



Volume 14 – 05

www.FlyingClub1.org

May 2014



The Privileged View

Steve Beste, President

Join the aviation organizations. On behalf of all of us, I wrote a letter to the FAA regarding their proposal to restrict certain flying. See the letter, their reply, and Roy Beisswenger's comments on it later in this issue.

We think we're independent, flying around all by ourselves. But we're not. I assure you that the Constitution mentions no Right to Fly. (I know. I've read it. I work at the National Archives.) We fly at the pleasure of the FAA and our fellow citizens. The FAA knows almost nothing about our kind of flying. They step on us just by stumbling around, as here. As for our fellow citizens will be quick to shut us down if we scare their horses or disturb their privacy. In the next few years as drones begin flying in "our" low-level airspace, we can expect to find not only the drones, but a lot of scrutiny from the FAA and upset fellow citizens. I expect to be writing a lot more letters on your behalf.

That's why it's so important for you to join the organizations that support your right to fly - the [EAA](#), the [U.S. Powered Paraglider Association](#), [AOPA](#). And of course, [Flying Club 1](#). Join these organizations today. You need their advocacy. They need your support.

Plan on flying in the Poker Run. The Poker Run is my favorite event of the year because I get to fly to so many grass fields that are normally closed to us. Plan on flying this year. If you're new, [our website](#) tells you all about it, with pictures.

Saturday, June 7th at the Airpark

PPG: 6:15 am

Airplanes and trikes: 8:30 am

Alas, I was the only pilot who flew the airplane poker run last year. John Corradi was waiting at Pleasantdale with his granddaughter to watch all the airplanes come through. It was just me. Bill Conn was waiting at Berryvale. Just me. That was too embarrassing to repeat. This year, I'll ask everyone in late April if they're interested, and do it only if so. Please plan now to fly on June 7th.



Our aircraft on the ground at Rular (VG07) during the 2012 Flying Club 1 Poker Run

Club 4 fly-in. Our sister club in Maryland is having a fly-in May 3, with a raindate of Sunday, May 4th at their home field, Harrison Flying H (8MD5 - it's on the Terminal Area Chart, not the Washington sectional). It's from 9:30am on. They're offering lunch and possibly air games. See their [flyer](#).

Father's Day Fly-in. The fly-in at Shreveport North (62PA) is usually the biggest gathering of light flyers in the northeast. It's still planned to happen on June 14-15, but John Shreve, the owner and chief grass mower has had medical problems this year. The Mason-Dixon Flyers who organize the fly-in have volunteered to get the pool opened. They will probably be doing some of the mowing on that beautiful field. However, a mainstay of that club and of the event has long been Jerry Rosie. He was on oxygen at last year's event and has since resigned as president for health reasons. All this means that this great event may not last many more years. If you have never been, plan on going this year.



The first PPG of the day wakes up the campers at Shreveport North



The flight line at Shreveport North. Usually over 100 aircraft.

Check your manufacturer's website! Some of you will remember Jim Gottschalk, who died on a flight from the Airpark in 2008 when a part failed on his trike. The wreckage of his trike is still in the rafters of the big hangar. A memorial plaque is on a tree at the Airpark. The tragedy - besides the wife and young children he left behind - was that his trike manufacturer had a safety directive on its website covering that exact part that failed. It had been up there for three years. If he had checked it, he would be alive today.

Imagine my surprise when I discovered that Aeros has a safety directive covering my and Peter Richter's own trike wing. It's been up there since last June. It strongly recommends that we not fly the wing until we have replaced a particular shackle - a shackle in the same part of the rig as the part that killed Jim. They got a bad batch of shackles from their supplier - the wrong alloy - and shipped them in an unknown number of wings. A failure of the shackle in flight would be fatal. Reading between the lines of their directive, I gather that they have had a fatality. They sent out replacements to all of their dealers worldwide, but the dealer who sold me my wing kept track only of his trike sales, not sales of the odd wing as in my case. When I contacted him, he immediately sent me the new shackle. But here's the appalling thing: of the 17 customers he knew about and contacted, only 4 responded asking for the part! What's the lesson from all this?

