



From the Front Seat

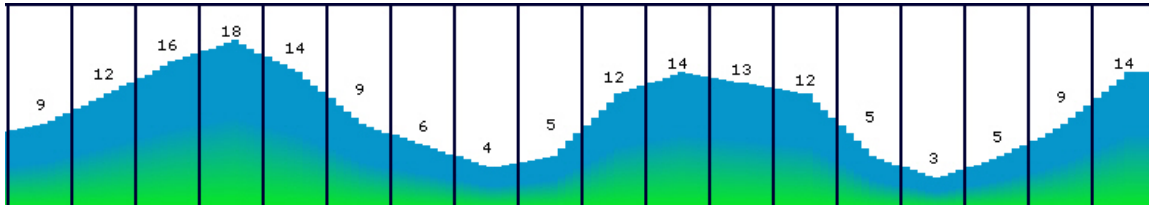
Steve Beste, President

Gordonsville Airport (GVE). Looking for a place to fly? Go to Gordonsville Airport on a weekend and meet Faith Olen-Glick (shown here). If you go at lunchtime, she'll probably have more food laid out for you than you can possibly eat. I stopped by on a recent Saturday. (I was driving, alas, and even worse, I'd already eaten lunch.) Faith, her husband Caleb, and a bunch of other pilots have made a community there that's friendly to tail-draggers and light flyers of all kinds. Some airports are all business, and some are all heart. Gordonsville is the latter kind and worth the trip for that alone. See their story at www.bluebirdaerodrome.com. Or read the article about them that's republished here from the local newspaper. But whatever you do, fly down there on a weekend for lunch and meet the people. You'll be glad you did.



Lunch on offer at Faith's and Caleb's hangar

Windy spring. This is the windiest spring I can recall. Like you, I check the forecast day after day. It's been like this for two months it seems. Not good for us light flyers.



Typical wind forecast in miles per hour. When will this ever end?

SFRA intrusion exercise. Since posting the invitation in last month’s newsletter, I’ve heard from six people who want to fly out of Quantico in the test of the Washington SFRA next November. They’re looking for airplanes and trikes (sorry, no PPGs). There’s still time to let me know if you’re interested. See details at http://www.flyingclub1.org/newsletters/NL_2011_04.pdf. Email me at Stephen.Beste@gmail.com if you’re interested.

Fly safe,
Steve

The Volunteer Sign-up Sheet Is on the Website

Find out what you volunteered for!
Click *Volunteer Sign-up Sheet*
on the sidebar.



On the Deck in South Texas

by Patrick Tyler

Not that anyone needs a change of scenery from the Shenandoah Mountains, or the splendid landscapes of the Atlantic Seaboard, but if you are interested in trailering your trike or ultralight halfway across the country, I can recommend the ranch country of South Texas, where my wife and I own a little fishing camp on the Laguna Madre behind Padre Island. We are about 30 miles north of the Mexican border, just far enough away from the border to escape the crime wave that plagues the Mexican border cities, but just close enough to require a personal relationship with the Department of Homeland Security. (I call them every morning I fly.)

The wind tends to blow down there off the Gulf of Mexico, building to 25 mph each afternoon, but many summer mornings provide excellent flying conditions for trikes, and if you linger late into the morning, you can shake the thermals by flying over the Laguna, a 40-mile-long embayment whose average depth is about two feet.

Since I got my sport pilot rating in 2008, my wife and I have trailered down to Port Mansfield, Texas each year to enjoy the wide open spaces, where cattle ranches stretch to the horizon and where the land is so flat that even the cautious pilot is lulled to ignore that ever-present question in the back of the brain that is always asking: “if the engine goes, where do I land?” In the ranch country, the answer is: “anywhere.”



Linda and Patrick Tyler



A spotted sea bass and Tucker, the dog

Because rich Texans like to fish and the Laguna Madre is full of spotted sea trout and red fish, two great species for angling and eating, the airport at Port Mansfield is first class. There is no hanger space (except for a private jet owner who doesn't share), but there is plenty of grass on which you can assemble any craft and fly to your heart's content. We tied down our trike at night and covered the wings to keep the UV from doing harm.



Port Mansfield



Port Mansfield, coming in from the south

Linda and I have flown south to the border region in order to see South Padre Island and Port Isabel from the air, flying up pristine beaches and passing luxury hotels where kite surfers flitted around madly below us. From 500 feet, one can see the ocean traffic coming into the Port of Brownsville channel. One morning we buzzed a massive offshore oil rig coming in from the natural gas fields out the Gulf.

