



# WFC Pilot

Volume 1, Issue 3

May 2013

## Next Meeting:

Tuesday, May 7, 2013  
6 p.m.

Club Hangar C5  
Wittman Airport (KOSH)

Details here →

## Let's Give Our Bird a Bath—and Tour the Fire Station!

Our May meeting takes us back into our Spring/Summer schedule—our 'first Tuesday of the month' schedule. This meeting takes place on Tuesday evening, May 7, at 6 p.m. at Wittman Regional Airport (KOSH). Please meet at our hangar to help wash and wax the plane. All supplies will be provided.

At 7, we'll conduct a brief business meeting in our hangar (C5), and then walk over to the Oshkosh Fire Department. WFC Member Gary Olson, Fire Chief at Oshkosh Fire Station 14, will conduct a tour of the station and fire trucks.

Oshkosh Station 14 is home to Quint 14, and Aircraft Res-

cue and Fire Fighting (ARFF) trucks 114, 214, and 314. Oshkosh Fire Department, in cooperation with Wittman Regional Airport, operates the airport's ARFF trucks. Incidents requiring the ARFF units are requested through the

air traffic control tower. Quint 14 is placed out of service and station personnel respond in ARFF 114 and 314. Depending on the severity of the call, additional fire companies are dispatched from the City of Oshkosh. In the event engine 14 is dispatched to an incident in the city, a designated fire company



Oshkosh FD/Wittman Regional Airport's ARFF 314, a Striker 1500 model by Oshkosh Corp.

will move up to Station 14 to provide airport protection.

This should be a fascinating and informative tour and a good opportunity for service and learning. Hope to see many WFC members there! 🌍

## CONTENTS

Tim Talks	2
April Meeting Recap	2
FAA Safety Seminar AC Systems Part II	3
Members in Action: Hunt; Wiltzius	4
Joel Hunt's First Flights	5
Twin-Engine 172? By Keith Myers	6
Social Media Efforts: WFC on Twitter	6
Member Spotlight Adam Patrick	7
Aviation Events	8

## Towers Closures, Part II

Last month in *WFC Pilot* we reminded our readers of the potential closure of 149 air traffic control towers throughout the U.S., due to sequestration. Many of those towers would already be closed; however, the Federal Aviation Administration said recently it would *not* close those federal contract towers until June 15. "This additional time will allow the agency to attempt to resolve multiple legal challenges to the closure decisions," per an FAA news release. This is good news for the eight towers in Wisconsin scheduled for shutdown, and for all the tower facilities and the controllers who staff them.

A group of lawmakers have cosponsored a bipartisan bill to

keep the air traffic control towers open (H.R. 1432, the Air Traffic Control Tower Funding Restoration Act) and the Senate's Moran/Blumenthal legislation, to prohibit the closures. Contact your representatives via phone calls or emails and ask them to support these measures if you feel strongly enough.

While there's been a lot of hype in the media recently, saying aviation safety will suffer because of the potential closures, it's safe to say that pilots strive for aviation safety more than the average lawmaker or news reporter sitting at a desk. If the towers do close on June 15, we pilots will continue our safe flying habits and pay closer attention to our radio communications. It is up to us pilots to



Will the tower at Wittman Regional Airport in Oshkosh close on June 15? We hope not.

make thoughtful, precise transmissions at non-towered airports (as we do at all airports) and double up our efforts at spotting aircraft in the pattern.

We already fly safely in and out of non-towered airports and will continue to do so. The potential loss of these towers doesn't have to mean a loss of aviation safety.



Club Pres Tim Lemke

### Did you know?

**In March 2013,  
14 flying club  
members flew  
77 hours in  
N7770G!**

## Tim Talks

They're baaaaaaack. Now that warmer temperatures have finally started to arrive, we all need to get back into the habit of washing the bugs from all leading edges of N7770G after each flight. The cleaning solution we've been using is mostly water with a small amount of dish soap added. This mixture is very effective and can be used on the windshield as well as the wings, engine cowling, wing struts, etc. Several spray bottles of cleaning solution, along with cleaning rags, should be available on the table on the north wall of the hangar.

A technique that I have found to be very effective is to use one of the spray bottles and wet all leading edges first. Then wait for a few minutes to let the cleaning solution soften the dried-on bugs. Then go back and wipe everything down

with a damp rag. Your diligence in keeping the airplane clean is a common courtesy that is appreciated and it helps assure a smooth running flying club.