IT IS YOUR RESPONSIBILITY TO SEARCH OUT THESE SAFETY DIRECTIVES. DO IT!

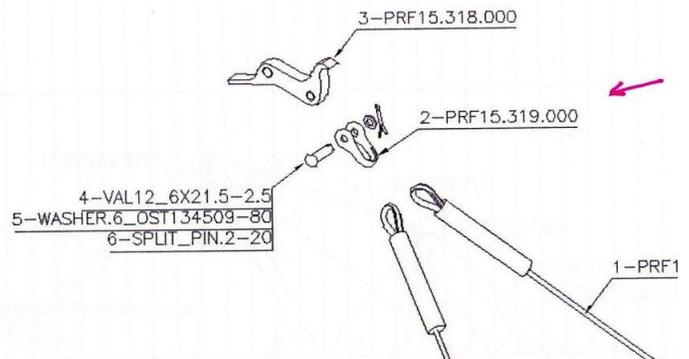
I would go further. I will start checking them every month. This directive on my own wing was

out since last June. Waiting for the annual inspection is too infrequent.

This photograph shows the snap hook that failed on John's trike. It connects the control wires to the underside of the wing's nose. He had an old trike. Snap hooks have not been used in over 15 years.

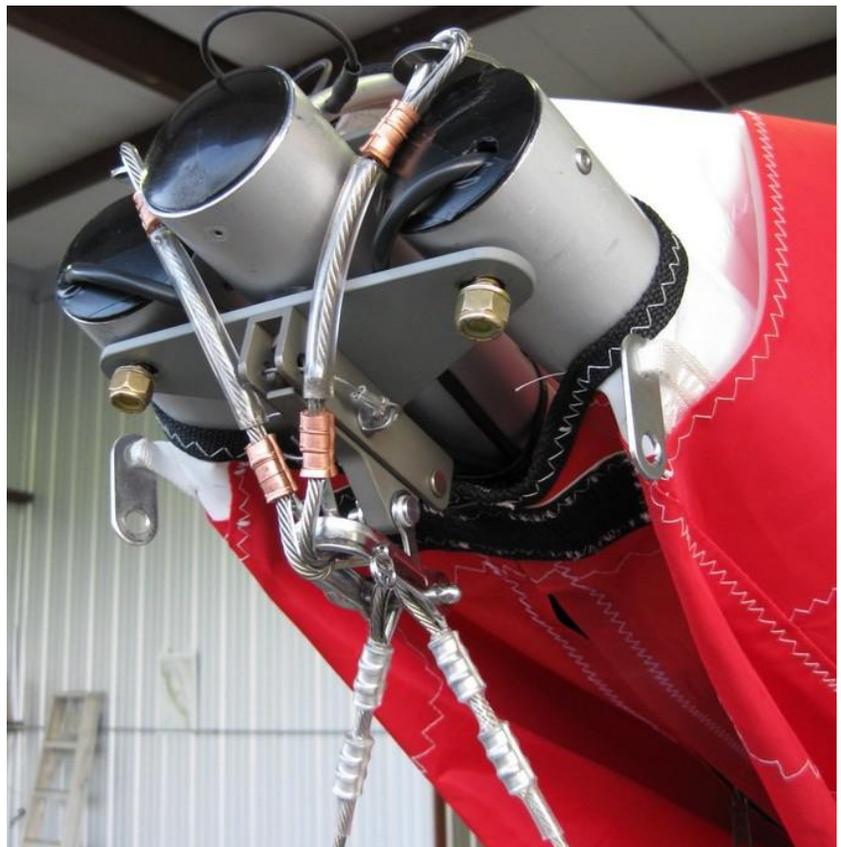


This diagram shows a modern design with a swan hook. Notice that both designs have a shackle in the same location. This is the part that Aeros tells me I need to replace.



