



Volume 17 – 05

www.FlyingClub1.org

May 2017



## The Privileged View

Steve Beste, President

**Flying cars are coming.** Forget the Terrafugia and other flying cars with wings. Flying cars based on quadcopters are in the works. Check out the NY Times video - [here](#) - of this concept machine funded by Google founder Larry Page. This is the first one of these I've seen that's actually carrying a person. The accompanying [article](#) says that there are several start-ups working on this concept. The article cites the usual obstacles: battery life, safety, regulation. But two obstacles in particular caught my attention.



One is captured by this quote from the article:

“ I love the idea of being able to go out into my backyard and hop into my flying car,” said Brad Templeton, a Silicon Valley entrepreneur who has served as a consultant on Google’s self-driving project. “I hate the idea of my next-door neighbor having one.”

That’s because my next door neighbor is an idiot who can hardly be trusted with a lawn mower, much less a flying car. Can you imagine a sky filled with idiots roaming like buffalo in their personal flying cars?

The other obstacle never seems to show up in these articles. That’s turbulence. We light flyers know that a lightweight flying machine on a summer afternoon is going to get bounced around

a lot. Is the public really ready for that? Sure, rotorcraft, with their high wing loading, will be bounced around less than fixed-wing craft. And a smart multicopter can right itself automatically. But it still promises to be a bumpy ride. And that's before you talk about gust fronts, thunderstorms, icing conditions, and mountain rotors. It's not a mill pond up there, as we light flyers know better than most. Still, I want one. I'll be the first idiot on my block. Sign me up!

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, May 13 / 12-3PM	Young Eagles Rally	Manassas Regional Airport (KHEF)	13 NM
Sat, May 13 / 9AM-1PM	EAA 478 Fly-in / Drive-in Social Get Together	St. Mary's County Regional Airport (2W6)	62 NM
Sat, May 13 / 8AM-1PM	Fly-in Drive-in breakfast and lunch	Hagerstown Regional Airport (KHGR)	63 NM
Sat, May 13 / 11AM-3PM	Massey Chili Fiesta Fly-in	Massey Aerodrome (MD1)	100 NM
Sat, May 13 / 8-10:30AM	EAA 518 Fly-in drive-in breakfast	Mifflin County Airport (KRVL)	121 NM
Sat, May 20 / 9AM	Luray Caverns Flyout Lunch and Tour	Hanover County Municipal Airport (KOFB)	59 NM
Sat, May 27 / 8:30-10:00AM	Old Dominion Squadron / EAA Pancake Breakfast	Franklin Municipal Airport (KFKN)	125 NM
Sun, May 28 / 9AM-1PM	Fly-In breakfast	Greater Cumberland Regional Airport (KCBE)	73 NM
Sat, Jun 3 and Sun, Jun 4 / 8AM-12PM	Wings, Wheels and Pancakes Fly-in Drive-in Breakfast	Gettysburg Regional Airport (W05)	75 NM
Sat, Jun 3 / 9AM-8PM	Cambridge Wings and Wheels	Cambridge-Dorchester Regional Airport (KCGE)	83 NM
Sat, Jun 3 / 8AM	Pancake Breakfast	Clearfield-Lawrence Airport (KFIG)	146 NM

## Fox Acres and Conrad Miller

*By Steve Beste*

Most of you have flown into Fox Acres at one time or another, so you know that it's the prettiest field in Northern Virginia. That beauty is matched only by owner Conrad Miller's warm welcome. Every year when the Poker Run swings by, he shows up to greet us all. I talked to him recently about the history of the field and how a Long Island cop ended up owning an airfield in Virginia.



**Policeman.** The cop part was the most surprising. Now 90, he started flying when he was 20, in 1947. Soon enough, he needed to make a living and applied to the airlines. But he also applied to the Nassau County (NY) police force.