Speaking of procedures, there's one more thing that is worth a reminder: the importance of pushing the airplane back in the hangar so that it is straight and centered. The easiest way to accomplish this is to pay close attention to the tip of the vertical stabilizer and keep it aligned with the red and white striped tape on the back center of the hangar wall as you push the airplane into the hangar.

If it's difficult for you to look over the top of the airplane and see this tape, then use the light fixture in the center of the hangar ceiling as the aiming point. If the tail of the

airplane is centered as you push back, then the rest of the airplane will follow and also be centered. On more than a few occasions I've observed club members attempt to keep the airplane straight and centered by following the white center stripe for the nose wheel. This technique is almost guaranteed to result in the airplane *not* going in straight and centered because, while the nose wheel may remain on the white line, the tail of the airplane will almost invariably swing off to one side or the other before you realize it and could result in some part of the airplane contacting the hangar wall. It has happened more than once.

If at all in doubt about the correct method, please ask one of the instructors or our maintenance officer, Eric Abraham, to demonstrate.

## April Meeting Recap

Our April meeting was held at the FAA Safety Center on Saturday, April 6; called to order at 8:35 a.m. Club President Tim Lemke shared that current membership stands at 28 regular, 15 associate, 3 family, and 1 college. Brian Rupnow was officially approved as a regular member.

Club Member Tim Turner, a student at Lakeland College, gave a briefing on his WFC marketing plan project. He shared many marketing ideas that our club may try, such as expanding social media efforts, tweaking our current website, developing a brochure, and participating in aviation events. He also said the *WFC Pilot* newsletter is a helpful tool. Tim and his project team recommended that we continue our word-of-mouth efforts and that we develop a blog to increase awareness. Eric Abraham said he has already made upgrades



to our club website, and that a blog is in the works.

Eric presented a maintenance report. Some of the items noted: Oil was changed April 1, winter baffles were removed, rigging was adjusted, and a loose cable in the engine compartment was secured. Also, a headset was taken out of service, spark plugs removed and cleaned, a door hinge pin replaced, and the ELT battery was replaced with one that expires in August 2013. We have a well maintained airplane!

Among other communications, members shared several

area events and discussed the pending closure of the Oshkosh tower, extended to June 15. The FAA Safety Center may not be available for our winter meetings due to government sequestration.

Seventeen WFC members attended the April meeting, including John Oberg, Eric Abraham, Bill Cudnowski, John Dorcey, Rose Dorcey, John Stanton, Tim Lemke, Dennis Hinz, Tim Turner, Nick Luther, Ilan Shapiro, John Forester, Ralph Paul, John DeLong, Brian Rupnow, Carrie Forester, and Jim Kress. 🌐



WFC Members John DeLong brought donuts, and Rose Dorcey brought peach cupcakes for our members and guests to enjoy at our April meeting.



*“When I grew up, I observed my neighbor’s (a coon and fox hound trainer) practice of always taking one old dog and two young dogs on the hunt. It was obvious that the two pups would learn from the experience of the old dog. Don’t let my gray hair fool you. I’m one of the pups here. That serious face is trying to soak it in.”*

**-Dennis Hinz**

Photos by Rose Dorcey

## Club-Sponsored FAA Safety Seminar Bringing pilots together in the interest of aviation safety

Following our April meeting was our FAA Wings Safety Seminar with about 30 club members and guests attending. Club CFI John Dorcey led a lively discussion entitled, “Aircraft Systems, Part II.” The Q & A format was particularly helpful and generated valuable audience participation.

Dorcey’s presentation covered magnetos, the electrical system, and some miscellaneous items as related to a Cessna 172. It answered questions such as:

- “Does the sequence for checking the magnetos make any difference?”
- “What is a ‘normal’ versus ‘abnormal’ reading on the ammeter?”
- “Why do I hear a “growling” noise when the flaps are retracted or extended and they reach the full up or full down position?” and
- “What instruments will be affected when I pull the alternate static knob in flight?”

WFC Member Dennis Hinz

commented on the meeting via Facebook, “I always enjoy these seminars and can’t wait until the next. It’s our good fortune to have so many knowledgeable people in attendance. Thanks, John.”

