



Flying for Fun in Northern Virginia! www.flyingclub1.org

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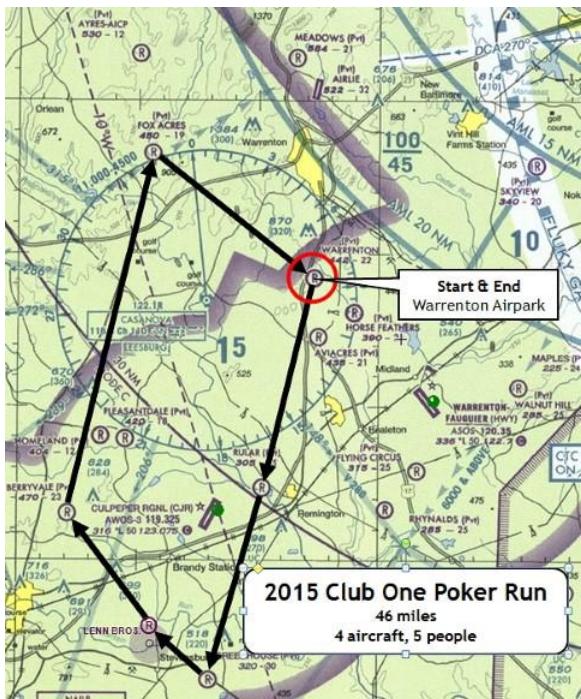
The Privileged View

Steve Beste, President

Poker Run! Despite a day's postponement which cost us several flyers - and which turned out to be unnecessary - the five of us who flew had a good time. And **Tom Richards** pocketed \$25. Since he was flying as a passenger in **Bill Sullivan's** Taylorcraft, he definitely covered his expenses.

The course was the same as last year. John Corradi offered Pleasantdale, but several of our pilots demurred. Pleasantdale is short and hummocky; fine for a trike, but not so good for an Allegro or a Taylorcraft.

I once again knocked on the door at Airlie without success, though there's news. The conference center no longer leases the airfield. That has reverted to the Kimmaren Corporation, the company that Airlie founder Murdock Head created for his children in 1975 (*Kimberly, Mark, and Karen*). Their agent said no to us, and the field continues unused. What a waste of a magnificent airfield.



Don Sheehan is the unsung hero this year. A student trike pilot, he got special dispensation from his instructor to fly the course. He then recruited CFI **Pete Bastien** to review his flight plan and sign him off. He flew the course aloft twice to make sure he could find all the airfields. The day before, he flew the course for real and put out the boxes holding the playing cards. But despite all this preparation, he never made it into the Promised Land. The day of the event he discovered an electrical problem that grounded him. Next year, Don, and thank you for setting up the course.

We flew the course all together. This was sociable. It also let Bill and Tom stay in the Taylorcraft while someone else fetched their playing cards. It turns out that the Taylorcraft is hard to climb in and out



Pat Tyler, Bill Sullivan, Art Felt and Tom Richards at Greenhouse



Steve Beste's Aerotrike, Bill Sullivan's Taylorcraft and Pat Tyler's Airborne at Lenn's

of. Plus, being hand-cranked, it's a nuisance to re-start. In the picture below, Pat Tyler is passing in two envelopes with playing cards while Bill keeps the Taylorcraft running.

At Fox Acres, owner Conrad Miller, his wife and daughter all came out to greet us and chat. Fox Acres is the prettiest field in Northern Virginia, and Conrad is always generous in letting us use it.



Pat Tyler passes in what turned out to be the winning cards at Rular. Nice going, Pat.



Tom Richards, Conrad Miller, Bill Sullivan, Art Felt, Steve Beste and Pat Tyler at Conrad's beautiful Fox Acres



A happy Tom Richards with the winning hand

AOPA Fly-in Update. Dick Martin, Tim Loehrke, Allen Whatley and I all attended the big AOPA fly-in at Frederick on June 6.