*Bruce Casner, Steve Beste, Conrad Miller, Ken Elias, Jim Heidish, Bob Jacobs, Gary Edgecomb and Loyd Peterson at Fox Acres during the 2014 Poker Run.*

He never heard from the airlines, so policeman it was. He became a detective and then an undercover narcotics detective. But he didn't leave flying. He flew a rented Aeronca Champ out of Hicksville, Long island during those years.

1970-71 brought big changes. He retired from the police department, he bought his first airplane (a 1963 Cessna 172), he bought Fox Farm where the airfield now is, and he started a business in Warrenton, Free State Glass. Why Virginia? His wife Joan had always been involved with horses and wanted to breed them. He built stables at the farm, and she now has a wall full of ribbons her horses have won. The business manufactured and sold architectural glass (think store-front windows). Nothing to do with either horses or airplanes, but it prospered. He sold it to Mitsubishi in the early 1980s, doing well out of it.

**Builder.** I'm amazed at how much of a hands-on builder Conrad is. for instance, he built the house on the farm himself, hands-on, in 1978. Then, in 1982-83, he built the airfield and its hangar. "I saw the hill west of the house and thought it would make a good runway if I could flatten it. There was a guy in Long Island who was going bankrupt, so I bought a bulldozer and a truck from him and brought them to Virginia. I taught myself how to use the bulldozer and went to work on the hill. The fill dirt you see on the south end is from the center." With the hangar built, he moved his Beech Debonair from Warrenton-Fauquier to the new field.



*Fox Acres from the east. Note fill dirt at left (south) end.*



*From the west during a Quiet Birdmen fly-in.*

The field is beautifully groomed, kept that way by Conrad's long-time friend Bruce Casner. Bruce keeps his Aeronca Champ in the hangar, which has space for four airplanes. These days, Conrad no longer flies solo. But he goes up with Bruce.

**Airplane builder.** Anyone who would buy a bulldozer and teach himself to use it probably wouldn't think that building an airplane was too big a project. The surprise is that he would pick a plans-built project - not a kit - where he had to fabricate every part himself. That's a big reach. He not only pulled it off, the plane won the Lindy award at Oshkosh the next year.



*Spacewalker II that Conrad built from plans in 1995. It won the 1995 Lindy Award at Airventure as the best plans-built aircraft in the show.*

Fifteen years later he built something quite different - an Austrian Alfa.



*Alfa HB-207 that Conrad built in 2010. Powered by a VW-Porsche 110 hp flat-four engine, it has retractable gear and an adjustable prop. It cruises at 152 mph.*

**Airplane owner.** It won't surprise you that Conrad, with 3,500 hours, has had many aircraft over the years. Here's the list, compiled by his kids.

Year acquired	Airplane
1969	1963 Cessna 172
1973	1968 Piper Cherokee 180
1973	Cessna 150
1974	Fairchild PT-23
1975	1964 Beech Debonair
1979	1942 Waco UPF-7 biplane
1979	1968 Beech Debonair
1983	1942 Ryan PT22
1984	Cessna 182
1994	Spacewalker II plans-built open-cockpit monoplane
1996	1979 Piper Cherokee
1999	1942 Fairchild PT-23
2000-present	1946 Aeronca Champ
2010-present	Alfa HB-207 Austrian monoplane



*Tom Simmons landing north at Fox Acres toward where a hill used to be. This south end of the runway slopes up.*

**Storyteller.** You quickly learn that Conrad is a great story teller. Although this article is mainly about his airfield, I have to include one of the stories he told me.

