



Volume 19 – 04

www.FlyingClub1.org

April 2019



The Privileged View

Steve Beste, President

Towards a More Perfect Jerry Can. My old jerry can sprang a leak, so I have to replace it. This has thrown me kicking and screaming into the quagmire of CARB-compliant jerry cans. Those are the kind that have no vent plus some kind of infernal spring-loaded shutoff in the spout. Besides being hard to use, they're completely unworkable for my trike. As you see at right, my gas tank opening is deep inside the trike. To reach there, I wedge a two-foot length of tubing onto the spout. This has worked fine for years - but only because my old Wedco jerry can has a vent. On the new CARB-compliant jerry cans, the vent is in the nozzle as you see here. Obviously, that won't work with an extension tube.



With my old can dead and the flying season at hand, I went looking for a new jerry can. Here's what I found.



Wretched CARB-compliant jerry can



Do-it-yourself vent and replacement spout. Many online videos - like [this one](#) - show how to add a vent to one of the new-style jerry cans. Basically, you drill a hole in the can and install a metal tire valve stem. (Please use a metal one, not rubber.) Now I ask you: how do you install a valve stem from the inside of a jerry can? Give up? Watch the video to see a clever trick for doing so.

In any case, you'll want a can that has a good place for the vent, such as the one on the left in this picture, not the one on the right.

And people advise against drilling the hole on the seam of the jerry can, lest the seam rip. Offset it if you can.



Instead of a tire valve, you can buy a metal [pop-in valve](#) like this for \$9. Drill a hole and press in the vent. Some commenters suggest a little epoxy to secure it better.



Either way, after installing the vent, I would also need to replace the spout so that I could have a place to attach my extension tube. Not every spout is the right diameter. And I wouldn't want one with any kind of spring or flow restriction. Lots of after-market spouts are available, such as the [EZ-Pour line](#). You just have to make sure that the threads fit the threads on your jerry can and the nozzle fits your extension tube. This EZ-Pour kit comes with two different collars for different threads. The website says which cans it can be used with.

Can with a CARB-compliant vent not in the spout. [Surecan](#) sells a can where the vent is NOT in the spout. Instead, the large trigger on the top of the can both:

- Opens a valve inside the can that lets the gas flow out the spout, and
- Opens a vent at the top of the can. Since the spout is not involved in venting, this means that I could attach my extension tube it.



The spout flexes and pivots up or down. The upshot of all this is that the can stays upright while you dispense gasoline. What a great idea! I thought I had found my solution. \$47 from Amazon or see it yourself at West Marine. However, it has problems.

First, the can is heavy: 4.5 pounds (as against 2.1 for my old can).

And *slow*. It took 3 minutes to empty (as against 1:15 for my old can). That's a long time to be holding that trigger.

Third, it's hard to put 5 gallons into the can. That amount brings the level half way up the short filler neck. The pump's automatic shutoff kicks in at 4.5 gallons. After that, you have to fuss-fill it and get gasoline on yourself. And I do need the five gallons. Fourth, the vent seal isn't tight enough. I had just filled the can and was driving to the airport when I braked suddenly and the can fell on its side. It leaked a bit through the vent. Of course, I should have secured the can better. But still...

Lastly, my jerry can spends most of its life empty in the trunk of my car. I fill it up on my way to the hangar, empty it into the trike, and then put it back into my trunk empty. However, the Surecan doesn't empty completely. The valve mechanism inside the can leaves a quarter cup of gas in the can. I don't want a can full of gasoline vapor in my trunk all the time. Nor do I want to throw that much gas onto the asphalt at my airport by emptying the can through the filler hole. So it's not my solution.

Can with a long vented spigot. Going up in price, I looked at NATO-spec metal jerry cans. I found one that has a long spout with a built-in vent. Buy it in red from Griot's Garage for \$90 or in olive from Atlantic British Parts for \$63. (Green is not strictly legal for gasoline.)



Detail showing vent tube inside spout. Air comes from the hole outside the cap.

This is a massively heavy-duty can. To my surprise, the venting system works well. That flat vent

tube in the base of the spout feeds into a vent tube internal to the can. No glug-glug. The can empties in 1 minute 10 seconds, which is 5 seconds faster than my old can with the tube.

But the can is heavy - nine pounds with the spout (as against 2.1 pounds for my old plastic can and 4.5 for the Surecan). I'd prefer something lighter. And cheaper. It's a thing of beauty, but it's still just a gas can. And I'm not going to war, so NATO specs are more than I need.

Foreign can with a vent. Thumb your nose at the bureaucrats. Bypass U.S. regulations and order a jerry can direct from China. This is just like the old days! Problem solved?

No. This one costs \$109, ships from China, takes 23 days to arrive, and has a poor return policy. You can see it [here](#). If you don't like it, you just bought an expensive hassle.



