



FROM THE FRONT SEAT

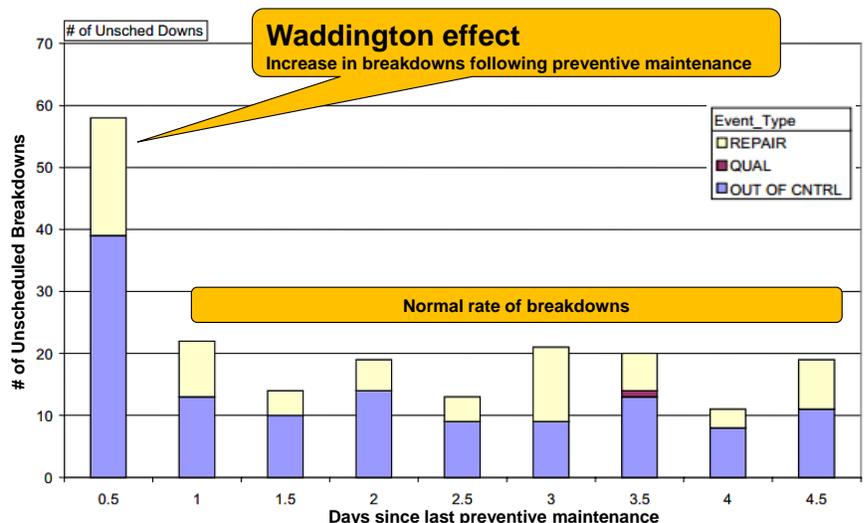
“Uh, oh! *That’s* not good.” So thought student pilot Peter Richter last week when he throttled back for a landing and the engine didn’t throttle back. Well, it went back part way, but was running rough. Fortunately, he had 3,000 of runway

at Front Royal. The Trike floated and floated – and *floated* – but eventually came down. Back at the hangar he discovered that the throttle return spring on one of the two carburetors was missing. That explained it – one carburetor had throttled back, the other didn’t. So it was a good experience for a student pilot to have. Indeed, instructor Ron Dixon has been known to sneak a hand on the throttle during a student’s landing just to give him that same experience. I ordered a pair new springs, and it promised to be an easy repair.



But should I replace both springs or only the broken one? That’s a deeper question than you may think. I took Mike Busch’s EAA webinar last month on pretty much just this question. I haven’t asked him, but I think he would argue passionately for replacing only the one spring. He says that the airlines, the military, and much of the manufacturing sector have gotten away from regularly-scheduled maintenance. Instead, the approach is regularly-scheduled inspections, with replacements only as found necessary.

The driver of this change is *the Waddington Effect*, which I learned about in the course. In WWII, a British professor of biology found himself managing the maintenance of a fleet of bombers. They were given regularly-scheduled maintenance every 50 hours. However, Waddington noticed that the incidence of breakdowns *increased* after the maintenance, gradually subsiding until the next maintenance, when it peaked again. Basically, as [one writer](#) on this says, “Mechanical systems don’t like to be taken apart and re-assembled over and over again. With each iteration in the process, you

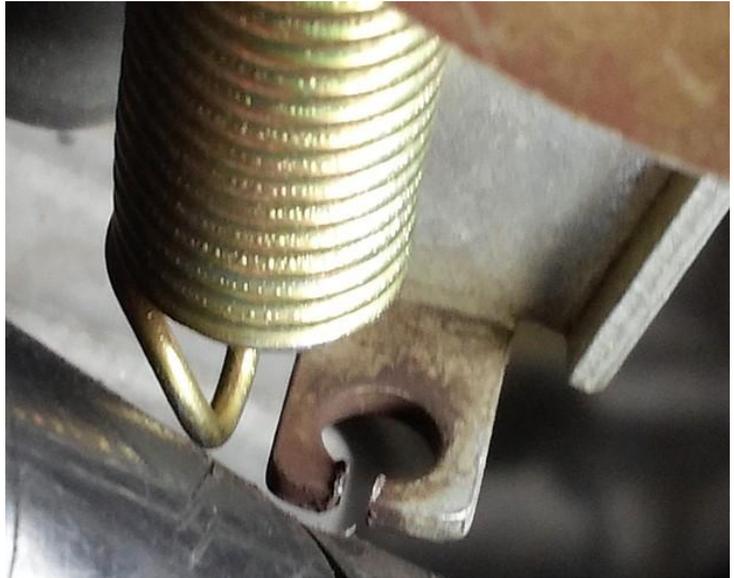


run the risk of stripping threads, rounding holes, and the like.” Here is a plot of real breakdowns at an Intel chip fabrication plant as presented in an MIT lecture. You can clearly see how preventive maintenance increased breakdowns. Therefore, I’m going to replace only the one spring. There’s more to the story, though. When Peter went to install the new spring, this is what he found. The bracket to which it attaches is worn through. The spring didn’t break; it detached. The similar bracket on the other carburetor is not broken but is badly worn. Obviously, we will be replacing both brackets, notwithstanding the Waddington effect.