In the early 1980s, Conrad and Joan would join a group of 40 or so planes and fly to the Bahamas over Thanksgiving. One year was the trip from hell. First off, their Beech Debonair was just back from the avionics shop. All the way south, ATC was telling them that their position was not what he was reporting. A call to the avionics shop from Florida got “Oh, yes. It’ll be 10° off. We used an un-calibrated test device. Sorry about that!” No matter, off to the islands 10° off! At some point, Conrad got disoriented and wasn’t sure which island was which (10° off?). No matter! They all have landing strips. Why, there’s one over there where that plane just took off. It’s short and rough, but they’ll know where we are. So they landed, only to find that it was a drug runway. Some guys with rifles appeared, none too friendly. “Um, which way is Georgetown?” After a pregnant pause, “That way.” They took off as fast as they could. They found Georgetown, but when they got back to Florida, they also found the U.S. Border Patrol waiting for them. Indeed, they were escorted into Ft. Pierce by a jet. It turns out that the Border Patrol knew all about the drug island and had been tracking Conrad on radar since he left it. They took his plane apart, convinced that in some hidey-hole they would find contraband. They then put the plane back together, more or less. It turned out to be less. Before they were out of Florida, he lost all electrical power. When they landed and had it checked out, they found that a fuel



return line had also come loose at the point where it passed over the engine cylinders. That was the limit. The friends said they weren't flying another mile in this airplane. They flew home commercial. In fact, they all flew home commercial, and Conrad had to go retrieve the Debonair another day. But the bad luck wasn't over. When the friends got back to Long Island, they found that their car had been hit in the airport parking lot. One last ding from the trip from hell.

Next time you see Conrad, collect another story. And thank him for his generosity to Flying Club 1 over so many years.

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*This is one of a series of newsletter articles about local airfields. See also:*

- *Harris Field. [Feb 2012](#).*
- *Warrenton-Fauquier Airport. [Feb 2014](#).*
- *Warrenton Airpark. [Dec 2015](#), and [here](#), [here](#), [here](#), [here](#), [here](#), and [here](#).*

## Bing Carburetor Float Problems

*By Steve Beste*

Do you have a Rotax, HKS, or Jabiru engine? They all use Bing carburetors. There seems to be a problem with defective floats in the carburetors. The following comes from a thread on [Trikepilot.com](http://Trikepilot.com).

**Paul Hamilton:** Recently, I have had numerous problems with the Rotax carb floats. Luckily I was able to avoid an engine failure, just loss of power but enough to land safely. This has been for new and old floats. They absorb fuel and can sink. Some say that the newer floats are OK. Wrong. Some say that the older floats are OK. Wrong. I have seen sinking floats in all ages. It is really simple to test.

1. Run the engine or the electric fuel pump and fill the carb bowls (assuming you have dual carbs).
2. Pull the bowls and see if the fuel level is at the same height in each bowl.
3. See if the floats all look like they are floating at the same level.
4. Lastly take the floats out, let them dry and weigh them. If a float is more than 3.1 grams it is no good. Rotax says 7 grams for both, but in my opinion, this does not leave much room for error. This is a simple safety check for all 912 carb owners.

**Thomas Nielsen:** Thanks for sharing, Paul. If your carb floats are absorbing fuel - getting heavy - could that explain why I sometimes notice a bit of fuel smell when flying and when checking on the ground can see that the overflow tubes have dripped a bit? I supposedly have the new floats, but that's no guarantee it sounds like. I will definitely ground my Revo until investigated.

**Paul Hamilton:** Thomas, yes as the floats sink it tells the valve to open to let more fuel in raising the level of the fuel and out the vent tubes.

**Abid Farooqui:** The same floats are used in the Rotax 582. I think maybe in the 503 as well but not sure. The problem is with floats that are relatively recent starting from 2013/14. But if you had a carb rebuild done the floats may have been changed needlessly as well. It's a materials



problem at Bing in Germany. The float is an enclosed foam item, but obviously people have been finding fuel in them when they sink. The problem is Rotax (Austrian) uses Bing (German). Bing uses a sub-contractor for floats and carb sockets (also German). “German engineering” quality for production is more a myth of marketing than reality. They have more problems statistically than Asian cars in the last 10 years. The floats have a materials defect. Rotax pointed out where the problem was to Bing and Bing shrugged their shoulders. Rotax makes aircraft engines, it’s not like every carb manufacturer wants to sell them carbs for aircraft engines.

