

Notes from Ted: we have decided to place a few of the short postings on our web-page. We trust you will enjoy the notes and pictures as much as I/we have had writing about them.

**January 2014:**

Each year, as a member of the Coastal Composite Squadron of the Virginia Civil Air Patrol (CAP) I am required to complete a Form 5. This is just another way of saying that I must be medically cleared to fly, know how to navigate and plan flights, be able to fly the aircraft with a high degree of skill and pass a knowledge evaluation. The Form 5 requires you to plan and generally fly part of a cross country flight. Once this part of the



flying is complete, there are the maneuvers to execute. There is slow flight (generally flying at less than 50 Knots and staying at altitude); stalls (always a challenge); Steep turns, etc. Then there are takeoff and landings (normal, soft field, short field) and not to be missed, there is the failed engine approach which generally ends the flight review. Once completed, and the paperwork processed, I get to fly

back to the home field where I took off from. Civil Air Patrol sets high standards and states very clearly that flying is a privilege – not a right. This year’s review started out with me flying from Newport News to Chesterfield (near Richmond Virginia). Looking down from 1,500 to 3,500 feet at the Eastern Virginia landscape never gets dull.



Taking off from Newport News Airport, you general bank right (when taking off from runway 20) and travel across the James River. Looking down you would see part of the mothballed ships moored in the center of the river. A little further to the north, the York River empties into the Chesapeake Bay with a view that captures your attention. And, some runways (like that of the Lake Anna Airport- pictured above) look short and narrow simply because they are.

Ted Warnock