationally aware, the pilot has an overview of the total operation and is not fixated on one perceived significant factor.

Some of the elements inside the airplane to be considered are the status of airplane systems, and also the pilot and passengers. In addition, an awareness of the environmental conditions of the flight, such as spatial orientation of the airplane, and its relationship to terrain, traffic, weather, and airspace must be maintained.

To maintain situational awareness, all of the skills involved in aeronautical decision making are used. For example, an accurate perception of pilot fitness can be achieved through self-assessment and recognition of hazardous attitudes. A clear assessment of the status of navigation equipment can be obtained through workload management, and establishing a productive relationship with ATC can be accomplished by effective resource use.

### Obstacles to maintaining situational awareness

Fatigue, stress, and work overload can cause a pilot to fixate on a single perceived important item rather than maintaining an overall awareness of the flight situation.

A contributing factor in many accidents is a distraction that diverts the pilot's attention from monitoring the instruments or scanning outside the airplane. Many cockpit distractions begin as a minor problem, such as a gauge that is not reading correctly, but result in accidents as the pilot diverts attention to the perceived problem and neglects to properly control the airplane.

Complacency presents another obstacle to maintaining situational awareness. When activities become routine, there is a tendency to relax and not put as much effort into performance. Like fatigue, complacency reduces a pilot's effectiveness in the cockpit. However, complacency is harder to recognize than fatigue, since everything is perceived to be progressing smoothly. For example, a pilot has not bothered to calculate the CG of the airplane because it has never been a problem. Without the pilot realizing it, a passenger loads a heavy piece of equipment in the nose baggage compartment. The pilot notices severe nose heaviness during climb-out after takeoff, and finds it necessary to use full nose-up trim to maintain level flight.

As the pilot flares for landing, the elevator reaches the stop without raising the nose enough, and the nose-first landing results in loss of the nose gear and extensive damage to the airplane.

### Operational pitfalls

There are a number of classic behavioral traps into which pilots have been known to fall. Pilots, particularly those with considerable experience, as a rule, always try to complete a flight as planned, please passengers, and meet schedules. The basic drive to meet or exceed goals can have an adverse effect on safety, and can impose an unrealistic assessment of piloting skills under stressful conditions. These tendencies ultimately may bring about practices that are dangerous and often illegal, and may lead to a mishap. A pilot will develop awareness and learn to avoid many of these operational pitfalls through effective ADM training.

OPERATIONAL PITFALLS
<p><b>Peer Pressure</b>—Poor decision making may be based upon an emotional response to peers, rather than evaluating a situation objectively.</p> <p><b>Mind Set</b>—A pilot displays mind set through an inability to recognize and cope with changes in a given situation.</p> <p><b>Get-There-Itis</b>—This disposition impairs pilot judgment through a fixation on the original goal or destination, combined with a disregard for any alternative course of action.</p> <p><b>Duck-Under Syndrome</b>—A pilot may be tempted to make it into an airport by descending below minimums during an approach. There may be a belief that there is a built-in margin of error in every approach procedure, or a pilot may want to admit that the landing cannot be completed and a missed approach must be initiated.</p> <p><b>Scud Running</b>—This occurs when a pilot tries to maintain visual contact with the terrain at low altitudes while instrument conditions exist.</p> <p><b>Continuing Visual Flight Rules (VFR) into Instrument Conditions</b>—Spatial disorientation or collision with ground/obstacles may occur when a pilot continues VFR into instrument conditions. This can be even more dangerous if the pilot is not instrument-rated or current.</p> <p><b>Getting Behind the Aircraft</b>—This pitfall can be caused by allowing events or the situation to control pilot actions. A constant state of surprise at what happens next may be exhibited when the pilot is getting behind the aircraft.</p> <p><b>Loss of Positional or Situational Awareness</b>—In extreme cases, when a pilot gets behind the aircraft, a loss of positional or situational awareness may result. The pilot may not know the aircraft's geographical location, or may be unable to recognize deteriorating circumstances.</p> <p><b>Operating Without Adequate Fuel Reserves</b>—Ignoring minimum fuel reserve requirements is generally the result of overconfidence, lack of flight planning, or disregarding applicable regulations.</p> <p><b>Descent Below the Minimum En Route Altitude</b>—The duck-under syndrome, as mentioned above, can also occur during the en route portion of an IFR flight.</p> <p><b>Flying Outside the Envelope</b>—The assumed high performance capability of a particular aircraft may cause a mistaken belief that it can meet the demands imposed by a pilot's overestimated flying skills.</p> <p><b>Neglect of Flight Planning, Preflight Inspections, and Checklists</b>—A pilot may rely on short- and long-term memory, regular flying skills, and familiar routes instead of established procedures and published checklists. This can be particularly true of experienced pilots.</p>

