



Volume 17 – 06

www.FlyingClub1.org

June 2017



The Privileged View

Steve Beste, President

The Dunning-Kruger effect. I'm really good at making scrambled eggs. They're so good! None better. How do I know? Well, of course I haven't tried yours, but I'm sure mine are up there with the best. I just feel it.

This is the Dunning-Kruger effect at work. Prof David Dunning first noticed this among his psychology students. The ones who were most confident that they were doing well were actually the ones who did the poorest. Why? Write Dunning and Kruger, "If you're incompetent, you can't know you're incompetent... The skills you need to produce a right answer are exactly the skills you need to recognize what a right answer is." So you over-estimate your ability. "The trouble with ignorance is that it feels so much like expertise."



This plot is from Paul Culmsee's blog on Cleverworkarounds.com.

As Dunning writes in his article *We Are All Confident Idiots*, the Dunning-Kruger effect applies to all of us. We are all poor performers at something. But do we know it? I suppose it doesn't matter if I think my scrambled eggs are fabulous. (No, really, they are!) But it *does* matter if I think my flying skills are better than they are. That overconfidence could land me in the morgue - or in a tree. Dunning goes on,

“An ignorant mind is precisely not a spotless, empty vessel, but one that's filled with the clutter of irrelevant or misleading life experiences, theories, facts, intuitions, and hunches that regrettably have the look and feel of useful and accurate knowledge.” So it's easy to kid ourselves that we know more than we do.

You see the Catch-22 of this, though. If I think I'm good at something is it because I really am? Or am I just the idiot at the front end of that graph? How can I tell? Apparently, just listening to my own mind on this point is unreliable.

The key seems to be external feedback - and no, I don't mean the bubble of our favorite political pundits telling us how right we are. Rather, look to external results like the game score, test results - or that tree I met awhile back.

The trouble with ignorance is that it feels so much like expertise.

In terms of flying, don't take your own word for how good you are. Put your skills to the test. Practice those maneuvers. Aim for the numbers every time and note whether you hit them. Take your Biennial Flight Review with someone who will really test you. You're flying Part 103 Go get a BFR anyway. Remember that Pogo had it right: *I have met the enemy and he is us.*

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](#), www.flyins.com, www.socialflight.com and the [Virginia Department of Aviation Calendar of Events](#).

Date	Event Description	Location	Distance from 7VG0
Sat, June 10 / 11AM-2PM	Commemorative Air Force Capital Wing Open Hangar Day	Culpeper Regional Airport (KCJR)	8 NM
Sat, June 10 / 8AM-1PM	Fly-in Drive-in breakfast and lunch	Hagerstown Regional Airport (KHGR)	63 NM
Sat, June 10 / 12-4PM	Carlisle Flying Club 40th Anniversary and Open House Fly-in/Drive-in	Carlisle Airport (N94)	96 NM
Sat, June 10 / 8AM-11PM	540 Fly-in/Cruise-in Breakfast	Smoketown Airport (S37)	111 NM
Sat, June 10 / 8-10:30AM	EAA 518 Fly-in drive-in breakfast	Mifflin County Airport (KRVL)	121 NM
Sat, June 10 / 10AM-5PM	Golden Age Air Museum Flying Circus Air Show. Fly-in reservation required	Grimes Airport (8N1)	130 NM
Fri-Sun, Jun 16-18	Shreveport North 28th Annual Father's Day Fly In	Shreveport North Airport (62PA)	91 NM
Sat, June 17 / 9AM-4PM	Potomac Antique Aero Squadron Fly-in	Massey Aerodrome (MD1)	100 NM
Sat, June 17 / 9AM-2PM	Capital City Airport Community Dday	Capital City Airport (KCXY)	103 NM
Sat, June 17 / 8-11AM	Lebanon Valley EAA Fly-in Breakfast	Deck Airport (9D4)	122 NM
Sat, June 24 / 7:30AM-4PM	12th Annual Bluegrass Family Day and Fly-in	Middle Peninsula Regional Airport (KFYJ)	83 NM
Sat, June 24 / 8-11AM	Lancaster Pancake Breakfast and Motorcycle Ride. Breakfast 8-11AM. Ride leaves at 11AM. Benefits A Tail to Tell charity.	Lancaster Airport (KLNS)	112 NM
Sat, June 24 / 8:30-10:00AM	Old Dominion Squadron / EAA 339 Pancake Breakfast	Franklin Municipal Airport (KFKN)	125 NM
Sun, June 25 / 9AM-1PM	Fly-In breakfast	Greater Cumberland Regional Airport (KCBE)	73 NM
Sat-Sun July 8-9 / 9AM-5PM	Wings and Wheels Extravaganza. www.goldenageair.org	Grimes Airport (8N1)	130 NM
Sat, July 15 / 10AM-4PM	Wings and Wheels Bath County Air Show	Ingalls Field Airport (KHSP)	105 NM

