



Volume 11 - 12

[www.FlyingClub1.org](http://www.FlyingClub1.org)

November 2012



## FROM THE FRONT SEAT

Steve Beste, President

**Color Run clouded out.** Dick Martin and I showed up for the club's Color Run on the Saturday before Sandy arrived, but the Blue Ridge was socked in, and we couldn't fly the run. Indeed, we couldn't even get together; he being at the Airpark and me at Front Royal. Still, it was a fine day for flying, each on our own side of the mountains with beautiful layers of broken clouds and scud. As of November 3<sup>rd</sup>, the mountains are still colorful, so we'll get an *ad hoc* group together soon. Let me know if you're interested.

**Engine changes for winter flying.** The cold weather brings an increase in my EGT readings, reminding me that it's time to adjust the jet needles for winter. *What did he just say?* Let me translate. I have an HKS four-cycle engine with two Bing 64 carburetors. These are the same carburetors that the Rotax 912 uses, so this may apply to you too. As the air gets colder, it gets denser. This "leans" the fuel mixture that the carburetors send to the engine: same amount of fuel + more air = lean. The lean mixture raises the temperature of the combustion in the cylinder, which gets reported to me via the Exhaust Gas Temperature gauge on each cylinder. When the EGT goes above 1400°F, a warning light goes on, and I know it's time to enrich the fuel mixture, an annual task. Back when I was driving boats as a teenager, the motors had a mixture dial. Richer? Easy. Just turn the dial. Not so easy on the Bing 64. On this carburetor, you have to remove the top and withdraw the piston. When you do, you'll see this needle sticking out of its bottom. This is the *jet needle* (not to be confused with the *needle jet*, which is the hole it fits in). Unscrew things to where you can get at the needle as pictured here.



You change the mixture by moving the little clip to one of the four positions shown here. Moving it down (to the left in this picture) pulls the needle higher in the jet, letting more gas through the jet, which makes the mixture richer. Not as easy as turning a dial, but only about a 15-minute job, half an hour for both carburetors. The operation drops my EGT by about 200°. Do the reverse in the spring. Of course, if we ever get fuel-injected engines like the Rotax 912i or the HKS 700T, we won't have to mess with carburetors ever again, which would be lovely.

**Tire change.** The good news about owning an Experimental aircraft is that you can do your own maintenance. The bad news about owning an Experimental aircraft is that you pretty much *have* to do your own maintenance. This is my third set of tires, so I know what to do now, but it took me some time to figure it out. Maybe I can save you some time.

First, the tires on my trike are not an aircraft-standard size, so I can't order them from Aircraft Spruce. Instead, I go to a tire shop in Front Royal that can handle lawn tractors and small trailers. I let them do the work because they sell the tires and because getting the tires on and off the wheels

by hand is a bear of a job. Let them do it! For the tires themselves, be sure to get ones with no tread except a straight rib. Also get tires with a rounded profile, not a square shoulder. On my trike, the struts you see below droop down in flight thanks to the springs inside them. Thus, when the trike lands, it's the outside edge of the tires that first touch the runway. To spread the wear, I want as wide a strip as possible in that touch, hence the rounded profile. Next, these are tubeless tires, but I ask them to install tubes anyway. If I have a hard landing that deforms the tires, I don't want to lose air just because the tire momentarily flexed away from the rim. Though, honestly, the tires are on pretty tight. (See above about getting the tires on and off the wheels.) Lastly, forget about balancing the tires. Nobody I've found has the equipment to balance wheels with such small hubs. Besides, given the small diameter and slow speeds, it probably doesn't matter anyway.



Two tires mounted on the wheels cost \$96. It took me about an hour to remove the fairings and wheels, an hour to replace them. Because I fly off concrete, I got only 74 hours out of the last pair of mains, which is a lot less than I would like. (The nose wheel lasts forever.) I inflate them to 18psi. The trike, empty, weighs 485 pounds. If any of you has a better system, I am definitely open to suggestions.



