



Volume 25-02

www.FlyingClub1.org

February 2025



The Privileged View

Steve Beste, President

Now hear this. For years, I've been proud of my radio calls. *Front Royal traffic, Experimental trike 42AT right downwind for 28.* The call is loud and crisp in my ears. What a good boy am I! Imagine my surprise then when one of the glider guys took me aside last summer and said, "Steve, your transmissions are so full of noise that I can hardly hear you." What?!! How embarrassing!

Of course, how the call sounds to me in my headset isn't how it sounds to others. So I ran a test, which I invite all of you to do yourselves.

First, I put my phone next to the speaker on the radio in the terminal building at Front Royal.



Phone set up in the terminal to record transmissions

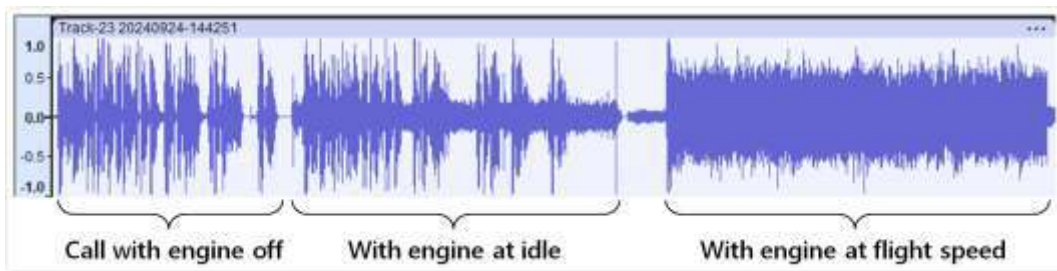
I loaded the free Dolby On audio-recorder app onto my Android phone as you see in the picture.

I then parked my trike in front of the building, started the recorder, walked out to the trike, and made three calls:

- With the engine off
- With the engine at idle
- With the engine at flight speed



I was appalled by the result. The glider guys were absolutely right. With the engine working, my calls are worthless. You can hear the results yourself by [clicking here](#). But the plot below says it all.



(About this plot: In the Dolby On app on my phone, I saved the track. I then exported it to my PC. On the PC, I imported the file into the free Audacity app. Audacity has a nice feature that instantly removes all the dead time from a recording, thus shortening a 3-minute experiment into the 26 seconds you hear above. It also makes the plot you see here.)

What's happening here? The noise is obviously coming from the engine since it increases with engine speed. But how does the noise get into my transmissions? Is it:

1. Audio – my microphone picking up the engine noise?
2. Electrical system interference – the noise being transmitted through the trike's electrical system into my intercom and the radio?
3. EMI – electromagnetic interference? The engine is creating radio waves that the radio then picks up and merges with the transmission.

Tune in next month to see what I've found. Meantime, how do your own transmissions sound? Probably not like you think.

Fly safely,
Steve

The Challenger II Project

By Shawn Lillemo

LCDR “Short Round” Abriam at Dahlgren has offered his Challenger II project to the Club if we’ll help him finish it. Shawn Lillemo has stepped up to be the project lead.

Work on the plane continued despite January’s cold weather.



Tom Capshew and Shawn Lillemo finished assembling the radiator and oil reservoir – now on the plane



Short Round’s younger daughter starts priming the newly-covered wings in Dahlgren

Both Rotax 582 engines need to be inspected. The one that came with the Challenger kit has not been run in years. The one from the Breese is in indeterminate condition. Michael Bishton proposed taking both to Willie Zimmermann in Pennsylvania. In January, the Board agreed that:

1. Michael will pay to have both engines inspected, costing the Club nothing.
2. Michael will give the better engine to the Challenger project and keep the other one.
3. Michael will assume the risk that either engine may turn out to be damaged.
4. Michael will keep the E-type gearbox since the Challenger does not use one.
5. Michael will ensure that the two carburetors installed on the Challenger's 582 both have enricheners. (These are somehow missing from the kit's engine.)

Short Round borescoped both engines in January. They both looked good, so we expect the inspections to go well.

Michael picked up both engines on February 1st.



Michael Bishton takes two Rotax 582s – one from the Challenger kit and one from the Breese –off to be inspected in Pennsylvania

In February, Shawn expects to wrap the fuselage and mount the engine.