Also, on June 24th, there will be a Women Can Fly event at the Warrenton-Fauquier airport. To volunteer or sign up for a flight, see womencanfly.org.

Happy Birthday, Orville Wright!

By Thomas Simmons



On or about August 19th of this year, Rob Doak and I plan to fly down to First Flight airport at Kitty Hawk to fly around the monument in honor of Orville Wright's 146th birthday. Other pilots have expressed some interest in making this flight with us so here are some basics of the flight plan.

Our route is direct from Warrenton Airpark to Tappanock Essex (66 nm), direct to Williamsburg (38 nm), direct to Chesapeake Regional (40 nm), direct to First Flight (57 nm). The first leg is the longest and we plan to fly a practice flight to be sure it is within the range of Rob's fuel capacity.

I did this flight in 1991 and it's a lot of fun. It's not especially challenging but it's not a casual flight, either. It requires planning and forethought.

First Flight has no landing fee and they allow a 24-hour stay. So we can overnight there and stay in a local motel. It's a tourist area during peak season; advance reservations are a smart idea.

Rob and I will be planning this flight more thoroughly and we are more than happy to share the results of our investigation. On the one hand, it would be really cool if Club #1 made this a group flight. On the other hand, every additional plane increases the odds of in-flight issues developing along the way.

So here is the number one ground rule: if you're joining this flight, you need a wingman. Each wingman pair is responsible for their own logistics and flight issues. If you or your wingman develops a problem, you

two solve it. The rest of the group will fly on. I know that sounds harsh but it's the only way to avoid a potential situation where the whole flight ends up somewhere other than our destination.

What that means is: if we have 12 planes going, we have six flights of two, not one flight of 12. That doesn't mean others won't pitch in to solve a problem. But you need to approach this flight as if it were only you and your wingman.

Between now and then, I am happy to answer any questions regarding route, airfields, conditions I remember from last time, etc. Please don't hesitate to contact me. If you've never done an overnight flight, I can also suggest some of the things you need to bear in mind when making your plans.

Let's not forget how much we owe these two bicycle builders who wore suits and derby hats at the beach, slept with sand ticks, and ate out of tin cans for months at a time so that we could fly our little planes around Old Rag 114 years later!

Accurate Tool Descriptions

Submitted by Lee Fox

Lee Fox submitted this bit of shop humor for us all to enjoy!

Most accurate tool definitions I've ever seen...

Drill Press: A tall upright machine useful for suddenly snatching flat metal bar stock from your hands, smacking you in the chest, flinging your beer across the room, denting the freshly-painted vertical stabilizer which you had carefully set in the corner where nothing could get to it.

Wire Wheel: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, "AW, SHË!!!"

Skill Saw: A portable cutting tool used to make studs too short. Used in conjunction with a tape measure.

Phillips Screwdriver: A tool normally used under a car, when changing oil, for punching thru the oil filter in order to wash your eyes out with hot20 sludge. Also used, as the name implies, to strip out Phillips screw heads, thus preparing them for pliers.

Straight Screwdriver: A tool normally used for opening paint cans, but like its cousin the Phillips, is also used to prepare common slotted screws for pliers.

Pliers: Often used for making blood-blisters, but primarily used to round off bolt and screw heads in preparation for vice-grips.

Belt Sander: An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs. Can be used to produce fireworks when you turn it on and hold it over that cherished antique just as your wife walks into the garage.

Hacksaw: One of a family of cutting tools built on the Ouija board principle that transforms human energy into a crooked, unpredictable motion. The more you attempt to influence its course, the more crooked and unpredictable the motion becomes.