Water jug. The Scepter people sell both a CARB-compliant gasoline jerry can and what looks to be the same can for potable water. The water can has a vent! Problem solved?

Yes! Researching it online I learned that yes, both cans use the same plastic. Indeed, comparing the two versions at a West Marine store, the only differences are the vent and the spout.

The yellow spout is not cylindrical, so you can't fit an extension tube onto it. But I can use my old spout since the threads match - a piece of good luck there. Case closed for \$30 at West Marine.



Fly safely,

Steve



So What are the CARB Requirements?

CARB = the California Air Resources Board. Their requirements for gasoline cans were adopted by the Federal EPA in 2009. Per the Federal regulations, all jerry cans must have:

- A single, self-venting opening for filling and pouring with no separate vents or openings.
- Automatic closure, such as a nozzle that automatically springs to the closed position when the user is not pouring from the container.

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
Thu, Apr 11 / 11AM-2:30PM	United Flying Octogenarians Luncheon	Lancaster Airport (KLNS)	112 NM
Sat, Apr 13 / 8-10:30AM	EAA 518 Fly-in Drive-in Breakfast	Mifflin County Airport (KRVL)	121 NM
Sat, Apr 20 / 11AM-12PM	EAA Chapter 1563 Monthly Meeting	Gordonsville Municipal Airport (KGVE)	35 NM
Sat, Apr 27 / 11AM-12PM	2019 Cub Scout Aviation Day	Gordonsville Municipal Airport (KGVE)	35 NM
Sat, Apr 27 / 7-11AM	Chapter 36 Young Eagles Flights and Breakfast	Hagerstown Regional Airport (KHGR)	63 NM
Sat, Apr 27 / 8-10:30AM	EAA Chapter 339 and Commemorative Air Force Old Dominion Squadron Fly-in pancake breakfast	Hampton Roads Executive Airport (KPVG)	129 NM
Sun, Apr 28 / 9-11AM	Pancake Fly-in Drive-in. FRZ pin REQUIRED if flying in	College Park Airport (KCGS)	45 NM
Sun, Apr 28 / 8AM-12PM	EAA Chapter 426 Fly-in Drive-in Breakfast and Young Eagles Rides	Greater Cumberland Regional Airport (KCBE)	73 NM
Sat, May 4 / 10AM-4PM	Manassas Airshow	Manassas Regional Airport (KHEF)	13 NM
Fri-Sat, May 10-11	AOPA Fly-in at Frederick	Frederick Municipal Airport (KFDK)	50 NM
Sat, May 11 / 10AM-2PM	Operation Cow Drop operationcowdrop.com	Hanover County Municipal Airport (KOFB)	59 NM
Sat, May 11 / 10AM-2PM	Massey Chili Fiesta Fly-in	Massey Aerodrome (MD1)	100 NM



Opening day for the Flying Circus Airshow in Bealeton, VA is May 5, 2019. Gates open at 11AM. The show begins at 2:30PM.

Also of note, the Joint Base Andrews Airshow is May 11-12, but flying in is NOT recommended.

Welcome New Members

By Steve Beste

Welcome Sean Roe. In March, new member Sean Roe finally got his Challenger off its trailer and into one of the cloth hangars at the Airpark. A bunch of us helped him. You may recall Sean as the guy who showed up at dusk the day of the holiday party looking for a place for his airplane. Just in from Arizona to start a new job, he had all his belongings in a huge U-haul truck towing this trailer with his Challenger. Tom had him put the trailer in this hangar, but then the truck got stuck in the mud. We all trooped over there to push, but to no avail. He went to his sister's house with an overnight bag.



Steve Beste, Sean's co-worker Craig, Tom Richards, Sean's brother-in-law Brian, sister Kim, Sean Roe

Now, three months later, it was time to get the airplane flying again. Sean recruited this crew (hot coffee! fresh donuts!), and put us to work. This required removing the A-frame superstructure you see in the picture. That holds the wings, which he had removed earlier. Then, we lifted the airplane up over the trailer wheels and out the back. Easy-peasy, though it did take five people to do it.

By the time you read this, Sean will have his Challenger back in the air. And I know we'll be hearing a lot more from him.

Welcome Rob Donato. We don't get many out-of-the-area members, so I was surprised when Rob joined. But he's very welcome as he's been active in our kind of flying for many years.

He owns and lives at the [Bermudian Valley Airport](#) (07N) northeast of Gettysburg. This is a mile and a half from Shreveport North (62PA), which many of us know from all those Fathers' Day Fly-ins. Indeed, Rob writes that:

"The Fathers' Day Fly-in at Shreveport was actually my conception back in the mid-80s before I owned the near-by Bermudian. As the Events Coordinator (an actual officer position) for Mason-Dixon (club 020) at that time, I was quite taken by the support from the members of Club 1, as well as the Capital Area Lite Flyers, Southern Maryland Sport Flyers, and several other Virginia Clubs. The early support of these clubs was key to the long success of the Fathers' Day Event. Kudos to you all.