Gyroplanes in law enforcement. In the [June, 2011 newsletter](#), I wrote about the Dept. of Justice pushing gyroplanes as a way to get local law enforcement into the air economically. They had experimented with powered parachutes and then trikes, finally settling on gyroplanes. At the AOPA fly-in, I got an update from Daniel Schwarzbach of the Airborne Law Enforcement Association. The short take: it never happened. Instead, quadcopters have taken over this role. Aerial surveillance doesn't get any cheaper, and today's machines have amazing capabilities.

Flying clubs. The AOPA has [amazing resources](#) for any of you who want to start an aircraft-owning flying club. Kelby Ferwerda runs the program and has deep experience. I asked about Part 103 clubs and told him about Tom Richards' efforts last year. He said such clubs were new to him, but that [Helen Woods](#), the flight instruction manager at Bay Bridge Airport was also looking into this possibility. Contact her for advice if you're thinking of creating a club. And do check out the AOPA resources online.

New member Scott Williams. When you see him, please welcome Scott Williams to the Club.

He recently got his weight-shift Sport Pilot license, bought a trike, and moved it into a hangar at Shannon in Fredericksburg. The trike shares the hangar with Lee Fox's X-Air (that he bought from Jim Birnbaum). The trike he found came with a large (19-square meter) single-surface wing, which is ponderous. He replaced it with the slick 15-meter, double-surface Aeros Profi TL wing that you see in the picture. This is the same wing that Peter Richter and I put on our trike, so we went to Shannon to help Scott take it out of the box and set it up. That turned out to be a 4-hour job thanks to some mis-steps that our experience was supposed to prevent. But the result is beautiful as you see. Scott has all the attributes that you want in the owner of a light experimental aircraft: enthusiasm, curiosity, prudent adventurousness, and the all-important mechanical ability.

Once he gets Phase I flown off, I expect we'll see him at our meetings this summer.



Scott Williams with his two trikes. The Air Creation Buggy with its new Aeros Profi TL wing is on the left.

Trikes rule!

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](#) and the [Virginia Department of Aviation Calendar of Events](#).

Date	Event Description	Location	Distance from 7VG0
Sat, July 4 / 9 AM - 5 PM	BryceFest Fly-in. Fireworks after dark. See www.BryceResort.com	Sky Bryce Airport (VG18)	47 NM
Sat, July 4 / 11 AM - 4 PM	Commemorative Air Force Benefit Barbecue	Culpeper Regional Airport (KCJR)	8 NM
Sat, July 11 / 11 AM - 2:30 PM	Open Cockpit Day at Martin Aviation Museum	Martin State Airport (KMTN)	76 NM
Sat, July 18 / 8 AM - 1 PM	Breakfast and Lunch Fly-in Drive-in at the firehouse	Hagerstown Regional Airport (KHGR)	63 NM
Sat, July 18 / 11 AM - 4 PM	Bath County Air Show. See www.wingsandwheelsbathcountyva.com	Ingalls Field (KHSP)	105 NM
Sat, July 25 / 8:30 - 10:30 AM	EAA 339 and Old Dominion CAF Squadron Fly-in Pancake Breakfast	Franklin Municipal (KFKN)	125 NM
Sun, July 26 / 9 AM - 1 PM	EAA Chapter 426 Fly-in Drive-in Breakfast	Greater Cumberland Regional Airport (KCBE)	73 NM

Dick Walker

It is with great sadness that we report that longtime Flying Club 1 member Dick Walker passed June 23rd at his home. Dick was an unusual character, certainly his own man marching to his own drummer. But his overarching characteristic was his calm. He was never heard with raised voice. He was an avid flyer and sailor who lived life on his own terms. what more can any of us ask for?



South African Helicopter Flight

By Donald Sheehan

January 31, 2015 found my wife, Melodee and me in sunny Cape Town already two weeks into our annual flight from winter's icy grip. We had just finished a highly enjoyable cruise up the Eastern Coast of South Africa which had started and ended in Cape Town. We were comfortably settled into the Twelve Apostles Hotel and Spa located at the base of iconic Table Mountain. In addition to a magnificent view of the ocean the hotel featured many other amenities, including an on-site helicopter pad.



The Bell and Howell Ranger III

The hotel offered a flight to the Cape Town Waterfront. We boarded a four passenger, five seat Bell and Howell, Ranger III Helicopter. We took off, approximately 60 feet above sea level at 11:15 AM. The temperature was 72°F and there was a moderate southwesterly wind. We immediately saw an incredible view of Lion's Head just in front of Table Mountain.