Dennis recommends that more people attend our seminars. “For those who missed today’s seminar, catch the next one. They’re great!”

Thanks for your kind comments, Dennis, and thanks to all our club members and guests who attended. 🇺🇸

Top left: Attentive WFC members!

Center left: Jim Kress and John DeLong.

Lower left: FAA’s Wes Hakari urged all present to become FAA Safety Team members.

Top right: John Dorcey shares a light moment with the crowd.

Center: WFC Maintenance Officer Eric Abraham with Tim Lemke.

Lower right: Some of the WFC members and guests who attended our safety seminar.

Dennis’ quote is a good message for us all: As pilots, we’re *always* learning.

## MEMBERS *In Action*

*Congratulations!*

### Congratulations... A new pilot and an IFR rating

WFC Member Joel Hunt, a professional taxidermist from Berlin, successfully completed the practical test for his private pilot certificate on April 7. His flight instructor was Tim Lemke and he took his test with designated examiner Keith

Myers. Joel has been a member of the Winnebago Flying Club since February. He had started his flight training with another organization before transferring to WFC. Read more about Joel's flying experiences on the next page.



Our newest instrument pilot, Sam Wiltzius!



Cheers to Joel Hunt, WFC's most recent pilot!

Congratulations, Joel!  
On Saturday, April 27, WFC Member Sam Wiltzius flew to Marshfield to take the oral and practical tests for his instrument rating. A few hours later we got word that he had

passed! Sam's flight instructor was John Dorcey and he took the test with Designated Examiner Harold "Duffy" Gaier at Marshfield Municipal Airport-Roy Shwery Field (KMF1).  
Congratulations, Sam!



Top: Five pilots served on a panel, presenting case studies where loss of control was a factor in an accident. (l - r) Jim Cotter, Mike Kaufman, John Dorcey, Dr. Sherwood Williams, and Tom Boyer.

Keith Myers' popular presentation 'Dealing with Emergencies in IMC' is a potential lifesaver.

Right: WFC Club President Tim Lemke attended the FAA Safety Stand Down with about two dozen others.

### WFC's Myers, Dorcey Make Safety Presentations

On Saturday morning, April 27, Oshkosh-area pilots had two aviation safety seminars from which to choose. And Winnebago Flying Club members presented at and attended both events.

Designated Examiner Keith Myers presented "Dealing with Emergencies in IMC," at Fox Valley Technical College's waffle breakfast fly-in and open house. About 25 people attended, the majority of them were instrument rated pilots. Keith says that instrument flying presents a higher level of risk and more challenge to pilots than VFR flying and when emergencies have to be handled the workload can be formidable. The seminar presented a number of strategies to deal with such emergencies as loss of control, flight in ice, thunderstorms, and equipment or system failures. Pilots discussed ways to shed workload

and prioritize tasks under emergency conditions. Several actual IFR emergency case studies were discussed.

WFC CFI John Dorcey was part of a distinguished panel who presented Loss of Control case studies of three accidents. Using accident reports, the panel led a discussion on similarities and contributing factors of each accident. The audience of about 25 added to the dis-

ussion, offering points that contributed to understanding how the accidents happened, and how to avoid them.

Also on the panel were Jim Cotter, Mike Kaufman, Sherwood Williams, and Tom Boyer. Ed Leineweber, a CFI from the Madison area, served as the panel's moderator.

Jim Cotter also presented a session on human error in the cockpit.



Photos by Rose Dorcey

## Joel Hunt's First Flights New Pilot Shares Joy of Flight with Family

*Our newest pilot, Joel Hunt, wrote in to share his experience of taking his first passengers for a flight after receiving his private pilot certificate. Sounds like they had a wonderful time.*

Joel Hunt passed his checkride on April 7, and recently took his wife, Vicki, to Reedsburg for dinner to celebrate her birthday. His mom, Lori, went with them for her first flight. His mom was not sure about going, but she loved it and Joel thinks she will be tagging along a lot more from now on.

"It was an awesome flight," Joel said. "We left Oshkosh about 6 p.m., had dinner, and then we left Reedsburg after dark and returned to Oshkosh

around 9:30. They really enjoyed the night flying—it was smooth as silk!"

Joel is very happy to be a member of Winnebago Flying Club. He started flying elsewhere before he found us.