Vise-Grips: Often used to transfer intense welding heat to the palm of your hand, but primarily used after pliers to finish rounding off and/or removing bolt and screw heads in preparation for E-Z OUT.

Welding Gloves: Heavy duty leather gloves used to prolong the conduction of intense welding heat to the palm of your hand.

Oxyacetylene Torch: Used almost exclusively for setting various objects in your shop on fire, such as the grease inside the wheel hub out of which you want to remove a bearing race.

Radial Arm Saw: A large stationary power tool commonly used to launch wood projectiles for testing the integrity of shop walls and garage doors.

E-Z Out Bolt and Stud Extractor: Tool used to finish the job started by screwdrivers, pliers, and vice-grips. The extractor bit is ten times harder than any known screw, bolt, or drill bit. It is designed to snap neatly off in the hole, thereby ending any possible future use.

Band Saw: A large stationary power cutting tool primarily used to cut good aluminum sheet into smaller pieces that more easily fit into the trash can. Also does a much better job of removing fingerprints and calluses than the wire wheel.

Two-Ton Engine Hoist: A tool for testing the maximum tensile strength of everything you forgot to disconnect.

Pry Bar: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

Craftsman 24-Inch Screwdriver: A large pry bar that inexplicably has an accurately machined screwdriver tip on the end opposite the handle that could only fit screws used to join six-inch plate metal in aircraft carrier shipyards.

Hose Cutter: A tool used to make hoses too short.

Hammer: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate thumbs and other more expensive objects that are adjacent to the object you are trying to hit.

Tape Measure: A retractable measuring device that is graduated in inches. Each inch mark has three variable positions on the tape; an accurate position and two others, each an inch to the left or right of the accurate position. This tool is used, in conjunction with the Skill saw, to turn the adage, “Measure twice, cut once,” into “Measure six, cut three.”

Dammit Tool: Any handy tool that you grab and throw out of the garage, across the street, and into the storm drain while yelling ‘DAMMIT!’ at the top of your lungs. It is also, most often, the tool that you will need next.

Greenville Surprise

By Lucy Ooi

This past autumn, I had the opportunity to fly my Aeronca Champ (“Rudolph”) down to South Carolina where I would be based for work for just under 2 months. The flying community in South Carolina is extremely active, and I was able to go on several wonderful flying adventures with the wonderful people there. Here is a writeup on one of them.

One weekend, I invited a coworker to go fly to lunch with me. While looking up interesting places to fly to in the area, I stumbled across Greenville Downtown airport (KGMU) and their Runway Cafe (<http://www.runwaycafegmu.com/>). As Greenville is Class D airspace, this would be my first time flying into a towered field in ... well ... quite a while.

The first twenty minutes or so of the flight were just over pine trees, pine trees, and more pine trees. Trying to keep my passenger interested in the landscape, I diverted a bit to fly over a nice lake I saw off to our right. It was beautiful, and there was a nice private strip near it.



Lake on the way to Greenville, SC

The airspace around Greenville is crowded. Greenville Downtown lies under the outer ring of Greenville-Spartanburg’s Class C airspace. Greenville Downtown is Class D. Approach to Greenville Downtown from the south is blocked by Donaldson’s Class D. As I approached, I decided not to mess with it. I flew around Donaldson to the west and called Greenville Downtown to enter their airspace.



The airspace around Greenville, SC

As I was approaching the airport on the tower frequency I heard a strange radio exchange between the controller and an unknown aircraft (I don't remember the N number, so I'll just use N123 here):

CT: N123, you are probably used to it by now, but we saw a steady stream of smoke coming out of your number 4 engine. We did get some pictures.

N123: Thank you tower, but it is fine.

At this point I was extremely confused. What kind of aircraft was in the pattern there that 1) had four engines and 2) was not concerned about a steady stream of smoke coming out of one of them? I mean, I guess I would be less concerned about a smoking engine too if I had three others, but still...

I continued approaching the airport and was sequenced in behind an RV. As I approached and had the field in site, I realized what kind of airplane that must have been. Part of the field looked like a WWII base! What a nice surprise!

On my initial call, I had told the controllers I was coming in for some lunch. When I touched down on the runway, they gave me taxi directions to the parking on the grass right by the restaurant. The controllers could not have been friendlier or more helpful.