Safety wires. This is the nose of my and Peter's Aeros wing. (The leading edge tubes are folded back in this picture, not out to the sides as when the wing is in use.) You can see the flying wires coming from below, the shackle, and the swan hook, just as in the diagram.

You can also see the safety cables that I installed after Jim's crash. These go from tangs on top of the wing to a second shackle that connects directly to the thimbles in the flying wires, entirely bypassing the swan hook and its shackle.



I suppose about now, you PPG, gyro, and airplane owners are thinking, “Trikes! I wouldn’t fly an aircraft with a single point of failure like this!” But of course, you do fly such an aircraft. Think about it.

Fly Safe,
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 or so. Sources are: The [EAA Calendar of Events](#), the [AOPA Calendar of Events](#) and the [Virginia Department of Aviation Calendar of Events](#).

Date	Event Description	Location	Distance from 7VG0
Sat, May 3 / 9:30 AM (Rain date: May 4)	Capital Area Light Flyers Spring Fly-In Picnic - Hot dogs, hamburgers, pot luck (bring a covered dish to share). Air games may occur.	Harrison Flying H Farm (8MD5)	66 SM
Sat, May 10 / 10 AM	Club 250 Fly-in Picnic - We don't need to bring food, but if we think we're coming contact Gary so he can get adequate supplies: garyedgecomb@gmail.com or 540-832-3598	Holly Springs (80VA)	60 SM
Sat, May 10 / 10AM-3PM	Women Can Fly Event - Free rides for all girls and women who register for a flight. See http://womencanfly.com/ for details.	Warrenton-Fauquier (KHWY)	6 SM
Sat, May 10 (Rain date: May 11)	Seaplane Fly-In - Noon lunch and meeting at the FBO. Aircraft judging	Williamsburg-Jamestown Airport (KJGG)	114 SM
Sat, May 17 / 7 AM - 6 PM	Horn Point Antique Fly-in - Antique, Classic & Contemporary Aircraft fly-in with aircraft judging until 2pm. All aircraft welcome. See http://www.hornpointflyin.info	Horn Point Aerodrome (MD18)	89 SM
Sat, May 31 - June 1 / 8 AM	Virginia Regional Festival of Flight - Largest full-featured fly-in on the East Coast. Many activities. See http://www.VirginiaFlyIn.org	Suffolk Executive Airport (KSFQ)	151 SM (far, but sounds fun so I included it anyway!)

Also, I know it is not really a fly-in destination for most of us, but the Manassas Airshow is this Saturday, May 3rd. More information can be found at their website: <http://manassasairshow.com/>.

Letter to the FAA

Steve Beste

With the approval of the members at the April meeting, I sent this letter to the FAA.



www.flyingclub1.org

April 16, 2014

Mr. Craig Holmes
Craig.Holmes@faa.gov
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

Subject: **Comment on draft policy 8130.2H regarding operating limitations**

Dear Mr. Holmes: As the president of Flying Club 1, I urge the FAA to reconsider the provisions of your recent draft policy on operating limitations. We are the ultralight flying club in Northern Virginia, flying a mix of GA, LSA, E-LSA, and Part 103 aircraft. Our 55 members have a stake in this matter. In particular, we believe that:

1. The proposed restrictions on new E-LSAs are unwarranted. Appendix C, C-2, 5c(1) of your draft restricts new E-LSAs to **solo operation**. Paragraph 5d restricts their operation to a **specified geographical area**. We see no evidence - either in the record or in our own experience - that such E-LSAs are less safe than the LSAs from which they derive. One can speculate, but we now have seven years' experience. Where is the evidence? As a practical matter, these restrictions will destroy the market for E-LSAs, contrary to the agreements embedded in the Sport Pilot rules.