Fly safe,  
Steve

# HO, HO, HO, HO, HO!

*A Jolly Good Time...*

*Flying Club One's Annual Holiday Party  
December 8, 4:30 to 9 P.M.*

*At Tom Richard's Home at the Warrenton Airpark  
9272 Green Meadows Rd. Warrenton, VA*

*Pot luck. Beverages provided by the Club.  
Tom is likely to have a bonfire afterwards.  
For more information, call Steve Beste at 703-321-9110*

*Sign up to bring a dish at <http://goo.gl/MmR2t>*



## Meeting Minutes

### October, 2012 Minutes

#### Flying Club One meeting

Saturday October 6, 2012

Warrenton Airpark

Warrenton, VA

#### Selling 50/50 tickets before meeting

#### Call to Order

*President*, Steve Beste called the meeting to order at 11:05 A.M.

21 members present.

### CONNECTIONS

#### Visitors & New Members

**Gary Edgecomb** flew up from the Gordonsville area in his Kolb. **Mike McDaniels** stopped by to find out what it takes to fly Ultralights or LSA. He would like to get some demonstration flights first and may be a student for the new Grass Roots Flyers flight instruction opening soon at the Airpark.

#### Old members

**Scott Merritt** invited his father, **Harry Merritt** to come along to the meeting. Harry is a former U.S. Navy pilot having flown TBMs and F6Fs.

### SERVICE PROVIDERS

Recap our standing list of service providers:

- PPG instructor and dealer:  
**Michael O'Daniel**
- Fixed wing instructor: **Chuck Tippet**
- PPG, Ultralight, LSA and General Aviation flight instruction: **Grass Roots Flyers**
- Welder: Tom Kotsch
- A&P mechanic: **JD Ingram**

### REGULAR REPORTS

*Secretary*: **Jim Heidish** reported that the September Minutes will be published in October Club Newsletter and the August Minutes were approved as published.

*Treasurer*: **Jim Birnbaum** opened his report by stating that he reconsidered his resignation and will stay on as Treasurer and Membership Director for the remainder of the year (He got a round of applause and thanked for all his dedication and constant volunteering). He reported September Income: \$0.00, Expenses: \$0.00, The Flying Club 1 Checkbook Balance: \$2640.20.

*President*: **Steve Beste** reported that **Jay Aceto** took up the offer to fly his PPC for the company that builds systems for detecting light aircraft. He flew the flight- testing at a military base in West Virginia. Steve reminded the membership that we move to Centerville High School next month (thanks to **Bill Dohm**). Except for the Holladay Party/meeting, all the winter meetings are held at the school. We talked about the need to provide informative programs at the meetings. One idea was for **JD Ingram** to give a talk on what to do if your engine is not going to be run over the cold winter months.

*Safety and Training Director*: **Dave Riedel** - not at meeting.

*Membership Director*: **Jim Birnbaum** reminded the members that 2013 is around the corner, and he will start collecting dues from the early birds.

*Warrenton Air Park Owner*: **Tom Richards** reported that with the heavy use of the rest rooms from the Skydiving operation, he needs to put in a new septic pumping system and field. He said that one of his old tractors was down for repairs, but is now back in service

thanks to the help of **Joe Bender**. Tom passed out brochures promoting the new flight school he is starting at the Airpark. The multi-category operation is called Grass Roots Flyers and will offer basic training in the PPG, Ulitalight, LSA and General Aviation aircraft. Along with Tom, Club members **Peter Bastien, Brian Goff, Scott Merritt and Chuck Tippett** will be the instructors.

#### **Old Business**

None

#### **New Business**

None

**MONTHLY PROGRAM** - None

#### **50/50 Drawing**

**Ed Olbon** donated it to the Club!

#### **Adjourn**

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

#### **Cook Out**

Everyone enjoyed the special barbecue treat thanks to **Dick Martin**.

