



Volume 17 – 08

www.FlyingClub1.org

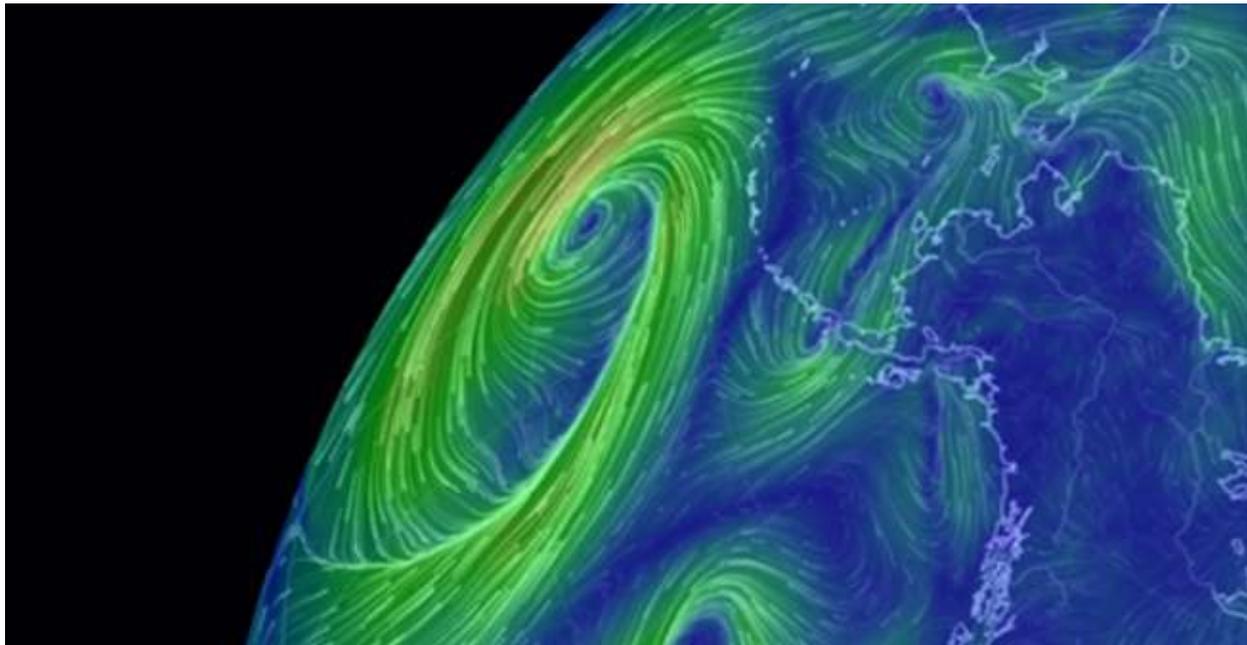
August 2017



The Privileged View

Steve Beste, President

Beautiful earth weather. Check out this amazing website. It's an interactive map of the globe showing near-real-time winds, temperatures, ocean waves, and much else. Those easterly trade winds you read about in school? They're there. Cyclones spinning clockwise in the southern hemisphere? Check. The roaring forties around Cape Horn? Be glad you're not there today. Click [here](#) to see it all. After you do, click the "earth" label at the bottom left and click the various options. The "about" label gets you extensive help on what it all means. This is just amazing.



Club 4 Fourth-of-July Fly-in a Eyer Field. I drove up to Libertytown, MD, for the fly-in of our sister club in Maryland, the Capital Area Light Flyers (formerly USUA Club 4). They're doing well, with about 35 members and that many showed up for the event. This was held at Bob & Betty Eyer's farm field per the flyer in last month's newsletter.



Capital Area Light Flyers (Club 4) pot-luck at Eyer Field



Club 4 aircraft. The south end of the runway goes up that hill, off behind the hangar.

Eyer Field. Do you want a challenging field? Go land at Eyer. It's not on the chart and it's not for newbies, but we're welcome to land there. If you want to practice landing up a 10% slope, this is the place. The field is something of a roller coaster with the whole south half basically being a hill with a rise of 80' from the south end of the runway to the crest. Because of the hill - and the tall trees at the north end - you should land to the north and take off to the south.



Profile South (left) to North (right). From Google Earth.



Looking north from near the crest. Note the dip in the middle and the tall trees at the end.



Looking south from near the crest. That hangar is 100 feet below you. You'll be landing on an upslope of almost 10%. Takeoff will be easy. **Warning!** You cannot see this part of the runway from the north end.

Eyler Field

- Location: 39.46060, -77.26902
- Altitude: 480' to 560'
- Length: 1,800'
- Runways: Land 35, Take off 17



Harrison Field (Flying H) (8MD5. It's only on the TAC, not the sectional). This has long been the home field for Club 4 and a way station for those of us flying up to Shreveport North for the annual Father's Day Fly-in. I pass on this news: The farm did not sell at auction in June. The heirs did not get the price they wanted. They are keeping the airfield open, and indeed it's in good shape. It's a whole lot easier to land on than Eyler. We're welcome to fly there. There's a porta-potty on the field.



Harrison's looking north.

