



The Privileged View

Steve Beste, President

Good news from Front Royal. They are cutting down the trees on the south side of the airport. If you've flown there much, you know that there's usually a cross-wind from the southwest. (No surprise - that's the prevailing wind in our area. Why they built the runway east-west I don't know. Dumb!) The cross-wind is aggravated by the slight rise of land on the south side and the line of 40-foot trees you see in the first picture. They are finally cutting down the trees. This won't get rid of the cross-wind, of course, but it should remove the rotors. Good news for anybody who flies in there.



Before - looking southeast across the runway.



After - now you can see the mountain. And they're not done yet.



Extent of the clearing.



Extent of the clearing. View looking north.

Reggie Cassagnol, the airport manager, says that the work will be done by May. These pictures were taken March 20th. The project has been more than three years in the planning, with most of the time being spent getting permission from the landowners whose trees are being cleared. Reggie says that the tree removal will open the door to FAA approval (and funding?) of some new hangars on the tree-covered property just north of the tarmac in front of the terminal building. I'm guessing that will take several years, too.

In the meantime, the county will be tearing down a row of older hangars currently used by **Monty Betts** and **Bill Sullivan**. They have been told to leave by May. My condolences to both of them. If you know who has hangars to rent, please let them know.

Fly safely,

Steve



This Month's Fly-In Destinations

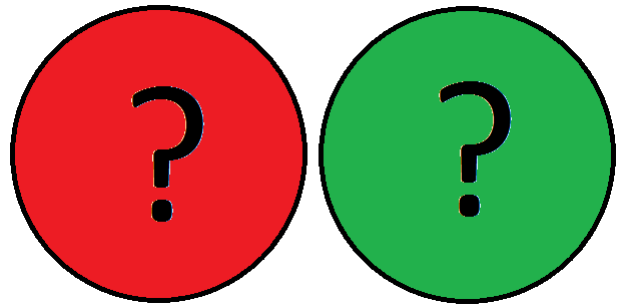
To encourage all of us to get in the air more, the following is a list of fly-ins I found within (about) 100 NM of the Warrenton Airpark which are occurring in the next month. Sources are: The [EAA Calendar of Events](#), the [AOPA Calendar of Events](#), [www.flyins.com](#), [www.socialflight.com](#) and the [Virginia Department of Aviation Calendar of Events](#).

Date	Event Description	Location	Distance from 7VG0
Sat, Apr 8 / 10:30-11:30AM	Spatial Disorientation presentation by Allison Diaz of the NTSB	Winchester Regional Airport (KOKV)	34 NM
Sat, Apr 8 / 8-10:30AM	EAA 518 Fly-in drive-in breakfast	Mifflin County Airport (KRVL)	121 NM
Sat, Apr 22 / 8:30-10:00AM	Old Dominion Squadron / EAA Pancake Breakfast	Franklin Municipal Airport (KFKN)	125 NM
Sat, Apr 29 / 10:30AM-5:30PM	Hangar picnic and fly-in	New Castle Airport (KILG)	119 NM
Sun, Apr 30 / 9AM-1PM	EAA Chapter 426 Fly-In breakfast and Young Eagles flights	Greater Cumberland Regional Airport (KCBE)	73 NM
Sat, May 6 / 8:30-11:30AM	Essex Skypark Fly-in or Drive-in Pancake Breakfast	Essex Skypark (W48)	73 NM
Sun, May 7 / 8AM-12PM	Lock Haven Pancake Breakfast Fly-in	William T Piper Memorial Airport (KLHV)	150 NM

Go; No Go

By Thomas Simmons

As pilots, we make dozens (if not hundreds) of decisions during every flight. Decisions that affect our enjoyment and convenience. Decisions affect our safety and maybe even our survival.



This spectrum of decisions begins with one that, in many ways, is the most important of all: should I fly?

It's a decision that many pilots assume was made right after the pilot briefing. Or even before. Failure to confront this decision adequately or with equanimity is such a leading cause of pilot fatalities that there is a name for it: Get-There-itis.

Get-There-itis killed JFK Jr. and his two passengers. It kills large numbers of pilots every year. All preventable deaths. So, it's worth discussing.

Pilots are great planners and we all love to stick to a plan. So ensuring that your decision-making criteria remain fluid with changing conditions is a demanding task. Starting with: how do you feel about today's flight?