"Over the last year, I have gotten some float training from your member, Chuck Tippet. Chuck is a long-time friend since those early days of the Fathers' Day Fly-in, when we were both young and handsome. Actually, your last month's newsletter that featured Chuck's daughter's wedding is what brought me to join #1."

Rob wrote that we're always welcome to land at Bermudian Valley - and that he can provide free overnight accommodations, an offer not to be passed up.

"I do hope to make a visit to you all during a meeting someday. Please let me know if Bermudian Valley or I can be of assistance to you. So you know, I am a well rounded drummer (music is another one of my passions) and if you ever have a "hangar jam" and are in need of some beat, I would be delighted to fly-in with my drum kit."

Have Drum Will Travel. There's an offer we've never gotten before. Please make Rob welcome when next you see him.



Bermudian Valley Airport



*Rob Donato in Gene Breiner's 1929 Fleet
(now in the Udvar-Hazy museum)*

Local Flying Destinations

By Lucy Ooi

As the weather warms and we all begin itching to get into the sky, I wanted to highlight some of my favorite local flying destinations. Take a look and maybe you will find a “mission” that suits you, gets you out of the traffic pattern, and gives the neighbors a break! Also, if you have a favorite that isn’t on the list, let me know! If I get enough suggestions I will put another list in a future newsletter.

Shannon (KEZF) - 28 NM southeast



Shannon is the closest airport restaurant to our base at the Warrenton Airpark. Their Robin’s Nest Cafe is right on the field, and open daily. In good weather you can sit on the patio and watch the aircraft.

Shannon Airport is also home to the Shannon Air Museum, which is open Tuesday through Saturday. They have a variety of aircraft and other artifacts in their hangar next to the Cafe.

Shannon Airport has two runways: the main paved runway and a crosswind grass strip. For most of our planes, Shannon is an easy destination, but larger aircraft should be aware that the main strip is just under 3000 ft long. Even in some of our small planes, this should cause us to pay attention in the summer, especially at heavy loads.

Sky Bryce Airport (VG18) - 47 NM northwest



Sky Bryce is a private airstrip owned by Bryce Resort. The airstrip itself is located adjacent to the resort - you will fly in over the golf course and past the ski slope as you land. Vacation homes line the hillsides along the strip. Even for small planes, this strip can be tricky. As the strip is nestled in a valley surrounded by rising terrain, even a light breeze can cause quite a bit of turbulence on takeoff and landing. At 2240 ft, the strip is short. Summer temperatures with two people in a small plane can cause some nail biting as you takeoff and climb to the level of the surrounding houses' living rooms.

Once there, Bryce is worth the trip. Their restaurant has some of the best airport food around, likely because they primarily cater to skiers and golfers. As for skiing and golfing, there is that and more to do at Bryce, making it a very worthy day or weekend destination.

Richmond Executive Airport (Chesterfield - KFCI) - 76NM south



Chesterfield is located just outside of Richmond's Class C airspace. With a long, wide runway, that airspace is really the only hazard to watch out for at this airport. On the flight down though, there are a few tall towers (over 1500 ft MSL) after crossing the James River.

King's Korner is located right on the field - park your plane outside the window and walk on in. There is a great view of the runway from most of the restaurant. On Sundays, there is a brunch buffet from 10:30AM until 2:30PM. Come early as it is a popular after-church stop and can get crowded.

Greater Cumberland Regional Airport (KCBE) - 73NM northwest



Cumberland airport can be reached by a beautiful flight over the ridges. It is an especially stunning flight in the fall. There is a restaurant right on the field in the old terminal building called the Hummingbird Cafe. To reach it, taxi around behind the new terminal building and there is some parking right in front of the restaurant. It is open every day of the week except Monday.

In addition to the restaurant, the local EAA chapter has regular breakfasts and Young Eagle rallies which draw quite a crowd.

Williamsburg-Jamestown Airport (KJGG) - 99NM southeast



If interested in venturing a bit farther afield, consider Williamsburg-Jamestown. Charly's Airport Restaurant is appropriately named, as it is right on the airport. The airport is in a scenic location near the James River. Note that the pattern for Runway 13 is right.

Meeting Minutes

March 2019

Flying Club One Meeting

Thursday, March 7, 2019

Sully Government Center

Chantilly, VA

Call to Order

President **Steve Beste** called the very small meeting to order at 7:30 PM

8 members present

CONNECTIONS

Visitors and New Members

Visitors **Al and Donna Posario** came looking for information about flying Ultralights. This started a long discussion about everything one needs to know about flying Ultralights and LSA.