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](#), www.flyins.com, www.socialflight.com and the [Virginia Department of Aviation Calendar of Events](#).

Date	Event Description	Location	Distance from 7VG0
Sat, Aug 12 / 11AM-2PM	Commemorative Air Force Capital Wing Open Hangar Day	Culpeper Regional Airport (KCJR)	8 NM
Sat, Aug 12 / 10AM-2PM	EAA 186 Young Eagles Rally	Manassas Regional Airport (KHEF)	13 NM
Sat, Aug 12 / 8AM-3PM	Smoketown Airport Fly-In: Pancake breakfast, chicken BBQ lunch, seminars, contests	Smoketown Airport (S37)	111 NM
Fri-Sun, Aug 18-20	Festival of Flight Air and Car Show	New Garden Airport (N57)	117 NM
Sat, Aug 19 / 11AM-12:30PM	EAA Chapter 1563 Monthly Meeting	Gordonsville Municipal Airport (KGVE)	35 NM
Sat, Aug 19 / 8AM-1PM	Fly-in Drive-in Breakfast and Lunch at the firehouse	Hagerstown Regional Airport (KHGR)	63 NM
Sat, Aug 26 / 10AM-5PM	Front Royal Air Show	Front Royal Airport (KFRR)	27 NM
Sat, Aug 26	Lancaster Airport Community Days	Lancaster Airport (KLNS)	112 NM
Sat, Aug 26 / 8:30-10AM	Fly-in Breakfast and safety seminar	Chase City Municipal Airport (KCXE)	117 NM
Sat, Aug 26 / 8:30AM-3PM	Wings and Wheels Fly-in/Drive-in	Franklin Municipal Airport (KFKN)	125 NM
Sun, Aug 27 / 9AM-1PM	EAA 426 fly-In breakfast	Greater Cumberland Regional Airport (KCBE)	73 NM
Thu, Aug 31-Sun, Sep 3 / 9AM-5PM	Ford Tri-Motor Tour Stop	Hagerstown Regional Airport (KHGR)	63 NM
Sat, Sep 30 / 8AM-4PM	Wings Wheels and Keels Air, Car and Boat Show	Hummel Field (W75)	89 NM

Watch Those Carbs

By Thomas Simmons

If you're wondering whether this is an article about dieting, it's not. I'm referring, of course, to the carbs on our airplane engines, especially if you are self-maintaining a Rotax engine on an Experimental or ultra-light aircraft.

For those of you who read my article about flying around the Statue of Liberty last August, you may recall I that mentioned my carburetors were leaking on the return trip. Since I was over 200 miles away from my home airport when I noticed the problem, this was a discovery that had broad implications.



By monitoring my fuel consumption and remaining distance carefully, I was able to make the flight home with an acceptable level of reserve fuel for each remaining leg of the trip. But according to my calculations, as much as two gallons simply blew away in the wind during the last leg from Clearview to Warrenton Airport.

If I had been facing any headwind at all, the situation could have ended differently.

Of course, I ordered two carburetor rebuild kits the following week. They are ridiculously expensive for what you get; it's about \$65 for a few washers and a fuel-flow piston. (Although the rubber-headed pistons that I replaced did not reveal any signs of wear or damage, even when viewed under a magnifying glass, the rebuilt carbs stopped leaking, so that must have been the problem.)

Prior to making such a long flight, I had put a fair number of hours on the plane, flying close to home, and I did very careful pre-flight inspections to look for any parts that were showing signs of wear. So having something develop during the trip that put the safety-of-flight in question was troubling.

I went to my engine and aircraft log to see when I had last rebuilt the carbs. It was three years prior, in 2013. The reason was a small leak in the rear carb. Looking further back in my log, the following pattern appeared: I built my plane in 2008 and in between that time and 2013 I had the engine overhauled, which included getting new carbs.

So I'm looking at a 3-year useful life for a set of carbs before rebuilding them. As a preventative

measure, I plan to do the rebuild every two years. I don't want to find myself far from home again with leaky carbs.

In the interests of full disclosure, I will admit that I spend no time at all worrying about using non-ethanol gasoline. (It is also worth noting that the new carbs, and the rebuild kits, have fuel-flow pistons with rubber tips that are designed to withstand ethanol in the fuel.) I know there are very strong non-ethanol advocates among you and I will let you come to your own conclusions.

Some might ask: why calculate the rebuild schedule on chronological time instead of flying hours? Well, the gas is there in the fuel line putting pressure on the fuel-flow piston whether I'm flying or not. If the piston is degrading, I'm assuming that process is continuous and not just when the plane is operating.

Most of us don't fly great distances very often but in the event you ever do, you won't be able to spot this kind of problem before it occurs. And potentially, you might get grounded far from home and have to leave the plane, which is enormously inconvenient.

So this was a good learning experience for me. There was no early warning during pre-flight. And even if I had inspected the carburetor on the inside, the degradation would not have been visible.

Bonbons Away: The Trenton Flyers Candy Drop

By Lucy Ooi

In the fall of 2016, I spent about two months in South Carolina and was able to bring my airplane with me. I was fortunate to meet some great pilots who welcomed me warmly to their events. The Trenton Flyers was one group of pilots who welcomed me as a guest member of their club with open arms.