Quiz

By Steve Beste

Last month. Once again, **Sean Roe** was first to guess the names of the three rivers, followed by **Stephen Waide** and **Jim Heidish**. The picture showed the confluence of the North Fork and the South Fork of the Shenandoah River at Front Royal.

Sean and Jim get extra credit for digging out where the four railway lines go.

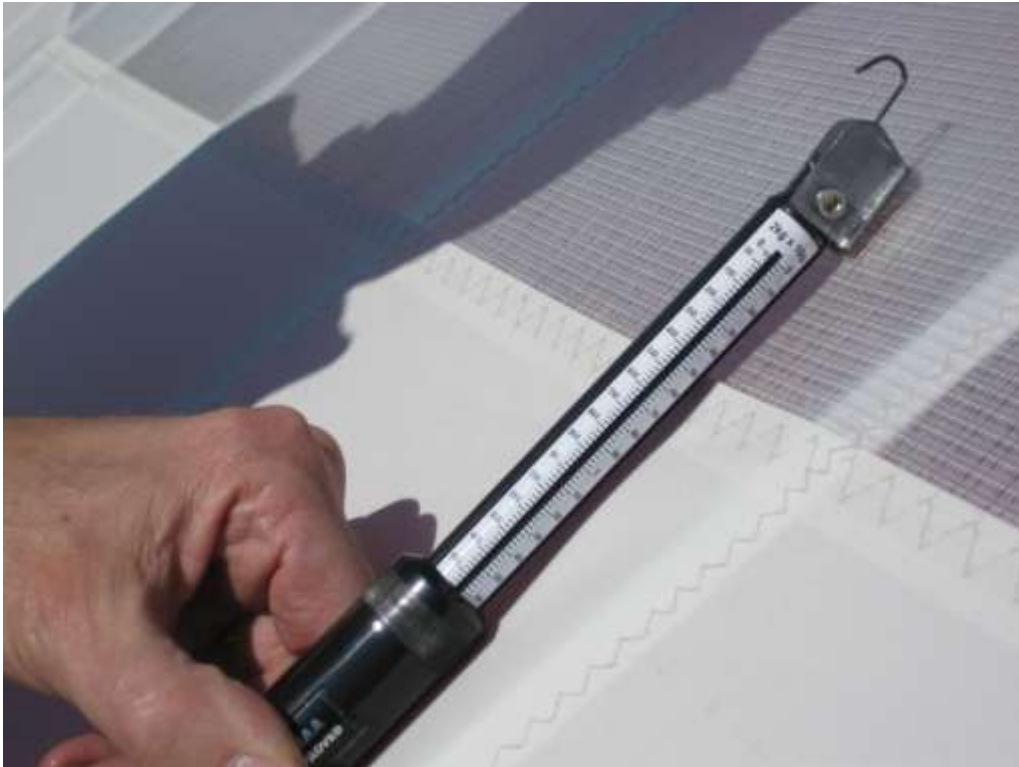


Looking east

- A Is Norfolk Southern's main line to Harrisburg and the New York area.
- B Goes to Strasburg. Beyond there, the line is abandoned, with trees growing between the ties. A rails-to-trails project is underway. Go fly the line yourself and see how far it goes.
- C Crosses the Blue Ridge next to I-66. It then becomes the NS main line east of the mountains, carrying traffic between New York, Atlanta and the NAFTA factories in Mexico.
- D Goes down the valley to Luray, Roanoke, Knoxville, and Memphis.



This month. What is the name of this tool and what is the person trying to accomplish with it?



Activities – 2025

Club meetings are generally held on the second Saturday of every month at the [Warrenton-Fauquier Airport](#) (KHWY). Other events are as scheduled below. But please check the home page of the Club [website](#) to make sure there hasn't been a change of time or place.