"I am thankful I found your awesome club," Joel says. "I had a bit of a bad experience where I started my training and was ready to give up. But after meeting Tim Lemke, he changed my mind and we got it done. The people in this club should be very proud of the club you are running. And, the club members are the nicest people around. Everybody is excited for everyone's success and that helps motivate everyone to keep moving forward.

That is a hard quality to find anywhere. This is the way life is supposed to be."

Joel is also grateful that our club offers great flight instructors. "Tim is an awesome person and a great instructor," Joel says. "I will recommend him to everyone who is interested in flying, as well as this club. This club has changed my life in ways I couldn't have imagined. It is so enjoyable to take family and friends flying and watch how much fun they have. The only thing I could wish for is to win the lottery so I could afford to fly every day!"

Keith Myers gave Joel his check ride, and Joel is thankful for Keith's help and advice. He's also thankful for the caring

people he's now associated with. "A big thank you to everyone who congratulated me for passing my license."

**Top row left: Joel with his wife, Vicki, at Wittman Regional Airport (KOSH) before their first flight together.**

**Top right: Final approach for Runway 36 at Reedsburg Municipal Airport (C35), just past the bluff.**

**Bottom left: Joel enjoys flying with his iPad.**

**Bottom center: Joel with his new favorite airplane, WFC's N7770G.**

**Bottom right: Joel's mom went up for her first flight. Joel did a great job; she wants to fly with him again!** 🙌



Photos courtesy of Joel Hunt

## The Twin-Engine Cessna 172?

By Keith Myers

Did you know that N7770G comes with two engines? There is the Lycoming out front that burns aviation gasoline and turns a propeller to produce thrust. And then there is the "Kinetic engine."

The Lycoming is limited to 150 horsepower and the pilot controls how much of that power to use by moving the throttle control. Move the control forward and we get more power, at least up to the limits of the throttle movement. Pull that same throttle back and we reduce the power available. The Lycoming runs as long as we have a supply of fuel to feed it. Once that is exhausted, moving the throttle has no effect.

The kinetic engine exists purely because 7770G has mass (or weight if you prefer.) The fuel for this engine is altitude. The more of that we have the

longer the engine can run. The throttle for this engine is the elevator control; that big black cow-horned shape device you hang onto most of the flight. Move that control forward and we gain thrust, move it rearward and we reduce thrust.

Which engine is more powerful? Well, if you advance the throttle for the Lycoming all the way forward you will be lucky to get 130 knots! Now throttle that engine back and push forward on the elevator control (the throttle for our kinetic engine) and see how fast you can go. This engine will take you clear past the redline in no time flat! That's a powerful engine!

Many pilots I fly with put all of their power options in the Lycoming basket. This habit sometimes results in flight conditions where the pilot is faced with a low or lowering air-

speed condition and no more throttle to push. It is time to use the kinetic engine.

Pushing forward at any time in any flight condition will allow the kinetic engine to apply additional thrust. This is handy information to have at your fingertips. Consider the following: You are climbing out and the airspeed is not at the value you wish, perhaps below your best climb speed. Push forward a bit on the elevator control and watch the speed climb almost immediately! Perhaps the Lycoming engine has ceased to function but you need airspeed to fly. Push forward on the elevator control (throttle) for the kinetic engine and you can get all the airspeed you want. It works in reverse as well.

Too fast and the throttle is all the way back on the Lycoming? Pull back some on the



Keith Myers, DPE

kinetic engine's throttle (remember that big cow-horned shape thing?) and you slow right down.

Keep in mind that the kinetic engine is way more powerful than the Lycoming engine we have installed in 7770G. Use it wisely. Also keep in mind that you can refuel the kinetic engine just by gaining altitude. It takes a credit card to refuel the Lycoming! You can also "run out of gas" in the Kinetic engine by allowing yourself to get too low. (Remember it burns altitude.)



Photo by Rose Dorrey

@WinnebagoFlying We love seeing this Wisconsin landmark from the air!

Retweeted by Josh Herman (@OSNW3)

@BrewCityChaser Steve

Paluch Where is this?

@OSNW3 It's the Big M in Platteville.

@BrewCityChaser Cool, thanks.

@WinnebagoFlying tweeted:

@BrewCityChaser @OSNW3 Here's a bit more info (see link).

@OSNW3 Awesome, thanks for the link! I climbed the hill once.