The Saturday before Halloween, the Trenton Flyers held their annual candy drop. This is a chance to get local kids out to the airport for some Halloween fun! An Acey Deucey, specially outfitted with a candy chute controlled from inside the cockpit made several low passes down the wide taxiway at Trenton, dropping candy each time. To ensure that no kids got left out, each drop alternated between the older kids and the younger kids. All appeared to have a great time, with many excited children and parents.



The Acey Deucey with candy chute

On the aircraft side, the Trenton Flyers have this well coordinated. They have a nice loop set up where the pilot can take off from the main runway, turn and drop candy over the taxiway and then land back on the main runway in a very efficient pattern. Volunteers on the ground keep the kids off the taxiway until the plane has cleared the drop zone, and then it becomes a race for them to go grab candy. While this is happening, the plane lands, taxis to a truck with candy laid out in bags in the right amounts to fit in the chute, and reloads for another run.



Candy drop!

A couple of my coworkers actually brought families to the event and were thrilled! They had a great time and said they would definitely be coming back next year!

After the event, all the kids and parents had a chance to meet the pilot and see the plane. He was mobbed!



Meeting the plane and pilot after the candy drop

Once all the excitement had died down, I decided to fly over to Twin Lakes Airpark (S17) with a Stearman. This was a neat little airpark with a vibrant and active flying community. Everyone rides golf carts around to go visit each other. If my dream of having a private airstrip on a ranch doesn't work out for me, this might not be a bad alternative!



Twin Lakes Airpark



Parked at Twin Lakes

Meeting Minutes

July 2017

Flying Club One Meeting

Saturday, July 1, 2017

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.

17 members present.

CONNECTIONS

Visitors & New Members

John Ayers is a GA pilot and is looking into LSA. He has an airport in the mountains very close to the Virginia-West Virginia border. It is west of Woodstock but not marked on the charts (it is visible on Google satellite images).

Old Members

Jim Hill said he and **Allen Whatley** have a new-old 1946 Champ. It is white and green with a big 85 HP engine and is fun to fly. **Bob Eaheart** (PPG flyer) and **Tom Richards** gave an update on the PPG flying at the Airport. **Bill Dohm** and **Tim Loehrke** flew in to visit the Airpark's new neighbors. They landed on the up hill taxiway (less than a 1/8 mile flight). they joined in on the great cookout event and gave the people a fun time taking photos around and in the yellow

Piper Cub. **John Kash** said that most of the aircraft were in the Virginia Aviation Museum are now at Shannon Airport in Fredericksburg, VA. The new museum is still a work in progress but is open to the public.

REGULAR REPORTS

Secretary: Jim Heidish reported that the June Minutes were published in the July Club Newsletter and they were approved as published.

Treasurer: Jim Birnbaum reported March income: \$0.00, Expenses: \$361.97, the Flying Club 1 checkbook balance: \$2346.94.

President: Steve Beste - nothing to report.

Membership Director: Jim Birnbaum reported that we have a total of 36 paid/active members. To check on your status: you're up-to-date if your name has a (2017) after it on the monthly emailed Club Roster.

Warrenton Airpark Owner: - nothing to report.

Events Coordinator: Robert Doak and Tom Simmons reported more on the special Ultralight/LSA fly-out to Kitty Hawk, North Carolina, a 200-mile flight to the site of the Wright brothers' first powered aircraft flight. A lot of planning goes into a flight this far with Ultralights. Availability of fuel stops and strong winds are the big concern. For now, sometime in September looks good. If anyone is interested in the flight they should contact Robert or Tom. More updates to come!

Old Business

Our proposal to help find the right equipment for the much-needed rolling of the Airpark's grass runways is still in the works. Update to come.

New Business

Steve Beste proposed we find a place to store our new plastic outdoor chairs. We agreed to stack them in the old golf cart shed.

MONTHLY PROGRAM

None

50-50 Drawing

Jim Hill won the pot and donated it to the Club.

Adjourn

President, Steve Beste adjourned the meeting at 12:00 P.M.

Cook Out

Steve Cherry featured a classic hamburger and hotdog lunch.

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
- **Trike instructor:** Pat Tyler, 202-746-4687
- **Aircraft instructor - light sport and seaplane:** Chuck Tippett, 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

Activities

2017 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 2017 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

Date	Activity	Location
Sat, September 2nd, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, October 7th	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, October 21st	Club 1 Color Run Fly-out	Airpark
Thu, November 2nd, 7:30 pm	Conversation, club business meeting and program	Centreville Regional Library
Sat, December 9th, 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.

To place an ad in the newsletter, contact ooi.lucy@gmail.com

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.

2017 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

Events Coordinator: Robert Doak 703-897-4989

Director Emeritus & Past President: Len Alt

Director At Large: Pete Bastien 703-568-5778

Director At Large: Lucy Ooi 585-410-5573

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.

2017 CLUB VOLUNTEER STAFF

Safety & Training: Vacant

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-

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