



The Privileged View

Steve Beste, President

Every single flight reminds me of the beauty of this world. Even when I'm cold, even when I'm being tossed around and I just want to get home - I can't help but say "Wow! Look at those mountains! Feel this depth of air in which I get to swim. I am so lucky."

You all know that wonder; it's why you fly. It's why you'll find a kindred spirit in a poetic book by British Airways 747 pilot Mark Vanhoenacker, [Skyfaring: A Journey With a Pilot](#). You can get a taste of his writing with [this essay](#) in the New York Times about a flight from London to Tokyo. Here are his closing words from that essay. You will recognize the moment.

At about 30 feet above the surface of Japan I pull the nose up and begin to close the thrust levers. I feel that moment of poise: a sense that continued flight is as likely as anything else, that we have lowered the wheels but they are not yet turning upon the Earth, that a question has been asked but not answered.

Then the hard-won lift runs like water from the wings, and we land.



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
Fri, Jun 5 - Sat, Jun 6	AOPA Fly-in at Frederick Municipal Airport. See web-site .	Frederick Municipal Airport (KFDK)	50 NM
Sat, Jun 6 / 10 AM - 4 PM	Bay Bridge Wings and Wheels	Bay Bridge Airport (W29)	71 NM
Sat, Jun 6 / 8 AM - Noon	EAA Chapter 1041 Wings Wheels and Pancakes Fly In Drive In Breakfast	Gettysburg Regional Airport (W05)	75 NM
Sat, Jun 6 / 10 AM	Virginia Helicopter Association Fly-In	Williamsburg-Jamestown Airport (KJGG)	99 NM
Sat, Jun 6 - Sun, Jun 7 / 8 - 11 AM	Doug Macleod Memorial Pancake Breakfast - two days	Cross Keys Airport (17N)	143 NM
Sat, Jun 13 / 8 AM - 1 PM	Breakfast and Lunch Fly-In Drive-In at Hagerstown Airport Firehouse and Young Eagles Flights	Hagerstown Regional Airport	63 NM
Sat, Jun 13 / 10 AM	Warbirds and Seaplanes Fly-In	Williamsburg-Jamestown Airport (KJGG)	99 NM
Sat, Jun 13	Women Can Fly. See website .	Lynchburg Regional Airport (KLYH)	104 NM
Sat, Jun 13 / 10 AM - 4 PM	EAA Chapter 842 Morgantown Young Eagles Day	Morgantown Municipal Airport (KMGW)	115 NM
Sat, Jun 13 / 8 - 11 AM	EAA 518 Drive-In Fly-In Breakfast	Mifflin County Airport (KRVL)	121 NM
Sat, Jun 13 / 7 - 11 AM	EAA Chapter 390 Fly-In Breakfast and Young Eagles Flights	Deck Airport (9D4)	122 NM
Sat, Jun 13 / 2 - 4:30 PM	Golden Age Air Museum Flying Circus Airshow. Prior reservations required to fly in. See website .	Grimes Airport (8N1)	130 NM

Date	Event Description	Location	Distance from 7VG0
Tue, Jun 16 - Sat, Jun 20	Sentimental Journey Fly-In. See website .	William T Piper Memorial Airport (KLHV)	150 NM
Fri, Jun 19 - Sun, Jun 21	26th Annual Father's Day Fly-In. See website .	Shreveport North (62PA)	91 NM
Sat, Jun 20 / 8 AM - 5 PM	EAA Chapter 240 Pancake Breakfast and Balloon Festival	New Garden Airport (N57)	117 NM
Sat, Jun 20	Women Can Fly. See website .	Hampton Roads Executive Airport (KPVG)	129 NM
Sat, Jun 20 / 9 AM - 3 PM	EAA Chapter 287 Young Eagle Rally	Cape May Airport (KWWD)	136 NM
Sun, Jun 21 / 8 AM - 12 PM	Somerset Aero Club Father's Day Fly-In / Drive-In Breakfast	Somerset County Airport (2G9)	101 NM
Wed, Jun 24 - Mon, Jun 29	American Navion National Convention	Shannon Airport (KEZF)	28 NM
Sat, Jun 27	Women Can Fly. See website .	Warrenton-Fauquier Airport	5 NM
Sat, Jun 27 / 7:30 AM - 4 PM	Mattaponi Bluegrass Family Day and Fly-In.	Middle Peninsula Regional Airport (KFYJ)	83 NM
Sat, Jun 27 / 9 AM - 2:30 PM	Biplane Fly-In at Massey Aerodrome	Massey Aerodrome (MD1)	100 NM
Sat, Jun 27 / 8 AM - 11 AM	4th Annual <i>A Tail To Tell</i> Puppy Mill Rescue Benefit Breakfast	Lancaster Airport (KLNS)	112 NM
Sat, Jun 27 / 8:30 - 10:30 AM	EAA Chapter 339 and CAF Old Dominion Squadron Fly-In Pancake Breakfast	Franklin Municipal (KFKN)	125 NM
Sat, Jun 27 / 11:30 AM - 4:30 PM	Jersey Shore Ultralights and Light Sport Fly-In	Pemberton Airport (3NJ1)	164 NM
Sun, Jun 28 / 9 AM - 1 PM	EAA Chapter 426 Fly-In Drive-In Breakfast	Greater Cumberland Regional Airport (KCBE)	73 NM