**Ivo Smyly:** According to Dean Vogel who works with Phil Lockwood Aviation Group, Rotax now are pressure testing each batch of floats they order from Bing in a vat full of fuel to reduce the percentage of floats that are absorbing fuel, but it continues to be a problem.

Lockwood sells floats for the Bing 54 carburetor - used on the Rotax 912 and HKS - for [\\$89.90 the pair](#). Each carburetor needs a pair of floats, so that’s \$180 for two carbs. Check your floats.

## Meeting Minutes

*April 2017*

### *Flying Club One Meeting*

Saturday, April 1, 2017

Warrenton Airpark

Warrenton, VA

### **Selling 50/50 tickets before meeting**

### **Call to Order**

*President Steve Beste* called the meeting to order at 11:00 A.M.

17 members present.

### **CONNECTIONS**

#### **Visitors & New Members**

None

#### **Old Members**

**Bob Eaheart** said he had his first flight with his PPG since having leg surgery and the new landing gear worked! The on-going brake problems on **Dick Martin's** *Allegro* LSA have been solved, and were due to air in the hydraulic lines. Even with all the windy weather, **Bill Dohm** and **Tim Loehrke** are having fun flying their *Quick-silver* ultralight. **Martin Walker** said he has just equipped his MT-7-235 *Maule* with ADS-B in and out and it displays (on an iPad/tablet) many more aircraft than you would ever think were flying in your airspace, a real safety feature.

### **REGULAR REPORTS**

*Secretary: Jim Heidish* reported that the March Minutes were published in the April Club Newsletter and will be reviewed at the next meeting.

*Treasurer: Jim Birnbaum* reported - March income: \$150.00, Expenses \$0.00, the Flying Club 1 Checkbook Balance: \$2741.37.

*President: Steve Beste* gave us an update on the flying activity of some of the members that are out of the area. Steve is also looking for more chefs for our warm weather meetings/cookouts at the Warrenton Airpark. Sign up on the club website link and get a special club apron. Remember, the club pays for all the food and drink the chefs supply!

*Membership Director: Jim Birnbaum* reported that more of the dues are in and we have a total of 34 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: Tom Richards* said the people moving into the adjoining property on the west side of the Airpark are *flying friendly* and planning to grow specialty vegetables for their 7 family-owned restaurants. Tom is also thinking about using the East/West runway that runs in front of the DC Skydivers' hangar, especially when there are strong crosswinds on the main runway. A lot of clean up and placing drain tile in the eastern section is needed before it can be fully utilized.

*Events Coordinator: Robert Doak* - nothing to report.

#### **Old Business**

None

## **New Business**

With the warm weather meeting comes our much-loved cookouts. **Steve Beste** proposed we spend some of our savings on new tablecloths. They will go along with the new grill we purchased last fall. The members agreed.

## **MONTHLY PROGRAM**

None

## **50-50 Drawing**

**Woody Weaver** won the pot!

## **Adjourn**

*President, Steve Beste* adjourned the meeting at 11:50 A.M.

## **Cook Out**

**Dick Martin** featured a tasty Bar-B-Q at our first cookout of the season.

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, May 13th	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, June 3rd, 7:30 am	Poker Run	Airpark
Sat, June 3rd	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, July 1st, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, August 5th, 11 am	Memorial table, monthly meeting, fly-in and cookout at Warrenton Airpark	Airpark
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](mailto:Ooi.Lucy@gmail.com)) when the ad is no longer needed.

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**To place an ad in the newsletter, contact [ooi.lucy@gmail.com](mailto: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 Birnbaum  
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](mailto:Ooi.Lucy@gmail.com)

Web Master: Steve Beste,

[president@flyingclub1.org](mailto: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](mailto: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](http://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](http://www.usppa.org)**