Lion's Head mountain



The Cape Town waterfront

After a short flight we reached the Cape Town waterfront and were even able to catch a glimpse of the Voyages of Discovery ship, Voyager, which had transported us for the previous two weeks. Our female pilot landed us safely and gently to Melodee's complete satisfaction.



During the 1950's, when I was in grade school, we were taught the Cape of Good Hope, near Cape Town was the southernmost point of Africa, as well as the dividing point between the Atlantic and Indian Oceans. Modern science has determined Cape Agulhas (approximately 90 miles east-southeast of Cape Hope) is actually the Southern tip of Africa and the most southeastern part of the continent. The mixing of the cooler Atlantic currents and the warmer Indian currents occurs in a fluctuating manner between Cape Agulhas and Cape Point, which is within easy walking distance from Cape Hope. Technically speaking Cape Hope is only the most southwestern part of Africa. It is still historically important because the nearby and highly recognizable Table Mountain was easy to spot by sailors, long at sea, who were anxious to get back on solid ground.

A beaming Melodee with the pilot



At the Cape of Good Hope

Other than scientists, who knew the knowledge about the meeting of these two great oceans had evolved so far? When we took our flight over Cape Town, we fully expected to see the two oceans coming together. It was a great flight, not only because of the beautiful sights but because it encouraged us to research the subject. Not only do we understand African geography better but once again learned, travel can be a truly enlightening experience, especially from the air!

More on Portable Fuel Containers

From the editor: Be safe when fueling your aircraft! This article is from a memo which was initially created by the Department of the Interior for its employees, but it contains some useful recommendations for the rest of us as well.

**“Safe Bonding or More on Static” From “FAA Aviation News” March 2001.
Originally from the “Vector” 1999, Issue 3, Civil Aviation Authority of New Zealand.**

This article focuses on the practical steps to take to ensure safe bonding.

Static Build-up

First, we will quickly recap on the situations which foster static build-up that makes bonding necessary.

Fine filters. The use of fine filters is unavoidable within the aviation industry. The effect of having a fine filter in a fuel line is to bring more fuel in contact with a dissimilar material of the filter, resulting in higher charge separation.

Flow rate. The flow rate has an effect; higher speeds result in greater charge separation and also more fuel splashing.

Hot and dry. Hot and dry conditions pose the greatest atmospheric risk.



Bonding and Grounding

Bonding the aircraft means connecting the metal structure of the aircraft to earth - via a cable or other conducting path. There are three bonding or grounding connections: from the refueling vehicle to earth, from the aircraft to earth, and between the refueling vehicle and the aircraft.

Fuel company safety procedures generally have a statement along the lines: “the aircraft, fueling vehicles, fueling cabinets (gas pumps), hose trigger nozzles, and funnels must be electrically bonded together throughout the fueling operation to ensure that no difference in electrical potential exists between the units.”

In recent years there has been a change in philosophy and practice with regard to grounding. In the 1990 edition of the U.S. National Fire Protection Association Standard for Aircraft Fuel Servicing (NFPA 407), the requirements for grounding were deleted and requirements for bonding clarified.

The Standard notes that the primary electrostatic generator is the filter-separator, which increases the level of charge on a fuel by a factor of 100 or more compared with flow rate. Splashing, spraying or free-falling of the fuel will further enhance the charge. When charged fuel arrives at the receiving tank, either the charge will relax harmlessly to the ground, or, if the charge is sufficiently high, a spark discharge may occur. Whether or not ignition will follow will depend on the energy (and duration) of the discharge and the composition of the fuel-air mixture in the vapor space, i.e., whether or not it is in the flammable range.

No amount of bonding and grounding will prevent discharges from occurring inside a fuel tank. Bonding will ensure that the fueling equipment and the receiving tank are at the same potential and provide for the charges separated in the fuel transfer system (primarily the filter-separator) to combine with and neutralize the charges in the fuel. Also, in overwing fueling, bonding will ensure that the fuel nozzle is at the same potential as the receiving tank, so that a spark will not occur when the nozzle is inserted into the tank opening. For this reason, the bonding wire must be connected before the tank is opened.