@WinnebagoFlying Cool!

## WFC and Social Media: Brief intro to Twitter

Twitter is an online social networking and microblogging service that enables its users to send and read text-based messages of up to 140 characters, known as "tweets". It's an information network that connects you to the latest stories, ideas, opinions, and news about what you find interesting, according to Twitter.com.

It's also a great way for Winnebago Flying Club to get the word out in the local and global community about who we are and what we offer. Quoting Twitter, "Twitter connects businesses to customers in real time—and businesses use Twitter to quickly share information with people interested in their products and services, ... and builds relationships with customers, partners, and influencers."

Winnebago Flying Club's tweets are public, available to anyone who wants to read them, whether a person has a Twitter account or not. Certainly, our club is more widely known because of our Twitter account. The multi club fly-outs are a great example of this; ideas and photos are shared with likeminded individuals through this nearly instant form of communication. Even our standing in the aviation community, which is well represented on Twitter, has been enhanced by using it.

As of April 28, WFC currently has 587 Followers, who are Twitter users interested in what we have to say. Since April 1, 52 users have started following us. We follow 630 users, and have posted 643 Tweets since the account



opened on December 8, 2010. Topics include meeting announcements, congratulations, event and aerial photos, and interactions with other users. We also post 'retweets', or other people's tweets.

In the shaded box (left) is an example of a Twitter interaction. WFC posted a photo of the "Big M" near Platteville. Josh Herman (@OSNW3) retweeted it to his followers. One of his followers, Steve Paluch (@BrewCityChaser) saw Josh's retweet, followed us, and then asked a question, "Where is this?" Both Josh and WFC replied. This is a great example of how we reach people by our Tweets.

We'll update our Twitter stats often. We hope you'll consider becoming an active user. The more, the better!

## Member Spotlight

### Adam Patrick

**Occupation or Job Title:** I am an Information Designer. I make people's lives and jobs easier by making information work harder for them, using computer information systems.

**Where did you grow up?** I grew up in the Omro area.

**Latest book you've read and/or favorite book:** I just finished a biography of Lindbergh. It was a long read, but he was a fascinating man. Some things he did were perplexingly odd, but there were times he showed amazing character.

**Name one thing you want to do before you die:** This question puts me on the spot. I've already gotten my pilot's license and gone skydiving. I am, however, considering this one for the official list: Land in each of the 48 contiguous states and Alaska.

**Favorite airplane:** My favorite airplane is the one I'm flying now or next. Okay, that's a shoddy answer, but I will answer based on experience. I might choose the Glasair Sportsman in which I experienced my first mountain-side takeoff. It was probably as exciting as an aircraft carrier takeoff. Moreover, it is such a versatile and innovative design. Another experience of note was participating in keeping that aircraft operational in rural West Africa.

**How did you get interested in aviation/your aviation background:** My mom was a pilot. While she was still in high school, she saved up her babysitting money to pay for flight instruction and she earned her license. My grandpa, her dad, earned his license 10 years later. One of my earliest memories is of sitting on my mom's lap while my grandpa gave me my first lesson.

**Name someone from history you would like to meet (and why):** The Wright brothers. They set out to accomplish something that at the time was unbelievable, but they believed they could achieve it, focused on the goal (over a fairly long stretch of time), and they achieved it. Furthermore, they developed their achievement into something useful for others. They could teach all of us a lesson or two.

**The person you most admire and why:** Jesus Christ. He set the perfect example. Plus, he set all this up in such a way that makes flying possible.

**My other hobbies, besides aviation:** Besides flying, I enjoy archery, hunting, and just about any sort of adventure.

**Favorite quote or words of wisdom:** It is better to remain silent and be thought a fool than to open one's mouth and remove all doubt.  
—Mark Twain

**Name one thing most people don't know about you:** I have written a few songs.

**What do you enjoy most about your life:** God has allowed me to participate in some amazing adventures. I have been able to travel to China, Africa, and Europe. I have taken my three boys fishing in the Canadian Wilderness and on a weeklong flying adventure to Ohio.

**What do you like about being a member of Winnebago Flying Club:** Winnebago Flying Club is a hidden gem. The club has done a fantastic job keeping costs down, and N7770G is an excellent value.



Adam Patrick seems to be thinking, "Hmmm...."