But I have to say that the most fun flying the ranch country is that the flat terrain incites you to pull in the bar and head for the deck to chase the deer and feral hogs that thrive on the savannah. Another creature often spotted is the wily Nilgai, a animal imported from Northern India in the early 20th Century and which now constitutes a large herd of unregulated game that is culled by wealthy hunters. Never heard of Nilgai? Neither had I, but it is a huge animal, with the girth of a Zebra. A big male can be 600 pounds. They have short horns, a hump like a Brahma Bull, are very aggressive, and render a very lean filet mignon, prized by the cattle ranchers and their guests.

Flying the terrain, chasing rabbits and Nigai across the plain for me approximates the thrill of early aviation. The ultralight makes the fun non-intrusive (I never buzz the cattle, lest the ranchers take note of me as a nuisance), and flying close to the ground makes the piloting so much more interesting. I just feel like George Peppard in “The Blue Max” every time I dart around a stand of scrub oaks as if it was a racing pylon.

When the wind off the Gulf kicks up and won't stop blowing, as occurs along that coast, there is always the option of packing the trailer and pushing further west. One summer, Linda and I took our trike out to Marfa in West Texas in hopes of flying around the Davis Mountains and Big Bend National Park. Marfa is a jewel on the remote plateau ringed by the Davis Mountains. A wonderful community of artists from New York and elsewhere has made Marfa a second home. There are more than a dozen significant galleries. The town is famous for its iconic hotel where Liz Taylor and James Dean starred in “Giant.”



The Davis Mountains

On the runway in Marfa, the altimeter reads more than 5,000 feet, so the takeoffs were sluggish and the descents felt like a bowling ball off a cliff. But the countryside was hauntingly beautiful, and we had a splendid flight across the high plain to Fort Davis and back. Before we left Marfa, we met a Border Patrol helicopter pilot who was very friendly and who had flown for Special Forces in Iraq prior to his return stateside. He told us of all the lives wasted out in the Chihuahua Desert, where illegal immigrants took the risk of a crossing on foot only to underestimate the dangers of dehydration, exposure and rattlesnakes. He said they had just found three bodies that past week. He invited us to fly the Rio Grande all we wanted and said he had registered our N number in the computer so everyone would know our agenda was tourism rather than the more nefarious sports played along the border.

From Marfa, we packed up the trike and headed for Big Bend via Presidio, but by the time we got to the guest houses on a ranch at the foot of the Christmas Mountains, a weather front was blowing in and we had to abandon our plans for a jaunt along the boundary waters that have become such an important feature of our national life. But Big Bend still figures in our plans. The ranch where we stayed is opened to the public and sports a perfectly useful gravel airstrip for fly-ins. On a calm clear morning, the landscape is so majestic in that corner of Texas that you expect Charlton Heston to appear with tablets. Have a look for yourself !



Laid Back at GVE

Gordonsville Airport has a comfortable, family feel

By Drew Jackson

From the Orange County Review, April 13, 2011

www2.orangenews.com/news/2011/apr/13/laid-back-gve-ar-970458

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The body of the 1946 Aeronca Champ is bouncing slightly, side to side and up and down, but pilot Caleb Glick works the stick, keeping the plane something like steady as the runway of the Gordonsville Airport grows larger in the windshield. He's dropping from 1,500 feet in the sky for the third time that day and winds have been blowing off and on all afternoon. The plane is coming in sideways, pointing slightly to the right, with the windshield looking more at the hangars off to the side than at the asphalt approaching from below. Then Glick levels off the plane, swinging the back of the tail-dragger around and touching down smoothly, not a squeak from the tires or even a rattle of the old plane's frame.

Waiting on Glick back at the hangar are his wife Faith Olen-Glick and a handful of fellow pilots and aviation enthusiasts, all sitting in assorted lawn chairs, some with plates of food, some watching a German Shepherd expertly track down a tossed tennis ball on the tarmac. When he cuts the engine and climbs down from the cockpit he'll field questions of where he went and what he saw. Then the group will swap digs on plane preference and flying styles. To the unlearned passenger it can sound pretty technical, but generally breaks into old tail-dragger planes are slower (too slow?) than newer Cessnas and Pipers. But those newer planes with their tails off the ground are easier to fly (perhaps too easy?)