<i>Date</i>	<i>Event</i>	<i>Location</i>
Saturday, February 8 th , 11am	Fly-in and winter Club meeting	The terminal building at the Warrenton-Fauquier Airport
Saturday, March 8 th , 11am	Fly-in and winter Club meeting	The terminal building at the Warrenton-Fauquier Airport
Saturday, April 12 th , 11am	Fly-in and Club meeting with lunch	The terminal building at the Warrenton-Fauquier Airport
Saturday, May 10 th , 11am	Fly-in and Club meeting with lunch	The terminal building at the Warrenton-Fauquier Airport
Saturday, June 21 st , 8am	Poker Run	Assembly field TBD
Saturday, June 21 st , 11am	Fly-in and Club meeting with lunch	The terminal building at the Warrenton-Fauquier Airport
Saturday, July 12 th , 11am	Fly-in and Club meeting with lunch	The terminal building at the Warrenton-Fauquier Airport
Saturday, August 9 th , 11am	Fly-in and Club meeting with lunch	The terminal building at the Warrenton-Fauquier Airport

<i>Date</i>	<i>Event</i>	<i>Location</i>
Saturday, September 13 th , 11am	Fly-in and Club meeting with lunch	The terminal building at the Warrenton-Fauquier Airport
Saturday, October 11 th , 11am	Fly-in and Club meeting with lunch	The terminal building at the Warrenton-Fauquier Airport
Saturday, October 25 th , 9am	Color Run – Front Royal to Luray	Gather at the Front Royal Airport
Saturday, November 8 th , 11am	Fly-in and Club meeting with lunch	The terminal building at the Warrenton-Fauquier Airport
Saturday, December 6 th , Noon-3pm	Holiday Party	The terminal building at the Warrenton-Fauquier Airport

This Month's Fly-In Destinations

Check out these sources for fly-ins:

- ♦ [EAA Calendar of Events](#),
- ♦ www.socialflight.com,
- ♦ funplacestofly.com
- ♦ [Virginia Department of Aviation Calendar of Events](#).

<i>Date</i>	<i>Event</i>	<i>Location</i>	<i>Distance</i>

Meeting Minutes

When: January 11, 2025. 11:10am to 12:12pm
Where: Warrenton-Fauquier Airport (KHWY)
Presiding: Steve Beste, President
Present: 16 people

Visitors & New Members

- Jesse Alexander is a private pilot investigating the light end of the sport.

Flying Attendees – None

- Cold and high winds grounded us all.

Routine Business

- Treasurer **Fabian Georges** reported that our bank balance is now \$2,884. Proceeds from the sale of the Breese salvage is about \$1,800.
- He also reports that membership stands at 62.

Challenger Build

The Rotax 582 that came with the Challenger kit needs to be inspected and probably have its bearings replaced, given how many years it has sat idle. The Club's 582 from the Breese also needs to be inspected. Each inspection will cost roughly \$1,000 including parts. However, Short Round's budget is only \$500/month, meaning that it will be two months before he can get his engine inspected.

The Board met prior to this meeting and decided to donate the Rotax 582 from the Breese to the Challenger project. Specifically, Michael Bishton will:

- Pay to have both engines inspected, costing the Club nothing.
- Give the better engine to the Challenger project and keep the other one.
- Assume the risk that either engine may turn out to be damaged.
- Keep the E-type gearbox since the Challenger does not use one.

Ensure that the two carburetors installed on the Challenger's 582 both have enricheners (which they currently do not have).

This decision means that the engine inspections can proceed immediately.

Program – Short Round Abriam

- Short Round introduced himself and gave us an overview of his remarkable life. Born in the Philippines, he fell in love with flying early. He described his path to the U.S. Naval Academy, to a career in Naval aviation, to his several charity projects, and to the Challenger build.

50-50 Drawing

- Bob Chapman won the \$50 pot and donated it to the Club

Food

- We don't serve food at our three winter meetings, but everyone was invited to lunch at Vinny's in Bealeton, people to pay their own way. Eight showed up there:



Around the table: TR Proven, Bryan Chaisone, Mark Wood, visitor Jess Alexander, Steve Beste, Short Round Abriam, Bob Plange, Michael Bishton



Service Providers

If you're looking for help, Club members have had good experience with these people:

- **PPG instructor** and dealer: Brian Goff, 703-963-7389
 - ♦ spin2329@gmail.com
 - ♦ <https://www.paraflytnc.com/>
- **Aircraft instructor** - CFI: Pete Bastien, 703-568-5778 (Martinsburg, WV)
- **Aircraft instructor** - light sport and seaplane: Chuck Tippett, 540-905-5091
- **Gyroplane Instructor:** Frank Noe, 443-253-7681 (Frederick, MD)
 - ♦ frankcanfly@yahoo.com
 - ♦ <http://www.gyromoj.com/>
- **Machinist:** Luther Taylor, 540-222-3927 (Culpeper)