Meet  
WFC Member  
Adam Patrick

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**Be sure to fill  
out your  
Member  
Spotlight  
form and send  
it to the editor.  
Thanks!**

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**Meet your fellow members in each issue of *WFC Pilot*.**



Located at  
Wittman Regional Airport  
(KOSH)  
Oshkosh, Wisconsin

Club President:  
Tim Lemke  
920-836-3856  
General e-mail:  
[info@winnebagooflyingclub.com](mailto:info@winnebagooflyingclub.com)

WFC Pilot is produced by WFC  
Member Rose Dorcey.  
For questions, comments,  
ideas, or submissions contact  
Rose at [skyword@new.rr.com](mailto:skyword@new.rr.com),  
or call 920-385-1483.

**"This club has  
changed my life  
in ways I couldn't  
have imagined."**

**- Joel Hunt**

**We're on the Web  
[winnebagooflyingclub.com](http://winnebagooflyingclub.com)**

**facebook**



Facebook.com/WinnebagoFlyingClub  
@WinnebagoFlying on Twitter

## The Fox Valley's Friendliest Flying Club!

Our club airplane, N7770G, is a 1971 Cessna 172. This is a 150 hp, four-seat aircraft certified for flight under IFR, with VOR and GPS navigation radios. Dues are \$30 per month and the airplane rents for \$83 per Hobbs hour, wet. Aircraft scheduling is done via internet or telephone through [www.AircraftClubs.com](http://www.AircraftClubs.com). Flight instruction is available from any of our several club instructors.

Spring, summer, and fall monthly meetings are held on the first Tuesday of each month at 7 p.m. at Hangar C-5 of the north T-hangars. Enter through the automatic gate located on Knapp Street, just east of the Oshkosh Post Office. Winter meetings are held at 8:30 a.m. on the first Saturday of the month, typically at the FAA Safety Center, located next to the air traffic control tower at Wittman Regional Airport in Oshkosh.

We have openings! To make application to the Winnebago Flying Club, simply fill out our application (available online at [www.WinnebagoFlyingClub.com](http://www.WinnebagoFlyingClub.com)) and send it, along with the initial, non-refundable membership fee of \$150.00 to the address noted.

Send an email to [info@winnebagooflyingclub.com](mailto:info@winnebagooflyingclub.com) or visit our website to learn more!

## Aviation Events

The **Oshkosh Women in Aviation Chapter** invites **WFC Members** to its May meeting when Tom Thomas will present what's sure to be an exciting account from Wisconsin aviation history.

Many of you have seen the Boeing 377 that's parked outside the Don Q Inn on Hwy. 23 in Dodgeville, Wisconsin. On Tuesday, May 14, Tom will share his story of the role he played in landing that huge airplane on the short, uphill runway. **Don't miss** hearing about this **ultimate short-field landing experience**, which took place in 1977, with explanations of preflight and runway preparations, aircraft operations, and other facts and figures about the flight.

The meeting begins at 6 p.m. at Sonex Aircraft. More details at [www.OshkoshWAI.org](http://www.OshkoshWAI.org).

On Saturday, May 18, EAA Chapter 60 will hold its annual **Spring Fling Pancake Breakfast** from 7 - 11 a.m. at **Beloit Airport (44C)**. All you can eat pancakes, served with sausage, for \$6, Kids 5-11 are \$4, and 4-under are free. Beloit Airport is billed as the **"Prettiest Little Airport in**



**Lots of great flying events taking place in coming weeks, including a pancake breakfast at the Portage Municipal Airport (C47).**

**the World."** For more info, call Bob at 608-752-9025 or 608-335-6536.

On Sunday, May 26, EAA Chapter 371 will host a pancake **breakfast fly-in** at the **Portage Municipal Airport (C47)** from 7 - 11 a.m. Fill up on eggs, pancakes, and sausage! Call Andy at 608-697-5494 for more information.

The **Reedsburg Rotary Club's Fly-in/Drive-in Breakfast** takes place on June

2 at Reedsburg Municipal Airport (C35). Breakfast served from 7 - Noon.

It's hard to find a better **lunch** than what's being served up most every Friday at **Central County Airport (68C)**. You'll also find great aviation fellowship and almost certainly have a good time. Some days a spot landing contest is held, with free lunch to the winner. Arrive early, it gets busy on nice days. Lunch is served at noon.