It's not definitively clear when Gordonsville's airport became the public use airstrip it is today, but Faith Olen-Glick believes she's traced it back to at least 1932.

"Here you can see them building the hangar," she said, pointing at a large sepia photograph from 1933 of a bare metal frame that would become the airport's first hangar. That hangar was commissioned by Marion duPont Scott to house her planes and was constructed from metal taken from a hangar in Langley Air Force Base in Hampton.

"There's a 1932 Ford there in the picture, that's why we think it could date back to 1932."



Credit: Drew Jackson

Caleb Glick sets his sights on the runway of the Gordonsville Airport, as he comes in to land his wife's 1946 Aeronca Champ. A former crop duster, Glick has thousands of flight hours, takeoffs and landings under his belt.

A deed transfer from 1937 dates the airport to at least that year, buck Olen-Glick said she and her husband Caleb are working hard to track down a newspaper clipping or record that dates back even further. As it stands, Gordonsville Airport is the second oldest continually operated airport in Virginia, topped by Shannon Airport near Fredericksburg. What began as a grassy strip was paved in the 1960s and is now 2,300 feet long and 40 feet wide. Scattered around the property are relics from the county's aviation history: a notch cut into the hanger to allow the passage of a taller aircraft once Scott was gone and a tower relocated from the county's first airstrip, the Gordonsville Reliever Airport near Route 22, which was used as a mail route.

Today what sets Gordonsville's airport apart isn't the planes on its runway, but rather the cars parked nearby. There is no chain link or razor wire or locked gates or fence of any kind surrounding the airport. Cars drive right up to hangars and planes and with no fenced-in beginning and end, it's nearly a blur between road and runway. Because the airport receives no funding from the Department of Aviation and only occasional state funds for things like the cutting down of obstructing trees, the airport isn't required to have a fence. A closed circuit surveillance system has appeased the Transportation Safety Administration so far.

"The first thing people think when they see a fence is 'keep out'," said Olen-Glick. "That's not what we want here."

Brent Hall, the owner of the airport's lease with the town of Gordonsville couldn't agree more. The Charlottesville native found a piece of his childhood at the airport and said his main goal is to make sure there are no fences. Hall said he has fond memories of sitting in his father's pickup truck at a small community airport and watching the planes takeoff and land.

"There was no tower or fence and that's what this still is," said Hall. "It's a place for families to spend time together, to come out for a cookout. This is a part of the community."

Hall said there is no specific figure that is paid to the town for the lease, rather Gordonsville receives a fluctuating payment based on the success of fuel sales and hangar rentals. The ease of such an agreement shows up in the personality of the airport. A lack of local funding appears to be a welcome responsibility for the airport's tenants, who mow the grass, replace the light bulbs and pump their own gas. Out from under the burden of accountability exists an airport essentially owned and operated by those who use it the most.

Present at these cookouts could be any combination of aeronautical personalities. Olen-Glick believes the importance of the tiny airstrip community cannot be undervalued.

"We carry on in the tradition of the Wright brothers," she said. "We're a mix of history and innovation."

When looking around the latter appears to be somewhat of a stretch, but within some of the historic hangars are several experimental planes, some nearly finished and others very much in pieces. These are the planes of comic books and fantasies, with a glass bubble of a cockpit and short, abrupt wings, planes that look like they would just as soon shoot into space as taxi down a runway. There's Dan Rogers who works as an aerobatic pilot and Dennis Horton's work-in-progress

helicopter. There's even a med-student who, when unsatisfied with the activity of UVa's plane club, made his way to the rural airport.

Despite having his name on the lease, Hall said he doesn't assume any sort of leadership role.

"Everybody pitches in and everybody watches out for one another," said Hall, "and that's the way it should be. It's basically a community park for people that love to fly."

The Glicks operate a website called www.bluebirdaerodrome.com, which focuses on the history and community of pilots that surrounds the Gordonsville airport. The Lake of the Woods couple, Faith, a librarian at the high school and Caleb, who works for the Federal Aviation Administration in Washington, D.C. spend their free time at the airport and in the sky. On the weekends they restore the airport's original terminal building, which they own and hope to eventually bequeath back to the town and airport.