The NFPA 407 standard outlines that grounding is no longer required because it will not prevent sparking at the fuel's surface. Also the static wire may not be able to conduct the current in the event of an electrical fault in the ground-support equipment connected to the aircraft (e.g., a ground-power unit or generator), and this could constitute an ignition source if the wire fuses. (Separate grounding connections must be made for equipment that requires electrical earthing.) Static electrical grounding points may have high resistances and therefore are unsuitable for grounding.

“Portable Fuel Container Procedures.” Reprinted from United States Department of the Interior Aviation Management Aviation Accident Prevention Bulletin No. 07-01, April 19, 2007.

Missions occasionally require aircraft to be refueled from portable containers (jerry cans). This method of refueling involves hazards not normally encountered during normal aircraft refueling operations. Specifically, portable containers do not have integral filtration systems and thus are at increased risk for water or particulate (solids) contamination. Also, pouring fuel into an aircraft from an un-bonded portable container can generate enough static electricity to create a spark and subsequent fire.

These recommended procedures apply to aircraft when refueled from portable fuel containers. To minimize the risks of fuel contamination and static electricity personnel refueling aircraft using portable fuel containers should use approved containers, approved funnels, and approved procedures. Portable containers should only be used when refueling is necessary and no other alternative exists.

Recommendations

Alertness and strict adherence to the procedures and equipment requirements in this bulletin will minimize the risk of fuel contamination and static electricity hazards when using portable containers for aircraft refueling.

Pilots are responsible for the safe refueling of their aircraft. Pilots will:

- Perform a visual pre-use inspection of the funnel and fuel container.
- Bond the portable container to the funnel.
- Open the aircraft tank port and position the funnel in the tank fill port.
- Slowly pour the fuel into the funnel. If water is detected the fueling operation will be stopped and the water removed from the funnel.
- Not use fuel sources that contain water.

Portable Containers used for refueling aircraft will be:

- Compatible with the type of fuel they contain.
- Inspected before filling.
 - Containers will be undamaged and free of leaks.
 - Container exteriors will be marked with the fuel grade and the date filled.
 - Container interiors will be clean and free of rust and debris.
 - Container caps and gaskets will seal tightly.
 - Containers will be filled from a fuel system using industry-accepted filtration.
- Capable of electro-static bonding. Most plastic containers cannot be bonded to the aircraft.

Funnels. An approved funnel should be used when fueling aircraft from portable containers. Approved funnels are manufactured by the Racor Division of the Parker Hannifin Corporation. Ap-



proved funnels include model numbers RFF1, RFF3C and RFF8C. These funnels are made from a polypropylene material that conducts static electricity and have a Teflon coated screen that separates water and particulates.

- Funnels should be stored in a location that protects the filter screen from damage.
- Funnels will be visually inspected prior to each use. Damaged filter screens are cause for removal from service.
- The funnel's water removal capability should be checked before the first use and quarterly thereafter.
 - Funnels should not allow water to pass if the level is less than 1/3 the height of the installed screen.
 - If water passes through the filter at a height less than 1/3 the height of the funnel, it should be considered defective and removed from service.

Bonding Wires: A static bonding wire, with alligator clips installed on each end, is required for aircraft refueling operations using portable containers. The bonding clips will be attached to the funnel and container before the aircraft tank cap is removed.

Meeting Minutes

June 2015

Flying Club One Meeting

Saturday, June 13, 2015

Warrenton Airpark

Warrenton, VA

The **Poker Run** was postponed for one day because of high winds. Will run Sunday, June 14.

Selling 50/50 tickets before meeting

Call to Order

President, Steve Beste called the meeting to order at 11:10 A.M.

17 members present.

CONNECTIONS

Visitors & New Members

New member **Scott Williams** put a new wing on his Trike with the help of some of the club members. **Naga Talluri**, also a new member, is learning to fly ultralights and may try PPGs.