2. The proposed restrictions on electric-powered aircraft are unwarranted. The draft puts the same restrictions on electric aircraft as it does on E-LSAs. Electric aircraft are the cutting edge of innovation at the light end of the sport. This proposed policy will kill innovation there because it will close off the possibility of commercialization. Nobody will buy a single-seat airplane with geographic restrictions.

3. The flat prohibition of flight over densely-populated areas is unwarranted. Our members are not eager to fly over densely-populated areas. But there are exceptions. For instance, I flew my E-LSA trike into Dulles for the Smithsonian's Become A Pilot Day, thereby promoting the sport. I could do this because my operating limitations say, *This aircraft is prohibited from operating in congested airways or over densely populated areas, unless directed by air traffic control, or unless*

sufficient altitude is maintained to effect a safe emergency landing in the event of a power unit failure. That is appropriate language.

All of your proposed restrictions share a common flaw. They reach for increased safety without considering cost. Would the public be safer without Experimental aircraft or electric aircraft? Of course they would - albeit in a tiny, marginal way. But we Americans also take pride in our inventiveness and our willingness to take risks to explore new things. It's a balance. We in Flying Club 1 believe that you have that balance wrong here. Please fix it.

One other thing: The above proposals in the draft language are substantive. If the FAA wants to make them, you need to make them through the rule-making process, not tucked into 8130.2.

Sincerely yours,

Stephen Beste, President
[Flying Club 1](#)
Warrenton, VA
president@flyingclub1.org
301-837-0918 (days)

The next day (!) I heard back from Mr. Holmes:

From: <Craig.Holmes@faa.gov>
Date: Thu, Apr 17, 2014 at 7:20 AM
Subject: Re: Comments on draft policy 8130.2H
To: Steve Beste <stephen.beste@gmail.com>

Mr. Beste,

Thank you for your comments. I'll let you know when the order is published and how all the comments I've received were resolved. I've gotten a lot of feedback about the application for an ELSA airworthiness certificate when the aircraft formerly held an SLSA airworthiness certificate. During editing half the sentence was accidentally deleted. The scope intended was related to maintenance and safety directives that were not complied with.

The policy for the electrics is not new, it has been in place since 2011. That policy was put in place to protect persons on the surface. I know that the office responsible for that policy is reviewing it.

Sincerely,
Craig Holmes
Manufacturing ASI, AIR-113
950 L'Enfant Plaza, SW - Suite 500
Washington, DC 20024

Roy Beisswenger of USUA and Powered Sport Flying Magazine also wrote me, giving some context:

On Fri, Apr 18, 2014 at 9:04 AM, Roy Beisswenger <roy@easyflight.com> wrote:

Hi Steve,

Thanks for taking action!

During the USUA/LAMA Safety and Industry Light Sport Conference at Sun 'n Fun, one of Craig's coworkers talked about how the problem came up because of a different way they were trying to format the document. Of course it doesn't matter how an error is introduced into a document, it still ends up being there. I have gotten some assurances that the FAA will reissue the draft and open another comment period. That draft won't happen for awhile since Craig has to respond to a lot of people. The reply to you looks very similar to replies others have gotten.

I think that it is very important for ultralight and sport pilots to speak up when something like this shows up on the horizon. There aren't as many of us as there are GA pilots, which means we have to be a little more active to protect our interests.

Thanks again for being one of the people who cares!

Roy

Nearby Airports: Culpeper Regional Airport (KCJR)

By Dick Martin

Culpeper Regional Airport (KCJR) is an easy 10 mile flight south of Warrenton Airpark. I flew in and talked with Tanya Woodward, the airport manager and AirFest coordinator.