If you are physically compromised in any way, or nervous maybe, it's worth taking a closer look. Ask yourself candidly: does that create a safety of flight issue? A little nervousness, say an ambitious flight plan or new and demanding conditions, can be very focusing. Nothing wrong with that. More than a little nervousness may be a reason to re-think the plan.



Let's do a scenario. You get to the field and the wind is a little stronger than you anticipated. Say it's 8-10 miles per hour instead of 3. Is that a reason to cancel? Let's say you decide it is not. But - and this is important - you need to aggregate that decision with all others that follow. Just because you decided there wasn't enough wind to cancel the flight doesn't mean it no longer affects the flight.

You finish the preflight and check the weather. The chance of rain later in the day has increased from 30 percent to 50 percent. Add that to the additional wind. Are the two new conditions enough to cancel the flight?

Let's say you decide they are not.

Your wingman is delayed and your departure time gets pushed back an hour. Now your flight plan includes more

midday turbulence and an increased chance of encountering afternoon rain. Let's say that still isn't sufficient to cancel.

But what if your flight plan includes significant stretches of unknown terrain? You've never flown over this area before and don't know if it will support an emergency landing. See where I'm going with this? It is very possible to have four or five factors that aren't serious enough to cancel a flight by themselves, but in the aggregate they create a situation with an unacceptably reduced margin for error. At that point, you're just hoping for the best. But you have given up control.



Here's a good rule of thumb: at what point are you no longer confident that you can dead-stick your landing if the engine quits? Because you should not be flying beyond that point.

When accidents happen, they are usually the result of a cascade, which is a series of factors that aggregate into un-flyable conditions. For example, JFK Jr. would be alive today if his wife hadn't gone shopping.

That sounds pretty ridiculous, which is why I put it that way. Because a cascade can get started very innocuously and then sneak up on you with disastrous results. Here's how it happened:

JFK Jr's flight plan was to depart from Essex County Airport in New Jersey, fly up the Connecticut coast to Groton, bear right over the ocean and land at Martha's Vineyard. The flight was well within his capabilities as a pilot and so he declined to have his instructor accompany him.

But his wife and her sister shopped longer than expected and that meant their departure time got pushed back about 40 minutes. Which, in turn, meant the last part of the flight would be at night instead of during daylight. Over water.

And there was haze.

JFK Jr. was a VFR pilot training for an IFR rating. His work schedule meant that he took lessons irregularly from more than one instructor. So there was no real continuity in his training. He had little experience flying over water, none of which was at night. And there was haze, which meant no horizon, no visual references whatsoever for the last critical leg over water.

He had a good flight plan. But conditions changed, starting with his departure time, and he didn't modify his thinking to accommodate the new conditions. Three people died.

Margin for error is basically a cushion. If you are overly conservative, you will never fly. But if you reduce your margin down to nothing, it's no longer a cushion, it's a roll of the dice.

Go or No Go. Think about it. Your life is in your hands.

The Way

By Jim Heidish



For many thousands of years, people lived their whole life and never traveled more than 25 miles from where they were born. It was only the nomadic and the seekers that ventured out over the horizon.

Over time, these travelers learned to navigate the continents, the oceans, and through the air above. We are their descendants. Their knowledge was passed on to us - that inborn ability of knowing the way and where we are in the world.

Our first steps as a child, that finding one's way, that keen intuitive awareness and sensitivity to the presence, if nurtured, would lead to the greatest adventures in life.

Growing up and drawn to adventures in the sky, once our artificial wings felt comfortable, that awareness and sense of direction would be called on in learning how to navigate the big ocean of air. All that went before showed us the way of the pathfinders.

Old style navigation is transcendent. The stars we look up in the heavens at are the same stars the ancient mariners saw. Our compass needle points to the same north they sought.

With the new technology promising to take us anywhere in the world without a thought, are we losing that innate ability? Is it dumbing us down?

The technology of the GPS is new, but the principles are ancient navigation, the triangulation of heavenly objects to get a fix. Once with stars, we now use satellites.

But what is missing with the new (no involvement) computer GPS technology is the computing itself. In working out a fix old school, by computing with the one between our ears, we get a much better understanding and awareness of where we are in the world and how we got there.

For any member that would like to reawaken the intuitive navigator in themselves, I would be glad to show and teach not only old school navigation, but also the lost art of using all of one's senses (sight, smell, hearing, taste, and touch) in finding the way.