In addition to the fly-ins listed here, the Smithsonian National Air and Space Museum will be holding an Innovations in Flight Family Day and Outdoor Aviation Display on Saturday, June 20th at the Udvar-Hazy Center at Dulles Airport. We have had club members display their aircraft there in the past!

2015 Poker Run

Come fly in the Poker Run on June 13th!

Flying Club 1 will be running its annual Poker Run on Saturday, June 13th.

- Meet at the Airpark at 7:30 sharp for a pilot briefing and ante.
- The course is [here on SkyVector](#), flown clockwise. Airpark, Rular, Greenhouse, Lenn, Berryvale, Fox Acres, Airpark.
- GPS coordinates are on the [Club website](#).
- Cost is \$5, payable at the pilot brief.
- Weather. As the organizer of the event, Steve Beste will send an email to everyone in the Club Friday afternoon announcing whether the Poker Run is on or not.



Flying in Stages

Note well: For safety reasons, we will fly the course in stages. We'll all leave the Airpark for Rular, fastest airplane first. **Nobody leaves Rular until everyone has arrived there.** Then on to the next airport likewise. This design avoids mixing arriving and departing aircraft. We're getting larger numbers of people at our flying events. Safety trumps everything. If you're not willing to fly this way, please stay home.

Club News

Congratulations to our own **Tim Loehrke** on completing his Light Sport Repairman course! As of June 1st he will be available to do condition inspections on all light sport aircraft (both SLSA and ELSA) as well as weight shift aircraft and powered parachutes. He is also Rotax certified.

Ron Dixon, trike instructor of Buffalo Ridge Airsports has a new welcome marquee at his place in Amherst County, Virginia. See <http://www.buffair.com>.



Shannon Airport - KEZF

By Dick Martin



Shannon is an airport with a lot of history that now has new management, new facilities and a new attitude. Call AWOS on 128.125 on your way there, and (after the weather report) a cheerful recorded voice says, "Welcome to Shannon Airport. We are one of the country's most historic airports. Now open is our Robin's Nest Cafe. Be sure to come visit us, and don't forget to check out our low fuel prices. Thank you and have a safe flight." Nice!

Shannon's newest and best attraction is the Robin's Nest Cafe. The terminal building was rebuilt in 2014 and the cafe was added to make the airport a more appealing destination for general aviation pilots. The cafe is modern, roomy, and cheerful. It offers counter seating, indoor tables, and outdoor patio seating overlooking the runway. Leslie Greene is the FBO employee who serves as cafe manager and head chef, among other duties. Other FBO employees help out as needed. The menu offers paninis (turkey or ham, \$3.99); sandwiches (veggie, roast beef, or chicken for \$7.95); Cuban sandwich (\$4.99), hot dog (\$1.99); hamburger (\$2.99); and chef's salad (\$7.50). There are also breakfast scones, deserts, and non-alcoholic drinks. The Cafe opened in January, 2015, and Leslie reports that it is already busy on weekends. He expects it to also get busy during the week as the summer flying season picks up. The Robin's Nest Cafe is really a nice place for pilots to have lunch and hang out. It is something that is missing from the many county airports in the area.



The FBO Crew at Work in the Robin's Nest Cafe. Left to right: Erin Lunsford, Patty Bibber and Leslie Green.