Here’s the takeaway for you, though. If you have a **Rotax 912** or an **HKS** engine (both of these use the same Bing 64 carburetor that Peter and I have), check that bracket. It turns out that it’s supposed to have a nylon bushing to prevent this kind of wear. Check your own carburetors.

- Are the bushings there?
- If not, remove the spring and check the bracket. Is it worn?

Get new bushings (\$3.79) or new brackets (\$30, the left and right brackets are mirror images of each other, not the same). Lockwood has them in stock.



Fly safe,
Steve



A Letter from A&P/IA J.D. Ingram

The following letter was written by J.D. Ingram and is directed to the members of USUA Club 1

I have decided to terminate my association with the Warrenton Air Park. I am still willing to help the members with their maintenance concerns but I will no longer do any work at that field. As allowed by the regs I have designated my home residence in Marshall as my Fixed Base of Operation (FBO).

I still have in my possession the Rotax Tool Kit and an assortment of miscellaneous aircraft instruments. I will return these at anytime [the Club wants them]. As always, free advice is available via phone, text or email. I appreciate the membership investing in my Rotax certification, and I intend to keep it current for our mutual benefit.

Regards,
J.D. Ingram
gypsyaviation@yahoo.com
513-388-6312

Clear Your Airplane's Title

By Dick Martin

Here's a lesson I just learned the hard way: get a title search before buying a used plane.

My ordeal began when I got a call from the US distributor of my light sport Allegro airplane. He warned me that I might start receiving legal documents, but that I could ignore them. There was a little misunderstanding, he said, and he would get it cleared up.



Sure enough, I started receiving thick legal documents, which I foolishly ignored.

Well, it turns out that the Allegro distributor in North Carolina, the original owner of my plane, had purchased it in 2005 with financing from a county economic development program. The plane was collateral for the financing and a lien was attached to the title of the plane.

What happened next is murky. The Allegro distributor sold the plane to a doctor in southern Virginia. The dealer fervently maintains that his lien was removed before the sale. The bank that financed the purchase for the doctor agrees that there couldn't have been a lien because they wouldn't have financed it if there had been. The doctor took the bank's word for it. Whatever happened, the lien was never removed from the plane's record in the FAA and nobody knew.

Subsequently I bought the plane from the doctor. Based on his assurance that the title was clear, it never crossed my mind to perform a title search. Big mistake. Three years later, the county office that financed the plane originally (8 years and 3 owners earlier) decided to foreclose because the loan hadn't been paid off. On the FAA record they found the lien still there and me as the owner. That's when the legal documents started coming in the mail.

There are still open questions about what really happened to the lien. There are also legal issues about how a North Carolina court could seize my plane in Virginia and whether a lien three owners removed from the delinquent borrower is still pertinent. Unfortunately, none of us -- the Allegro distributor, the Virginia bank, the doctor, and me -- had bothered to perform the title searches that would have prevented the problem. The bottom line is that I am the one having to pay for a lawyer and for a settlement.

N-numbered planes are registered both with the FAA in Oklahoma City and with the local state government. In my case, we did not determine whether the legally-binding registration ("title") for a plane is with the FAA or with the state. Is a lien in the federal FAA registration enforceable by a county or state court? What if one state wants to nab a plane when the plane and its owner are in another state?

Anyway, the lesson learned is "don't go there." If you are thinking of buying a used plane, search the title first. There are companies (including AOPA) that do it for under \$100, or you can look up the title yourself on the FAA website.

New Airpark Fire Extinguishers

Dave Riedel recently spearheaded the effort to update the fire extinguishers at the airpark. He has added five new Halon fire extinguishers to the airpark. These are big enough for one cockpit fire, not an entire plane. Since these are Halon, they can be used on electrical fires too. Dave provided the following information on the new fire extinguishers.