"It will be a place for pilots to come and relax and recharge," said Olen-Glick. "It will be a valuable asset to the town when it's done."

Olen-Glick believes the airport benefits more than those who fly or even visit the airport. She said that pilots often fly in to visit the county's wineries and Montpelier and that developing ways to support tourism is the way to create a stronger Orange County.

"People don't realize how valuable the airport is because the money might not be right there, but value is in the tourism and commerce it generates," she said. "Orange County is a struggling county and with tourism being the biggest money maker in Virginia, the airport is one of the things that's going to keep this county going."

MEETING MINUTES

April, 2011 Minutes

USUA Flying Club One

Saturday, April 2, 2011

Warrenton Airpark

Warrenton, VA

Selling 50/50 tickets before meeting

Call to Order

Under cold and rainy skies, *President Steve Beste* called the meeting to order at 11:00 A.M.

22 members present.

CONNECTIONS

Visitors & New Members

Alyssa George joined the Club today. She is an Ultralight pilot and the daughter of long time Ultralight flyer Jackie George.

New member **Carolyn Barley** is looking at all the different aircraft flying out of the Airpark and trying to decide in what category to start training.

Old members

A Big Hand to long time members **Dick Walker** and **Larry Walker!** Both were at the meeting and both are up and running after major overhauls and rehab. They have displayed a real can-do attitude in dealing with major health problems and recovery.

Bob Jacobs said he was just about to take the runway at Warrenton-Fauquier when a T-34 landed wheels-up and closed the field. The plane just had a new paint job, ouch!

Melodee and **Don Sheehan** said they have a new Trike that is located out of the area, and Don will fly it back when he gets some hours.

Many of the Members said they were out flying in between the cold, rain, wind and muddy fields.

SERVICE PROVIDERS

Recap our standing list of service providers:

- PPG instructor and dealer:
Michael O'Daniel
- Fixed wing instructor: **Chuck Tippett**
- Welder: **Tom Kotsch**
- A&P mechanic: **JD Ingram**

REGULAR REPORTS

Secretary: **Jim Heidish** reported March Minutes are in the April Club Newsletter reviewed at the next meeting.

Treasurer: **Jim Birnbaum** reported March Income: \$64.00, Expenses: \$42.84, The Flying Club 1 Checkbook Balance: \$2376.96.

President: **Steve Beste** said that we have new Club website address: **www.flyingclub1.org** and **Len Alt** will be helping with the PPG part of the site. Steve also said he was contacted by Wendy Birdsong of MIT (MIT's Lincoln Laboratory). She is interested in contracting several of the Members to fly in support of a National Capital Region Test currently planned for November and would like to have several (3-4) hard-body Ultralights fly out of Quantico, VA over the course of a week. Contact Steve for more details.

Safety and Training Director: **Dave Riedel** - not at meeting.

Membership Director: **Jim Birnbaum** reminded members that if they do not pay their dues they would be dropped from the

roster and no longer receive the newsletter. Active membership is at 56.

Warrenton Air Park Owner: Tom Richards reported that the Skydivers now operate out of his old hanger (close to the main runway), have two aircraft and are very active. They still fly out of Warrenton-Fauquier if the Airpark field is muddy, but always drop over the Airpark. The hanger progress has slowed because of permit red tape. He is working on placing fuel tanks on field and setting up some kind of a Fuel Club/Co-op because he can't sell fuel. Tom has a ongoing clean-up and beautification project and would like a volunteer work party to help out on Saturdays. Morning and afternoon with a free cookout lunch. Contact Tom for more info. With all the people that show up for Skydiving and no restaurants close by, Tom decided to open a Snack Bar and club member **Alyssa George** will be running it. Location will probably be near the meeting/picnic area.

Clothing Sales: Pete Bastien - nothing special to report.

Old Business

Chris Wittily gave a up-date on the on his Skydiving operation at the Airpark and a Q&A with the Membership. He said that the FAA has NOTAMs published for aircraft

flying into the area of the Airpark. Their two aircraft are in contact with Air Traffic Control and also announce jumps on the radio at 122.9 for local traffic. When they are operating, everyone flying in and out of the Airpark should be monitoring 122.9 and/or contacting them (Skydiving Aircraft over Warrenton Airpark) for location and situation. Also be very alert for the jumpers parachutes setting up to land into the prevailing winds.