The Robin's Nest Cafe



Outdoor seating at the Robin's Nest Cafe

Another thing that makes Shannon inviting for Club 1 pilots is its comfortable size. The main paved runway (6/24) is 3,000 feet, and a grass runway (33 only) is 1,300 feet. No scary obstructions. Not too big; not too small; just right.



Another plus is its convenient location just 32 miles from the Warrenton Airpark. There's a corner of restricted airspace in the way, but it's easy to go around it. Fly 18 miles south until you see a pretty little lake, then turn east (120 degrees) and fly 14 miles to Shannon.

Shannon has a lot of interesting history and the new terminal and cafe have historical displays throughout as part of their modern architecture and interior design. Sidney Shannon was born in 1901, He became infatuated with flight after his first airplane ride in 1919. In 1927 he learned to fly at Hoover Field, now the site of the Pentagon. He opened the first airport in Fredericksburg in 1927 and was a founding investor in Eastern Airlines. He collected early planes for three decades, from WWI to the 1950's, and opened the Shannon Air Museum in 1976. After his death his will gave the collection to the Historical Virginia Aeronautical Society, which built a new museum at Byrd Airport in Richmond in 1982 to house it.

Though privately-owned, Shannon is completely open to the public. The owner is Luke Curtas, a Fredericksburg businessman. Since Mr. Curtas took over as Director, major improvements have been launched including the complete renovation of the terminal, the cafe, runway lights, a small flight store stocked by Sporty's, and other infrastructure improvements. There are 120 hangars,

90% occupied. There is a courtesy car available free to visiting pilots for two hours, mechanical services, a flight school, and a comfortable FBO lounge.



Shannon is the kind of airport that makes private flying fun and safe. Ultralights and light sport aircraft are more than welcome. It clearly is a must-visit destination for Club 1 pilots.

Plastic Funnel ignites While Refueling

Reprinted from “FAA Aviation News”, March 2001. Originally appeared in Transport Canada Aviation’s newsletter, the “Aviation Safety Maintainer”.

From the editor: Be safe when fueling your aircraft!

A horror story on refueling practices concerns the pilot of a Cessna 172, who performed an act of environmental friendliness during his preflight check by draining about a liter of fuel from each tank into a metal can. The fuel appeared clean and free from water so he decided to pour it back into the aircraft tank, using a plastic funnel with a chamois wired to the funnel in an attempt to dissipate static. While pouring the fuel he noticed flames around the filler neck. He managed to put them out using the entire contents of one fire extinguisher and most of a second and suffered third degree burns to one hand.



Although the aircraft was inside a hangar with fans running overhead, the air was cold and dry, so probably the draining and general sloshing around of the fuel in the can caused a charge to build up in the fuel, the chamois, the plastic funnel, and possibly on his person. These were ideal conditions to create a spark that set off the fuel vapor in the funnel and around the filler neck.

The Shell Oil Company has stated that polyethylene plastic containers and funnels should not be used for refueling aircraft. Plastics have insulating properties, which can accumulate static charges. High-density polyethylene containers made from pure material are okay, but you must take extra precautions and there are certain standards to adhere to. If you aren't sure about the plastic refueling equipment you are using, then use metal cans and funnels. These are safer, if used properly.

Here is a synopsis of another horror story published in *Heliprops*. The pilot/owner of a Luscombe was using a 16-gallon plastic polyethylene jug rigged with a Schrader valve to dispense gas by air pressure, having already transferred more than 400 gallons by this method without incident. On this fateful occasion he was using the local service station gas pump. The 16-gallon jug was behind the driver's seat of his car. He was using a plastic funnel with a metal screen. He lifted the funnel to check the contents, then added a bit more fuel. As the fuel stopped running, he lifted the gas nozzle to avoid spilling the last few drops. Suddenly, the gas in the funnel burst into flames. The fire quickly spread out of control. Ignition was probably from static electricity in the swirling gasoline, and discharged through the funnel to the grounded hose. The pilot received extensive burns and took four months to recover.