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

**Activities****2012 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 2011 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

<b>Date</b>	<b>Activity</b>	<b>Location</b>	<b>Description</b>
Thur, January 5th, 7:30PM	Club Meeting	<a href="#">CVHS</a>	Conversation, Club business meeting, and program.
Thur, February 2nd, 7:30PM	Club Meeting	<a href="#">CVHS</a>	Conversation, Club business meeting, and program.
Thur, March 1st, 7:30PM	Club Meeting	<a href="#">CVHS</a>	Conversation, Club business meeting, and program.
Sat, April 7th, 11 am	Club Meeting	<a href="#">Airpark</a>	Club meeting and cookout at Warrenton Airpark
Sat, May 5th • 10am - Memorial ceremony • 11 am - Club meeting & cookout	Memorial, Club Meeting, & cookout	<a href="#">Airpark</a>	Memorial ceremony and cookout at Warrenton Airpark
Sat, June 2nd • 7am - PPG Poker Run • 8:30am - Airplane & Trike Poker Run • 11 am - Club meeting	Club 1 Poker Run and Club Meeting	<a href="#">Airpark</a>	Club 1 Poker Run and Club Meeting at Warrenton Airpark
Sat, June 16th	<a href="#">Father's Day Fly-In</a> at Shreveport North (62PA)	<a href="#">62PA</a>	The largest ultralight fly-in in the mid-Atlantic states. Club 1 fly-out from Warrenton Airpark
Sat, July 7th, 11am— <i>moved to the 14<sup>th</sup></i>	Summer BBQ and Club Meeting	<a href="#">Airpark</a>	Monthly meeting and Summer BBQ at Warrenton Airpark
Sat, August 4th, 11am	Club Meeting	<a href="#">Airpark</a>	Monthly meeting and cookout at Warrenton Airpark
Sat, September 8th, 11 am	Club Meeting	<a href="#">Airpark</a>	Monthly meeting and cookout at Warrenton Airpark
Sat, September 15th	Club 1 Fly-out to Trikefest East at Shreveport North (62PA)	<a href="#">62PA</a>	Club1 Fly-Out from Warrenton Airpark
Sat, October 6th	Club 1 Fly-in and meeting	<a href="#">Airpark</a>	Monthly meeting, Club 1 Fall Fly-In and cookout at Warrenton Airpark
Sat, October 27th	Club 1 Color Run Fly-Out	<a href="#">Airpark</a>	Club 1 Color Run Fly-Out at Warrenton Airpark
Thur, November 1st, 7:30pm	Club Meeting	<a href="#">CVHS</a>	Conversation, Club business meeting, and program.
Sat, December 8th 4:30pm - 9pm	Club Meeting / Holiday Party	<a href="#">Airpark</a> 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: **Autumn Aceto** ([alaceto@gmail.com](mailto:alaceto@gmail.com)) when the ad is no longer needed.

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**FOR SALE — Zodiac 601 XL ( 650 XL) partially completed kit.** Kit includes Constructed Tail Surfaces and Fuselage, to include Landing Gear with Wheels and Brakes, Dual Brake Peddles kit, Dual Control

Stick kit and Instrument Panel. The wing kit and engine is needed. The wing kit is available now pre-drilled. It The plane will take a Rotax 912S, Jabiru 3300, Continental 0200, Lycoming 235, Corvair or VW conversion engines. All documentation and registered plans are in the package. Asking \$7500 or

best offer above \$6000. Note this is a Light Sport class aircraft. It is available built, IFR Certified at Southeast Light Sport for \$99,900.

(SouthEastLSA.com). See

<http://www.zenithair.com/zodiac/xl/> for details of aircraft: Contact: Larry Walker, 540-347-7609

Flight Test Report: Steve Flattum flight tests the Zodiac and reports:

*“The CH 601 XL / CH 650 family of airplanes are a delight to fly. Simple and easy to fly with a great view and they are very comfortable for long flights. The airplane is very strong and it is backed by a company that has been around for a very long time.”*

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**FOR SALE — Partnership - Taylorcraft BC-12D (1946) - available.** Aircraft is hangared at Warrenton Airpark. The Taylorcraft is flown about 65hrs/year and should be flown more. Annual, hangar, insurance, maintenance and repair are shared costs, while fuel is individual responsibility. Tom Richards and Jim T. Hill are looking to add one or two partners to replace a leaving partner. Please contact Tom Richards ([703\) 568-3607](tel:7035683607); [warrentonairpark@yahoo.com](mailto:warrentonairpark@yahoo.com) or Jim T. Hill for details.