Old Members

Don Sheehan is flying off his required sport pilot solo hours and will have his ticket soon. **Allen Whatley** said that he flew to the AOPA event at Frederick, MD. **Monty Betts** said that he is flying his new/restored Aeronca 65LB Chief only from paved runways for now and will try the grass strips when he has more time in it. **Larry Walker** said the pilot he sold his C-150 to recently called to tell him that he loves the plane

and has flown it to Key West, Florida. **Tim Loehrke** is now a certified Rotax repair man (4 cycle and 2 cycle). He said he is getting all the special Rotax tools that are needed and is looking forward to helping the club.

SERVICE PROVIDERS

Recap our standing list of service providers:

- PPG instructor and dealer: **Michael O'Daniel**
- CFI: **Pete Bastien**
- Fixed wing instructor: **Chuck Tippett**
- PPG, Ultralight, LSA and General Aviation flight instruction: **Grass Roots Fly-ers**
- Welder: **Tom Kotsch**
- A&P mechanic (not at Airpark): **JD Ingram**
- Light Sport Condition Inspections, Rotax Certified: **Tim Loehrke**

REGULAR REPORTS

Secretary: Jim Heidish reported that the Minutes of the May meeting were published in the June Club Newsletter and approved as published.

Treasurer: Jim Birnbaum reported May income: \$97.00, Expenses: \$186.98 and the Flying Club 1 Checkbook Balance: \$2965.89.

President: Steve Beste reported about the big AOPA event that some of our members attended. He said there was a presentation about Part 103 (Ultralight) partnership flying clubs, much like the one **Tom Richards** is starting. He said that the AOPA thinks the new proposed FAA regulation on non-commercial pilots being allowed

to use valid drivers' licenses instead of 3rd class medicals (just like sport pilots) will go into effect.

Safety and Training Director: **Pete Bastien** - nothing to report.

Membership Director: **Jim Birnbaum** reported that we gained a few new members and should have close to 60 when all have renewed.

Warrenton Airpark Owner: **Tom Richards** reported that he helped retrieve an ultralight that had an off-field landing, but got involved in a mishap hauling it back to the Airpark in the middle of the night. The aircraft fell off the back of the truck on Route 29 and overturned. Gas spilled and the aircraft was set on fire by sparks. Everyone was OK, but the ultralight was a loss. Tom said he was cleaning out some of the hangars that are being re-rented, and is also replacing and repairing the sliding doors.

Old Business

None

New Business

None

MONTHLY PROGRAM

None

50-50 Drawing

Winner **Larry Walker** donated his winnings to the club.

Adjourn

President, Steve Beste adjourned the meeting at 12 noon.

Cook Out

Allen Whatley served a special lunch featuring a choice of regular or vegetable chili with all the side dishes and topped it off with pie and ice cream.

Submitted by **Jim Heidish, Secretary**

Activities

2015 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 2015 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

Date	Activity	Location	Description
Sat, July 4th, 11 am	Summer BBQ and Club Meeting	Airpark	Monthly meeting and Summer BBQ at Warrenton Airpark
Sat, August 1st, 11 am	Club Meeting	Airpark	Memorial table, monthly meeting and cookout at Warrenton Airpark
Sat, September 5th, 11 am	Club Meeting	Airpark	Monthly meeting and cookout at Warrenton Airpark
Sat, October 3rd	Club 1 Fly-in and meeting	Airpark	Monthly meeting, Club 1 Fall Fly-in and cookout at Warrenton Airpark
Sat, October 24th	Club 1 Color Run Fly-out	Airpark	Club 1 Color Run fly-out at Warrenton Airpark
Thu, November 5th, 7:30 pm	Club Meeting	CVHS	Conversation, club business meeting and program.
Sat, December 5th, 5 pm - 8 pm	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 — Airborne T-Lite trike T-Lite trike base for sale with 22 HP four stroke Bailey engine (it has only 15 hours on it but does not start). \$6500 OBO. Fernando Alvarez 703-589-4202



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 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 2015 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.

2015 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

Director & Past President: Len Alt
703-945-9314

Director At Large: Larry Walker 540-347-7609

Director At Large: Pete Bastien 703-568-5778

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.

2015 CLUB VOLUNTEER STAFF

Safety & Training: Pete Bastien

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

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