*All experienced pilots have fallen prey to, or have been tempted by, one or more of these tendencies in their flying careers.*

*This concludes the series on Aeronautical Decision Making.*

## **Airplane-Friendly Gambling Town and Fly-In Motel**

*By Lucy Ooi*

*Last month I detailed a trip I took with fellow club member Allen Whatley from Lancaster to Apple Valley, California as the start of my first ‘true’ cross-country trip to bring my Aeronca Champ “Rudolph” back to Warrenton.*

After a restful night’s sleep in Apple Valley, we took a cab back to the airport. When we arrived, a sad sight greeted us: an RV-8 was stuck in the ditch at the airport. Apparently (according to some local pilots) he had a break lock up upon landing with only 4 hours on the plane since he finished building it! I never did find out what happened to him, but I hope that the damage wasn’t too bad and he was able to fly it again without too much delay.

After chatting with the people at the FBO and filling up on fuel we were on our way. We got a fairly late start (this was our vacation, after all). After takeoff, we turned and headed east over the mountains direct to Laughlin/Bullhead airport (IFP) on the recommendation of a man at the FBO. The flight was beautiful over some very desolate stretches of desert with no people in sight. After about two hours, we crossed over a final ridge and descended into the Colorado River valley where Laughlin/Bullhead is located. The valley is right at the southern point of Nevada, where it meets Arizona and California. We landed at the airport (in Arizona) and asked about good places to get lunch. The woman at Landmark Aviation called Riverside Casino and they sent us a shuttle to take us to the casino (over the river in Nevada) for lunch. Apparently, many of the casinos will send free shuttles over to the airport, but not knowing the difference, we left it up to Landmark to pick one for us.



*On the way to Laughlin/Bullhead City*

Laughlin seems to be little more than a strip of casinos along the river (on the Nevada side). The river there is beautiful, clear and lined with trees. Riverside was the closest casino to the bridge we had crossed. We ate at a restaurant with a great view of the river. The food was...edible. There were many different casinos, and each casino had several restaurants though, so we would go back, but would try a different place.



*Laughlin/Bullhead City along the Colorado River*

After lunch, we caught a shuttle back, fueled up and took off into a strong headwind, climbing like we were in an elevator. We easily made it over the ~4500 foot mountain pass on the east side of the valley and were on our way towards Grand Canyon Caverns. This is another fantastic fly-in destination for any of you that may find yourselves in the southwestern US. Grand Canyon Caverns is a motel on the longest remaining stretch of historic Route 66 with its own gravel strip a little over one mile above sea level. The strip itself is in relatively good condition, but the tiedown area is rather sparse and the brush on the sides of the taxiway might hit the wings of a low wing plane. We were the only airplane there, although a man at the motel said there were two on Friday. The staff is very friendly and willing to help. Unfortunately, the restaurant was closed by the time we arrived, but there is a little general store onsite and we found food for dinner there. Afterwards, we walked out to the back of the motel at night, and since the motel really is out in the middle of nowhere, the stars were absolutely stunning. The Milky Way was bright and there were a few shooting stars. Overall, it was a truly incredible day.



*The Grand Canyon off in the distance near Grand Canyon Caverns*



*Rudolph tucked in for the night at Grand Canyon Caverns*

# THE MASON-DIXON SPORT FLYERS PRESENT THE 24<sup>TH</sup> ANNUAL FATHER'S DAY FLY IN

AT SHREVEPORT NORTH AIRPORT  
380 KRALLTOWN ROAD  
WELLSVILLE, PA  
14-15 JUNE 2013

Free Admission

Welcoming Ceremonies 12:00 Saturday 15 June

Fun for the entire family

Airplanes - Ultralights - Helicopters

Show Tractors

Bear from the Air toy drop

Sports Cars

Food - right on the flightline

Flight Line Movies with free Popcorn

All you can eat Prime Rib Friday night

Airplane rides



Airport Info (62PA)  
40-02-10N/076-59-44W  
Elev 550' TPA 1500  
RWY 2600x70 Ft Turf  
CTAF 122.9  
Runway 6 - Left Trfc  
Runway 24 - Right Trfc  
Approach - Clear



## Meeting Minutes

**May, 2013 Minutes**

**Flying Club One meeting**

Saturday May 4, 2013

Warrenton Airpark

Warrenton, VA

### Call to Order

*President*, Steve Beste called the meeting to order at 11:10 am.

12 members present.