- **Welder:** Luther Taylor, 540-222-3927 (Culpeper)
- **A&P mechanic/IA:** JD Ingram, 513-388-6312
- **Light Sport Condition Inspections, Rotax Certified:** Tim Loehrke, 703-618-4005
- **A&P mechanic specializing in tube & fabric,** based at CJR: Air Knocker Aviation (Abe Makely, Saverio Gambassi) 571-309-7023. airknockeraviation@gmail.com
- **Instructors.** See the [instructors page](#) on the Club website.

Membership Dues Policy

The period of membership is the calendar year: January through December. Renewals can be sent in starting in October for the upcoming year. Members who have not paid their dues by the end of February will be dropped effective March 1 and will not receive the newsletter or the membership roster.

Dues are \$20 per year. But if more than one family member is active in the club, then a family membership covering both of them can be had for \$25. Please:

- Join online at <https://www.flyingclub1.org/join/join.php> or
- Make your check out to **Flying Club 1**
- Mail it to **Fabian Georges**
 - ♦ P.O. Box 5322
 - ♦ Springfield, VA 22150
- Include a copy of the membership application on the next page (and is available on the club website). That's our way of keeping your contact information up to date.

Membership Application



<i>Join by Mail</i>
<ol style="list-style-type: none">1. Fill out this form2. Make out a check for \$20 (individual) or \$25 (family)3. Make it payable to Flying Club 14. Send the form and check to: Fabian Georges, Treasurer 7051 Brookfield Plaza, #5322 Springfield, VA 22150

<i>Or Join Online</i>
Go to the Club website .

New/Renewal: New Renewal

Type of membership: Individual - \$20 Family - \$25 (when more than one member of the family is active in the club)

First Name: _____ **Last Name:** _____

Name To Go On Your Name Tag: _____

E-mail Address: _____

Cell phone: _____ **Home phone:** _____

Street or PO Box: _____

City: _____ **State:** _____ **Zip:** _____

Emergency Contact Name: _____ **Phone:** _____

Aircraft make and model: _____

N-Number (if any): _____ **Pilot rating(s):** _____

Information from this application will be included in the club's membership roster which is distributed only to members.

Flying Club 1 General Information

At 50 members or so, we are the center for powered light flying in Northern Virginia, USA. If you are new to light flying, this is the place to see real aircraft and talk to live people. If you're an old hand, this is the place to share your experience and get local information.

Flying Club 1 is a non-profit hobbyist organization. The club aims to promote safe light powered recreational flying by giving support, advice, and encouragement to everyone interested in the sport.

2024 Officers & Directors

President	Steve Beste	President@FlyingClub1.org	703-321-9110
Vice President	Allen Whatley		571-235-6978
Secretary	VACANT		
Treasurer	Fabian Georges	Treasurer@FlyingClub1.org	714-661-8800
Director At Large	Pete Bastien		703-568-5778
Director At Large	Michael Bishton		301-320-9542
Director At Large	Lucy Ooi		585-410-5573

2024 Volunteer Staff

Webmaster	Steve Beste	Webmaster@FlyingClub1.org	703-321-9110
Membership	Fabian Georges	Membership@FlyingClub1.org	714-661-8800
Newsletter	Steve Beste	Editor@FlyingClub1.org	703-321-9110
Club Artist	Jim Heidish		703-524-5265

Dues

- Memberships are for the calendar year. Dues are \$20 for individuals, \$25 for families (when more than one member of the family is active in the Club).

Website

- <http://flyingclub1.org>

Meetings

- Club meetings are generally held on the second Saturday of every month at the [Warrenton-Fauquier Airport](#) (KHWY). But please check the home page of the Club [website](#) to make sure there hasn't been a change of time or place.

Newsletter

- The newsletter is published monthly by email prior to the monthly meetings.
- **Submitting items for the newsletter:** Members and non-members are encouraged to submit items for this newsletter. Send submissions to Editor@FlyingClub1.org by the end of the first weekend of the month.