Technical Specifications:

H3 Aviation	
Model A344T – Halon 1211 Fire Extinguisher	
Typical Use: Cockpit / Cabin	
Agent Weight	1.3 lb. / 0.567 kg
Gross Weight	2.3 lb / 1.021 kg
Discharge Range	9-12 ft / 2.7-3.7 m
Discharge Time	10 sec
Height	10.0 in / 25.4 cm
Width	3.6 in / 9.1 cm
Cylinder Diameter	2.6 in / 6.6 cm
UL rating¹	2B:C (flammable liquids, electrical equipment)
Bracket	Single strap (standard)

The locations of the fire extinguishers on the field are shown below.

¹ For more information on UL rating, see <https://www.osha.gov/doc/outreachtraining/htmlfiles/extmark.html>



Meeting Minutes

September 2013 Minutes
Flying Club One Meeting
Saturday September 7, 2013
Warrenton Airpark
Warrenton, VA

Selling 50/50 tickets before meeting

Call to Order

President, Steve Beste called the meeting to order at 11:15 A.M.

13 members present.

CONNECTIONS

Visitors & New Members - none

Old Members

Long time member **Bob Kash** said he mostly works on weekends but had this one off so he dropped in. Bob flies a Hummel bird that is powered by a ½ VW engine. He and **Bob Kane** remembered the old days of Ultralight flying, when a flight from Whitman Strip to the Warrenton Airpark was considered a long cross country. This sparked conversations about the old days throughout the meeting.

Don Sheehan said he is getting more adventurist in his flying and should be getting his Trike ticket soon.

Steve Beste gave us an update on Trike flying. He had a great flight to a mountain vacation home in West Virginia with fellow Trike flyer **Pat Tyler**. He said that Trike pilot **Robert Jacobs** is grounded with health problems after a heart operation. Also one of the local Trike instructors is closing shop leaving only **Ron Dixon** in this area.

Ed Olban said he was doing a lot of taxi runs testing out his Kolb and the wheel bearings gave out.

SERVICE PROVIDERS

Recap our standing list of service providers:

- PPG instructor and dealer: **Michale O’Daniel**
- Fixed wing instructor: **Chuck Tippett**
- 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 August minutes were published in the September Club Newsletter and approved as published.

Treasurer: Jim Birnbaum reported August income: \$54.00, Expenses: \$70.00, The Flying Club 1 Checkbook Balance: \$2582.19.

President: Steve Beste said he received a letter from **JD Ingram** informing the Membership that he will no longer be offering his A&P services at the Warrenton Airpark. He can work on our aircraft at any of the local fields if it can be arranged. JD noted that the Club sent him to the Rotax repair school to benefit the members that power their aircraft with the 2 and 4 cycle engines, so he is willing to help out. Also, Steve said that he is always on the lookout for landing strips that we can use. He noted some in our flying area that he has made contact with and will keep us informed.

Safety and Training Director: Dave Riedel – not at meeting.

Membership Director: Jim Birnbaum said that the correct count of membership is holding at 51 (paid dues).

Warrenton Air Park Owner: Tom Richards – not at meeting.

Old Business - none

New Business - none

MONTHLY PROGRAM

None

50-50 Drawing

50/50 - Winner **Don Sheehan** donated it to the Club.

Adjourn

President, Steve Beste adjourned the meeting at 11:45 AM.

Cookout

Everyone enjoyed the chicken dinner prepared by chef **Jim Birnbaum**.

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

Activities

2013 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.

Date	Activity	Location	Description
Sat, October 5th	Club 1 Fly-in and meeting	Airpark	Monthly meeting, Club 1 Fall Fly-In and cookout at Warrenton Airpark
Sat, October 26th	Club 1 Color Run Fly-Out	Airpark	Club 1 Color Run Fly-Out at Warrenton Airpark
Thur, November 7th, 7:30pm	Club Meeting	CVHS	Conversation, Club business meeting, and program.
Sat, December 7th, 4:30pm - 8pm	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 — 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.”

FOR SALE — Taylorcraft BC-12D (1946) - available. sale to club members only for a 10% discount from the \$22,500 asking price. Aircraft is hangared at Warrenton Airpark. The Taylorcraft is flown about 65hrs/year and should be flown more. Please contact Tom Richards ([\(703\) 568-3607](tel:7035683607)); warrentonairpark@yahoo.com or Jim T. Hill for details.

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 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
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 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.

2013 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

2013 CLUB VOLUNTEER STAFF

Safety & Training: Dave Riedel 703-815-4924
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 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