Parked in the grass

I parked the plane and walked over to see what was going on. The Collings Foundation (collingsfoundation.org) was there with their B-17, B-24, B-25 and P-51D! They also had several period vehicles, and the Military History Center of the Carolinas (milhcc.org) had set up a display of SC Military Aviation History. The only downside was that the restaurant was packed, but there was so much to see we didn't mind the short wait!



B-17



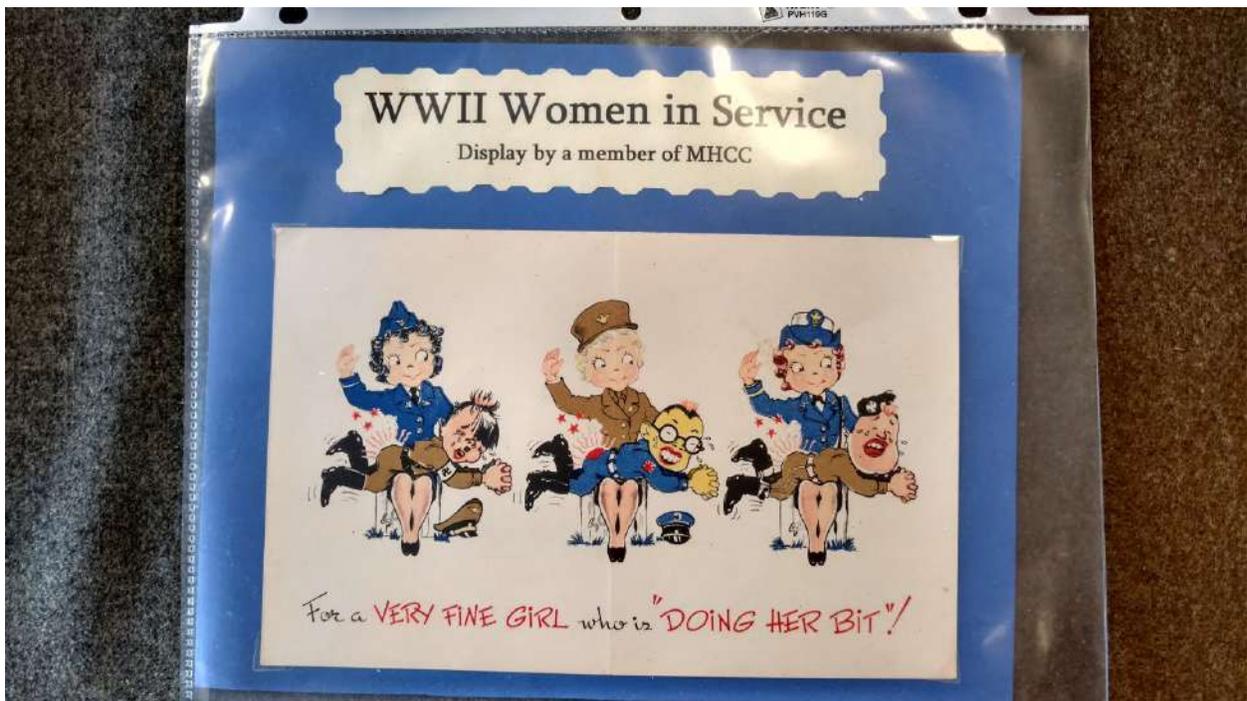
P-51D and support van



Period vehicles



I am very old! Please keep off.



Part of the display by the Military History Center of the Carolinas - vintage propaganda

After taking a look around, we went to the cafe for lunch. This is a great little fly-in destination. There are ample windows and a large patio area so you can watch the planes taking off and landing while you eat. The food was good as was the service. As a bonus, while we were eating on the patio we got to see the P-51D start-up almost right in front of us, taxi out and take off! What a treat!



The Runway Cafe

The flight home was uneventful. We made a quick stop in Greenwood (KGRD) for fuel on the way back due to lack of fuel at my temporary (grass field) base. It is a big airport with a friendly staff and multiple runways, but it was practically deserted when we went there.

All in all, it was a great day of flying with some unexpected, but very welcome surprises!

Meeting Minutes

The May meeting minutes will be published in the July newsletter.

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, 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 Birnbaum
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

ities 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.

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 activ-

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