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**FOR SALE — 1978 Weedhopper Ultralight for sale:** JC24C model; no engine; just frame. Will need new sails. Contact Mark Ripberger for more details. Sold “as is” \$400.00 [ripbergerm@darden.virginia.edu](mailto:ripbergerm@darden.virginia.edu) 434-589-8311

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### **Aviation Magazines “Ultralight Flying”**

All twelve monthly issues for most years between 1989 through 2008—almost 20 years. Not mint, but good readable condition, \$50.00 cash. Call or e-mail for more details. I live in Annandale VA. [Dsax289@aol.com](mailto:Dsax289@aol.com) Ph# 703-503-8289

## **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 USUA Flying Club 1, 8570 King Carter Street, Manassas, VA 20110. Payment can also be made at the regular monthly meeting. Please include the 2012 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  
USUA Flying Club 1  
Membership Director, Treasurer



# MEMBERSHIP APPLICATION - 2013



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 included in the club's membership roster which is distributed only to members.

## ***INSTRUCTIONS:***

- 1. FILL OUT THE ABOVE FORM.***
- 2. ENCLOSE A CHECK 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.

### 2011 CLUB OFFICERS & 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 and Past President: Len Alt 703-945-9314  
Director At Large: Dave Riedel 703-815-4924  
Director At Large: Larry Walker 540-347-7609

### 2011 CLUB VOLUNTEER STAFF

Safety & Training: Dave Riedel 703-815-4924  
Membership: Jim Birnbaum 703-361-7478  
Club Artist: Jim Heidish 703-524-5265  
Librarian Dick Walker 202-363-4546

Newsletter Editor: Autumn Aceto 703-655-4137  
e-mail: [alaceto@gmail.com](mailto:alaceto@gmail.com)  
Web Master: Greg Palmer 703-912-3774  
PPG Web POC Par Karandikar 703-201-8909

*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 meetings regularly may prefer to support functions associated with Club weekend activities.*

**ANNUAL DUES** (Jan 1–Dec 31) \$20.00. (Includes newsletter.) Family membership: \$25.00. After July 1, dues for remainder of year

are \$10.00. Family membership: \$25.00 (husband and wife). (A spouse who wishes to participate will please complete a membership application form.)

**NEWSLETTER SUBSCRIPTION** (without membership) is \$10.00 per year.

**CLUB WEB SITE:** <http://flyingclub1.org>

Note the change in web site. Flying Club 1 now has an officially registered name on the internet.

**MEETINGS** are monthly, year-round. See the web site for dates and places.

**SUBMITTING ITEMS FOR THE NEWSLETTER** Members and non-members are encouraged to submit items for this newsletter. Send submissions to Autumn Aceto, 9595 Sherburne Farm Rd, Marshall, VA 20115. E-mail is shown at left. Deadline for entry of items into the newsletter is 10 days before each meeting.

**Club Management/Administration:** Club Officers (elected, Directors and Staff). (Talk to current officer for more detail.) *Fly-ins:* Food supply, preparation; Facilities; Grounds; Ground Support. *X-country & outside events:* ground support. *Safety & Education:* Flight Safety & Training, New Member Mentoring, Library, Monthly Program Development. *Communications:* Membership, Newsletter, Web Site. *Fund Raising:* 50/50 Raffle. *Miscellaneous:* Meeting Facilities, Property Management, Clothing Sales, Tool Custodian, Ad Hoc Committees.

**“If you are interested in joining the U.S Ultralight National Organization go to their website for membership information at: <http://www.usua.org/>”**