Old Members

Not too much flying - weather! Everyone that flies out of grass strips said they are grounded. The rainy weather has made the fields deep and muddy.

REGULAR REPORTS

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

Treasurer: **Jim Birnbaum** was not at the meeting, but sent in this report: February income was

\$40.00, expenses were \$31.16 and check book balance is \$2343.61.

President: **Steve Beste** reported that **Tom Richards** has volunteered to fill the *Safety Officer* position. Also, our warm weather meetings will start at the Warrenton Airpark on Saturday, April 13 at 11 AM. Plus, the great Cook Out at noon!

Membership Director: **Jim Birnbaum** - not at meeting.

Warrenton Airpark Owner: **Tom Richards** - not at meeting.

Old Business

None

New Business

None

MONTHLY PROGRAM

Steve Beste presented a projected Quiz Program on identifying some of the many symbols, wording, lines, colors, etc...etc... on Aeronautical Sectional Charts (map).

Adjourn

President, **Steve Beste** adjourned the meeting at 8:55 PM.

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
- **Aircraft instructor - light sport and seaplane:** Chuck Tippet, 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
- **Gyroplane Instructor:** Frank Noe, frankcanfly@yahoo.com

Activities

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 2019 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

Date	Activity	Location
Sat, April 13th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, May 11th	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, June 8th, 8:00 am	Poker Run	Airpark
Sat, June 8th, 11:00 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, July 13th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, August 10th, 11 am	Memorial table, monthly meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, September 14th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, October 12th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, Oct/Nov TBD	Club 1 Color Run Fly-out	Airpark
Thu, November 7th 7:30 pm	Conversation, club business meeting and program	Centreville Regional Library
Sat, December 7th, 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.

'46 Taylorcraft for ½ interest sale. LIGHT SPORT. TT airframe 1225 hr. Good fabric and clear glass. 12 gal main and two 6 gal wing tanks. Cruise at 95 burning 4 gph. Sensenich wood prop balanced with 350 hr. 65 hp Continental with 587 hr. Rebuilt Mags and new harness with less than 75 hr. Fresh annual and all ADs complied with. Hangared at Warrenton Airpark. \$7,000 for ½ interest or \$14,000 for all. Contact Bill Sullivan at 540-422-9175 or wpsullivan99@gmail.com

Owner/Builder of Fisher Celebrity (biplane)

Looking for a Co-Owner

All wood construction, Grove one-piece spring-aluminum main gear
Powered by Rotec R2800, 7-cylinder radial engine, 100 horsepower

A tandem 2-place open cockpit biplane, cruises ~80 MPH
Qualifies as light sport

Construction site & hangar, Warrenton Airpark (7VG0)
Project is ~80% complete

Project includes Grove Gear, Rotec R2800, Instruments, Flying Wires and all other major components. Total value ~\$35,000

A current co-owner is offering his half of this beautiful project
(Entire aircraft sale – may be considered)

Call for additional info or to make an appointment to see this beautiful Taildragger!

Gil Coshland - (703) 618-3422
Asking \$17,500 for his co-ownership

Jim T. Hill - (703) 659-8336 (Co-owner)

Weight-Shift Enthusiasts - Your prayers have been answered! A very nice up-scale trike at an affordable price...

Specifications: NorthWing Navaho (strut braced - no king-post), 2-seat Tandem

Engine: Rotax 582 blue head with C- Gear-Box and just under 300 hours total time (never overhauled)

Well-maintained - dacron fabric and everything else looks brand new.

Many extras including Radio, GPS, Landing Lights, wheel pants, hydraulic disc brake system, wide tires, 3-blade IvoProp, 2017 Virginia License, 1,050-lb BRS parachute for safety and extra parts.

Photo below was taken at Shannon Airport. This Trike is owned by Kiho Bae, and has recently moved to Warrenton Airpark. Kiho Has asked me to advertise this at an asking price of \$18,500. Incidentally, Kiho is an experienced pilot who flew C-46 Commanders in the Korean Air Force, and now flies a Robinson R-44 Helicopter and single-engine fixed-wing as well as weight-shift aircraft. He would be happy to take you for a demonstration ride. Kiho is willing to fly it to your location.



Special Price \$18,500

Call Tom Richards (703) 568-3607 or Kiho at (703) 314-6262

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.

2019 CLUB OFFICERS AND DIRECTORS

President: Steve Beste 703-321-9110

Vice President: Allen Whatley 571-235-6978

Secretary: Jim Heidish 703-524-5265

Treasurer: Jim Birnbaum 703-361-7478

Director At Large: Pete Bastien 703-568-5778

Director At Large: Tim Loehrke 703-318-7896

Director At Large: Lucy Ooi 585-410-5573

2019 CLUB VOLUNTEER STAFF

Safety & Training: Tom Richards 703-568-3607

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-

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.

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