A&P mechanic **JD Ingram** was starting to give a report on the Rotax school he attended at Lockwood Aviation in Sebring, Florida (He was sponsored by the Club). but he was rained out. He will try again at the next meeting. Members with Rotax powered aircraft can get in contact with JD for more info. or help with repairs.

New Business – none.

MONTHLY PROGRAM – none.

50/50 Drawing: Winner was **Dick Walker**

Cookout: Our first cookout of the year was cold and rainy, but the food great! Thanks to **Pete Bastien**.

Adjourn

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

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



Meeting Pics





ACTIVITIES

2011 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.

2011 Club Activities Schedule

Date	Activity	Location	Description
Thur, January 6th, 7:30PM	Club Meeting	CVHS	Standard Agenda
Thur, February 3rd, 7:30PM	Club Meeting	CVHS	Standard Agenda
Thur, March 3rd, 7:30PM	Club Meeting	CVHS	Standard Agenda
Sat, April 2nd 11AM	Club Meeting	WAP	Club meeting and cookout at Warrenton Airpark
Sat, May 7th, 11AM	Club Meeting	WAP	Club meeting and cookout at Warrenton Airpark (WAP)
Sat, May 21st • 10AM - Memorial ceremony • 11AM - Club meeting	Memorial and Club Meeting	WAP	Memorial ceremony and cookout at Warrenton Airpark (WAP)
Sat, June 11th • 7AM - PPG Poker Run • 8:30AM - Airplane & Trike Poker Run • 11AM - Club meeting	Club 1 Poker Run and Club Meeting	WAP	Club 1 Poker Run and Club Meeting at Warrenton Airpark (WAP)
Sat, July 9th, 11AM	Summer BBQ and Club Meeting	WAP	Monthly meeting and Summer BBQ at Warrenton Airpark (WAP)
Sat, August 6th, 11AM	Club Meeting	WAP	Monthly meeting and cookout at Warrenton Airpark (WAP)
Sat, September 10th, 11AM	Club Meeting	WAP	Monthly meeting and cookout at Warrenton Airpark (WAP)
Sat, September 17th or 24 th TBD	Club 1 Fly-out to Trikefest East at Shreveport North (62PA)	WAP	Club1 Fly-Out from Warrenton Airpark (WAP)
Sat, October 1st	Club 1 Fly-in and meeting	WAP	Monthly meeting, Club 1 Fall Fly-In and cookout at Warrenton Airpark (WAP)
Sat, October 29th	Club 1 Color Run Fly-Out	WAP	Club 1 Color Run Fly-Out at Warrenton Airpark (WAP)
Thur, November 3rd, 7:30PM	Club Meeting	CVHS	Standard Agenda
Sat, December 10th, 4:30PM	Club Meeting / Holiday Party	WAP Club House	Monthly meeting and Holiday Party at 4:30PM

CLASSIFIEDS

Ads will be run twice and then dropped unless resubmitted, or renewed by telephone or e-mail. Please advise the editor: **Autumn Aceto** (alaceto@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.”

Editing – Proposals, Technical, Advertising...

Since I am again working as a freelance editor, I’m looking to expand my client base. My largest client is LMI, based out of Tysons. For those who are familiar with this non-profit government contractor, you know their

excellent reputation for well-edited documents.

Please contact me at:

Autumn Aceto

703-244-7349

alaceto@gmail.com

FOR SALE — Hurricane Ultralight always hanged at Warrenton Airpark. Good sails, low time Rotax 503, powerfin prop, aluminum fuel tank. \$6000

Woody Weaver. [540-786-8085](tel:540-786-8085) or woodyweaver@comcast.net.

FOR SALE — Partnership - Taylorcraft BC-12D (1946) - available. Aircraft is hanged at Warrenton Airpark. The Taylorcraft is flown about 65 hrs/year and should be flown more. Annual, hangar, insurance, maintenance and repair are shared costs, while fuel is individual reasonability. Tom Richards and Jim T. Hill are looking to add one or two partners to replace a leaving partner. Please contact Tom Richards, [\(703\) 568-3607](tel:703-568-3607); 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 and will not receive the Newsletter or Membership Roster. New Members joining from 1 July through 30 September will be charged \$10.00. 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 USUA Flying Club 1, 8570 King Carter Street, Manassas, VA 20110.