Here I should mention ultralight refueling methods. Most ultralight refueling I have observed appears dangerous, particularly if we consider the hazard criteria described above. Ultralight publications never deal with this subject, nor have I ever heard of an ultralight refueling fire. This begs

the question, what are the ultralight pilots doing that is different? I see them using plastic funnels and cans. I see them refueling without a ground wire. I see fuel spills around and over aircraft. I can think of only two major differences: the addition of oil to the fuel and possibly smaller-sized containers. Does this mean we may see ultralight refueling fires when more machines have oil injection or four stroke engines that require an oil free gasoline?

There seems to be an element of luck in transferring gasoline that breeds complacency. The long transfer of over 400 gallons without incident certainly trapped one unlucky pilot! I would hazard a guess that there are many pilot-rigged fuel systems out there just waiting for the right conditions to go “BANG!”

Meeting Minutes

May 2015

Flying Club One Meeting

Saturday, May 2, 2015

Warrenton Airpark

Warrenton, VA

Selling 50/50 tickets before meeting

Call to Order

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

26 members present.

CONNECTIONS

Visitors & New Members

Visitor **Sam Broadstein** said he is a retired Navy engineer and is looking for information on flying Ultralights.

Old Members

Gary Edgecomb and his passenger **Fred Dean** flew up from Gordonsville, VA. **Dick Martin** said that he stopped at Shannon Airport in Fredericksburg and was surprised to find a new terminal with a good restaurant inside. **Pete Bastien** passed the written test and is well on his way to becoming a general aviation CFI. Larry Walker said he has many tools and pieces of equipment in his hanger at the Airpark that he wants to clear out and offered them to members at a very good price.

SERVICE PROVIDERS

Recap our standing list of service providers:

- PPG instructor and dealer: **Michael O’Daniel**
- Sport Pilot / LSA instruction: **Pete Bastien**
- Fixed wing instructor: **Chuck Tippett**
- PPG, Ultralight, LSA and General Aviation flight instruction: **Grass Roots Flyers**
- 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 April meeting were published in the May Club Newsletter and approved as published.

Treasurer: **Jim Birnbaum** reported April income: \$105.00, Expenses: \$172.56 and the Flying Club 1 Checkbook Balance: \$3155.11.

President: **Steve Beste** reported that along with our Poker Run on June 13 there are many flying events coming up and thanked **Lucy Ooi** for putting together the list of monthly fly-in destinations in our Newsletter and also reporting on the ones she attends. Some members also had detailed information on big events like the May 8th Capital Fly-Over celebrating the 70th Anniversary Victory in Europe Day and the three day Father’s Day Fly-In at Shreveport North Airport located south of Harrisburg, PA.

Safety and Training Director: **Pete Bastien** reported that so far this year the Club has a great

safety record. Good risk management!

Membership Director: **Jim Birnbaum** reported that the Club gained 7 new members over the past few months. We should have over 60 when all of the old members have renewed.

Warrenton Airpark Owner: **Tom Richards** reported the Skydivers are flying their big turbo-prop jump plane now and the parachutes are touching down on the abandoned runway near their hanger. The Airpark pattern is the same as it has been for many years, but with the added activity remember to **See & Be Seen and Use Your Radios!** Tom said he now has large quantities of 100 LL and 87 non-ethanol fuel for sale. The tanks are located at different locations on the field (see him for more details). Also, Tom said this is his 11th Anniversary of owning the Airpark.

50-50 Drawing

Winner was **Bill Dohm**, who donated it to the club.

Adjourn

President, **Steve Beste** adjourned the meeting at 12 noon.

Cook Out

Bill Sullivan served a great picnic lunch to the club.

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

Old Business

None

New Business

Larry Walker said that he has the unused Club PA system in the hanger that he is vacating and wants to know what we should do with it. **Tom Richards** said that he could use it on the field for broadcasting local aircraft transmissions and store it when not in use. The members agreed that Tom's offer was the best solution.

MONTHLY PROGRAM

None

Activities

2014 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 2014 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

Date	Activity	Location	Description
Sat, June 13th ●6:15 am - PPG Poker Run ●7:30 am - Airplane & Trike Poker Run ●11 am - Club meeting	Poker Run	Airpark	Poker Run
Sat, June 20th	Father's Day Fly-In at Shreveport North (62PA) Description . Flyer . Video . Another video .	62PA	The largest ultralight fly-in in the mid-Atlantic states. Club 1 fly-out from Warrenton Airpark.
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 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 2014 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.

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.

2014 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