My background pertaining to navigation: An avid hiker with map and compass skills honed since childhood. Having navigated our family boat through the waters of the Great Lakes and the Trent Lakes and Canal System in Canada on annual vacations. U.S. Army Infantry, specializing in battlefield scouting and reconnaissance. A pilot for over 50 years, having always used old school navigation. An ultralight pilot for the past 20 years, using low altitude navigation skills.

Meeting Minutes

March 2017

Flying Club One Meeting

Thursday, March 2, 2017

Centreville Regional Library

Centreville, VA

Selling 50/50 tickets before meeting - none

Call to Order

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

8 members present.

CONNECTIONS

Visitors & New Members

- none

Old Members

Dick Martin, said he was having problems with the brakes on his *Allegro* LSA again and asked the members for any fix suggestions. Local A&Ps can't find the answer, so he may have to take it back to the USA dealer/service center in North Carolina.

Some members said they have spotted small RC drones flying in their same airspace around the Warrenton area and on the grounds of the Warrenton Airpark. **Tom Richards** said he has told several people that they could not fly drones at the Airpark.

REGULAR REPORTS

Secretary: Jim Heidish reported that the February Minutes were published in the March Club Newsletter and were approved as published.

Treasurer: Jim Birnbaum was not at the meeting, but **Steve Beste** read his report - February Income: \$45.00, Expenses: \$126.04. The Flying Club 1 Checkbook Balance: \$2591.00. Steve was also able to collect some membership dues.

President: Steve Beste said he is looking for cookout chefs for our warm weather meeting / cookouts at the Warrenton Airpark. Sign up and get a special Club apron.

Membership Director: Jim Birnbaum - not at meeting.

Safety and Training Director: - Vacant. We will need a qualified member to fill this position!

Warrenton Airpark Owner: Tom Richards said three pilots looking for hangar space contacted him. One has acquired a Loehle 7/8 scale reproduction of an SE5 WWI biplane. Tom gave us an update on the new hangar he is constructing using large sea-going shipping containers. The Skydivers are back and using a small jump plane. Their big turboprop will be back when the warmer weather brings out more divers.

Events Coordinator: Robert Doak - not at meeting.

Old Business

None

New Business

None

MONTHLY PROGRAM

Dick Martin showed a unique and very dramatic *VRtually There* 360° view video of **Chuck Tippet** and **Joe Bender** performing a wing walking demonstration at the *Flying Circus*. It is on *YouTube*. For the special 360° effect, it should be viewed on a hand-held mobile device with the latest version of the *YouTube* app.

Adjourn

President, **Steve Beste** adjourned the meeting at 8:50 P.M.

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

Service Providers

Recap our standing list of service providers:

- **PPG instructor and dealer:** Michael O’Daniel, 540-270-8855
- **Aircraft instructor - CFI:** Pete Bastien, 703-568-5778
- **Trike instructor:** Pat Tyler, 202-746-4687
- **Aircraft instructor - light sport and seaplane:** Chuck Tippett, 540-905-5091
- **Ultralight (Part 103) instruction:** Tom Richards’ Grass Roots Flyers, 703-568-3607
- **Machinist:** Luther Taylor, 540-222-3927
- **Welder:** Luther Taylor, 540-222-3927
- **A&P mechanic/IA (not at Airpark):** JD Ingram, 513-388-6312
- **Light Sport Condition Inspections, Rotax Certified:** Tim Loehrke, 703-618-4005

Activities

2017 Flying Club 1 Activities Schedule

Designated Club meetings will be held the first Thursday of each month in the Centreville Regional Library, 14200 St. Germain Drive, Centreville, VA, at 7:30 PM. Others will be held at 11:00 AM at the Warrenton Airpark as shown in the 2017 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

Date	Activity	Location
Sat, May 6th	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, June 3rd, 7:30 am	Poker Run	Airpark
Sat, June 3rd	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, July 1st, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, August 5th, 11 am	Memorial table, monthly meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, September 2nd, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, October 7th	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, October 21st	Club 1 Color Run Fly-out	Airpark
Thu, November 2nd, 7:30 pm	Conversation, club business meeting and program	Centreville Regional Library
Sat, December 9th, 5 pm - 8 pm	Monthly meeting and Holiday Party	Airpark Club House

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 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 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.

2017 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

Events Coordinator: Robert Doak 703-897-4989

Director Emeritus & Past President: Len Alt

Director At Large: Pete Bastien 703-568-5778

Director At Large: Lucy Ooi 585-410-5573

ber 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.

2017 CLUB VOLUNTEER STAFF

Safety & Training: Vacant

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 mem-

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