Payment can also be made at the regular monthly meeting. Please include the 2010 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
USUA Flying Club 1,
Treasurer

FLYING CLUB 1 MEMBERSHIP APPLICATION – 2011

All members are encouraged to provide an e-mail address to the Club. It is our best means for fast communications with a large number of Club members in minimum time. We welcome you to USUA flying Club 1 and hope your membership will be rewarding to you in flying and fellowship.

*Name: _____ New _ Renewal _ Regular _ Family__ Membership

*Street or PO Box: _____

*City: _____ State _____ ZIP

*Telephone(H) _____ Telephone (W) _____

*Spouse's Name _____ *Name to go on your name tag: _____

Emergency Contact: Name: _____ Phone: _____

To Receive Your Newsletter By E-mail, Enter Your E-mail Address: _____

__ Check if you have No Email

*USUA Member: Yes__ No __ If yes, enter member number: _____ USUA Pilot: Yes__ No__

*UL Registration # _____ *Aircraft Liability Insurance _____

Type Aircraft Stored/Flown from Warrenton Air Park: _____

Other Ultralights (Owned or flown) _____

Flying Hours: Dual UL _____ Single UL _____ Conventional _____

*Club Activities or Services for Which You Volunteer _____

(NOTE: References to Ultralight aircraft above include Ultralight-type aircraft). Starred must be completed. Mail application to the Club 1 Treasurer, Jim Birnbaum, 8570 King Carter St., Manassas, VA 20110, accompanied by dues for regular (\$20) or Family (\$25) membership for a full year or \$10 and \$12 (Family) for the period 1 July through 30 September. Payments after 1 October should be for the full rate and the member will be credited with membership for the following calendar year. NOTE: Information from this application will be included in the Club 1's membership roster intended for internal use only. (*Roster__E-mail__USMail__Name Tag__).

To join USUA Flying Club #1, fill out *the above form and send to:*

Jim Birnbaum, Treasurer
8570 King Carter Street
Manassas, VA 20110-4888
USUA 1 Website: <http://usuaclub1.org/>

Check or Cash. We cannot accept credit cards.

To join the national USUA, go to <http://www.usua.org/>

USUA FLYING CLUB 1 GENERAL INFORMATION

The United States Ultralight Association's Flying Club 1 is a nonprofit, recreational club dedicated to the sport of ultralight and light sport aircraft flying.

2011 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

2011 CLUB VOLUNTEER STAFF

Safety & Training: Dave Riedel 703-815-4924
Membership: Jim Birnbaum 703-361-7478
Club Artist: Jim Heidish 703-524-5265
Librarian Dick Walker 202-363-4546
Newsletter Editor: Autumn Aceto 703-655-4137
e-mail: alaceto@gmail.com
Web Master: Greg Palmer 703-912-3774
PPG Web POC Par Karandikar 703-201-8909

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. (Includes newsletter.) Family membership: \$25.00. After July 1, dues for remainder of year are \$10.00. Family membership: \$25.00 (husband and wife). (A spouse who wishes to participate will please complete a membership application form.)

NEWSLETTER SUBSCRIPTION (without membership) is \$10.00 per year.

CLUB WEB SITE: <http://usuaclub1.org>. Note the change in web site. Flying Club 1 now has an officially registered name on the internet.

MEETINGS are at 7:30 PM on the first Thursday of the month at locations announced in the Club newsletter and on the Club web site. (Times and days may vary. check the newsletter and/or the website.)

SUBMITTING ITEMS FOR THE NEWSLETTER Members and non-members are encouraged to submit items for this newsletter. Send submissions to Autumn Aceto, 9595 Sherburne Farm Rd, Marshall, VA 20115. E-mail is shown at left. Deadline for entry of items into the newsletter is 10 days before each meeting.

Club Management/Administration: Club Officers (elected, Directors and Staff). (Talk to current officer for more detail.) *Fly-ins:* Food supply, preparation; Facilities; Grounds; Ground Support. *X-country & outside events:* ground support. *Safety & Education:* Flight Safety & Training, New Member Mentoring, Library, Monthly Program Development. *Communications:* Membership, Newsletter, Web Site. *Fund Raising:* 50/50 Raffle. *Miscellaneous:* Meeting Facilities, Property Management, Clothing Sales, Tool Custodian, Ad Hoc Committees.

“If you are interested in joining the U.S Ultralight National Organization go to their Website for membership information at: <http://www.usua.org/>”