### CONNECTIONS

#### Visitors & New Members

None

### REGULAR REPORTS

*Secretary*: **Jim Heidish** was absent, but the membership approved the April minutes as published in the May Newsletter.

*Treasurer*: **Jim Birnbaum** reported April Income: \$194.00, Expenses: \$67.81, The Flying Club 1 Checkbook Balance: \$3,250.16.

*President*: **Steve Beste** asked if anyone knew of a hangar that could be rented temporarily, just for the summer. A member is about to buy an RV-12 and needs someplace to put it. No one did, hangars being in very short supply.

*Safety and Training Director*: **Dave Riedel** – No report.

*Membership Director*: **Jim Birnbaum** said that we have 44 members after the end-of-March purge of members who have not paid

for the new year. A few of them continue to limp back in.

*Warrenton Air Park Owner*: **Tom Richards** reported on the Sky Diver operation. The jump plane is now sometimes using the east runway 15/33, the one down by the paved end of runway 4/22. Watch for it there if the wind is strong and favoring that runway.

### Old Business

**Dave Riedel** said he would take care of his fire extinguisher project once the Wounded Warrior event was done.

### New Business

**Dave Riedel** described final plans for the Wounded Warrior project *Gotta Fly 2013* scheduled for May 11<sup>th</sup>. He urged people to sign up as volunteers and described how the final weather call would be published. [The event was subsequently postponed on account of weather to a date to be determined in July or August – *Ed.*]

### MONTHLY PROGRAM – None

#### 50-50 Drawing

The 50-50 pot was \$32 which the winner generously donated to the club.

### Adjourn

*President*, **Steve Beste** adjourned the meeting at noon.

Submitted by **Steve Beste**, *President*

## 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.

<b>Date</b>	<b>Activity</b>	<b>Location</b>	<b>Description</b>
Sat, June 1st <ul style="list-style-type: none"> <li>• 6:15am - PPG Poker Run</li> <li>• 8:30am - Airplane &amp; Trike Poker Run</li> <li>• 11am - Club meeting</li> </ul>	PPG Poker Run	<a href="#">Airpark</a>	Original Poker Run date. Weather allowed PPGs. Others rescheduled.
Sat, June 15th	Father's Day Fly-In at Shreveport North (62PA) <a href="#">Description</a> . <a href="#">Flyer</a> . <a href="#">Video</a> . <a href="#">Another video</a> .	<a href="#">62PA</a>	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	<a href="#">Airpark</a>	Monthly meeting and Summer BBQ at Warrenton Airpark
Sat, July 27th	Wounded Warrior flights		By invitation only. Club-sponsored flights for wounded military veterans.
Sat, August 3rd <ul style="list-style-type: none"> <li>• 8:30am – Memorial Fly; flying games</li> <li>• 11am – Club meeting and cookout</li> </ul>	Memorial, Club Meeting & cookout	<a href="#">Airpark</a>	Memorial ceremony and cookout at Warrenton Airpark
Sat, September 7th, 11am	Club Meeting	<a href="#">Airpark</a>	Monthly meeting and cookout at Warrenton Airpark
Sat, September 14th	Club 1 Fly-out to Trikefest East at Shreveport North (62PA)	<a href="#">62PA</a>	Club1 Fly-Out from Warrenton Airpark
Sat, October 5th	Club 1 Fly-in and meeting	<a href="#">Airpark</a>	Monthly meeting, Club 1 Fall Fly-In and cookout at Warrenton Airpark
Sat, October 26th	Club 1 Color Run Fly-Out	<a href="#">Airpark</a>	Club 1 Color Run Fly-Out at Warrenton Airpark

<b>Date</b>	<b>Activity</b>	<b>Location</b>	<b>Description</b>
Thur, November 7th, 7:30pm	Club Meeting	<a href="#">CVHS</a>	Conversation, Club business meeting, and program.
Sat, December 7th, 4:30pm - 8pm	Club Meeting / Holiday Party	<a href="#">Airpark Club House</a>	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.

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**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.”*

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**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](mailto:warrentonairpark@yahoo.com) or Jim T. Hill for details.

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### FOR SALE — XAIR "H"



Two Seat Dual – Built in Radio – ELT – Wing Strobes  
FAA Numbered – Experimental  
Airframe has 26 hours and Engine has 1 hour  
Engine – Jabiru 2200A Aircraft Engine – Air & Oil Cooled  
85 HP.  
Annual: Current.  
\$18K  
Contact Jim Birnbaum [703-361-7478](tel:7033617478) - Email [N973XH@verizon.net](mailto:N973XH@verizon.net)

## **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](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)**