AirFest is the big event of the year at Culpeper Regional. AirFest has been running for 15 years and attracts thousands of people. It features exhibits, vendors, and lots of world class aerobatic performances. In 2014, AirFest will be on October 11. Admission is free. A highlight of AirFest is the only privately owned “Harrier” in the world flown by Art Nalls. There are displays and flights by restored antiques, classics, military trainers, fighters, helicopters, jets, and model airplanes. The Bealeton Flying Circus, the Culpeper Barn Stormers with their unique radio controlled model airplanes, and Kevin Russo with his powerful T-6 all perform or are on display.



Navy 122 on display at AirFest 2011



An SNJ (T-6) in a dive during a performance at AirFest 2011

The airport is operated as a Culpeper county enterprise fund and sustains itself financially through fuel sales and hangar rentals. Recently, the airport was able to waive a state personal property tax on aircraft, making it a low-cost base for private and corporate planes. An early benefit of this policy change was the basing of a new corporate jet on the field that is providing new revenue to the airport through its fuel purchases and rental of a large hangar. Tanya hopes to expand this approach to financial sustainability.



Model Airplanes on Display at AirFest

About 130 planes are based at Culpeper, including a number of vintage and experimental aircraft. There are two flight schools, one of which offers helicopter training, and two maintenance shops. There are a number of projects under way, including renovating the terminal, adding 26 new T-hangars and 6 large (60' by 60') hangars, and getting a new AWOS. Hangar rental starts at \$220 a month and there are 60 people on the waiting list. The airport has a courtesy car and a pleasant picnic area for visiting pilots.



The picnic area outside the Culpeper Terminal

The National Capitol Squadron of the Commemorative Air Force is located at KCJR. Formed in 1957, the Commemorative Air Force is dedicated to preserving the history of American military aviation. The National Capitol Squadron has a large hangar/museum building at Culpeper equipped for the maintenance and display of a fleet of aircraft known as the Ghost Squadron. The National Capitol Squadron has a total of thirteen aircraft assigned or associated with the unit including an L-5 and BT-13, a deHavilland Chipmunk, Harrier, L-39, T-28, T-34 and L-4 owned and operated by squadron members. The hangar is open on the second Saturday of each month, staffed by members who are ready to welcome visitors. Additional events and open hours are posted on the NCS web site. The day I visited, I was able to walk into the CAF hangar, viewed some old warbirds, and watched mechanics at work restoring an engine.



Members of the Commemorative Air Force's National Capital Squadron working on one of their warbirds in their hangar at Culpeper

Like many general aviation professionals, Tanya Woodward, the airport manager, has watched the aging of the pilot population with concern. She is bucking the trend in Culpeper. The airport sponsors career expos at local schools to promote interest among young people in aviation. A historic maintenance group provides training for interested young people in vintage aircraft maintenance. AirFest does a lot to promote interest and support for general aviation among young people in the Culpeper area.

Culpeper Regional is a busy, dynamic general aviation airport. It enjoys a positive image and relationship with Culpeper County officials and with the population. It has large, active, and congenial pilot community. It is an accessible and welcoming destination for our Club 1 pilots.

Let's Go Flying!

By Richie Ramos

Photo by Michael O'Daniel

WOW! What a crazy winter it has been and if you all are like me, you have spent countless days looking up to the sky. Hoping for that one clear window of opportunity so that you can say those magical words, "Let's go flying!" Meanwhile your significant other has been extremely pleased with the weather because of the time spent at home, the honey do list that has managed to become very short (in my case). Or the fact that they haven't had to call you numerous times to figure out when you would be home from the airfield.

Michael and I spent some time at the hangar on April Fool's day. He was in the mists of rebuilding a unit and I was supervising from a seated position facing away looking up at the sky, when we both looked up and said those magic words. "Lets go flying". What an incredible evening flight it became, smooth air, crisp breeze and a sunset that Michael managed to capture with me in the picture of course. (BIG SMILES).

I hope everyone has a great spring and summer. Remember when you look in the sky on those clear days, say those words "Lets go flying", hopefully it will bring a smile to your face as it does mine.

Richie "Newbie PPG pilot" Ramos

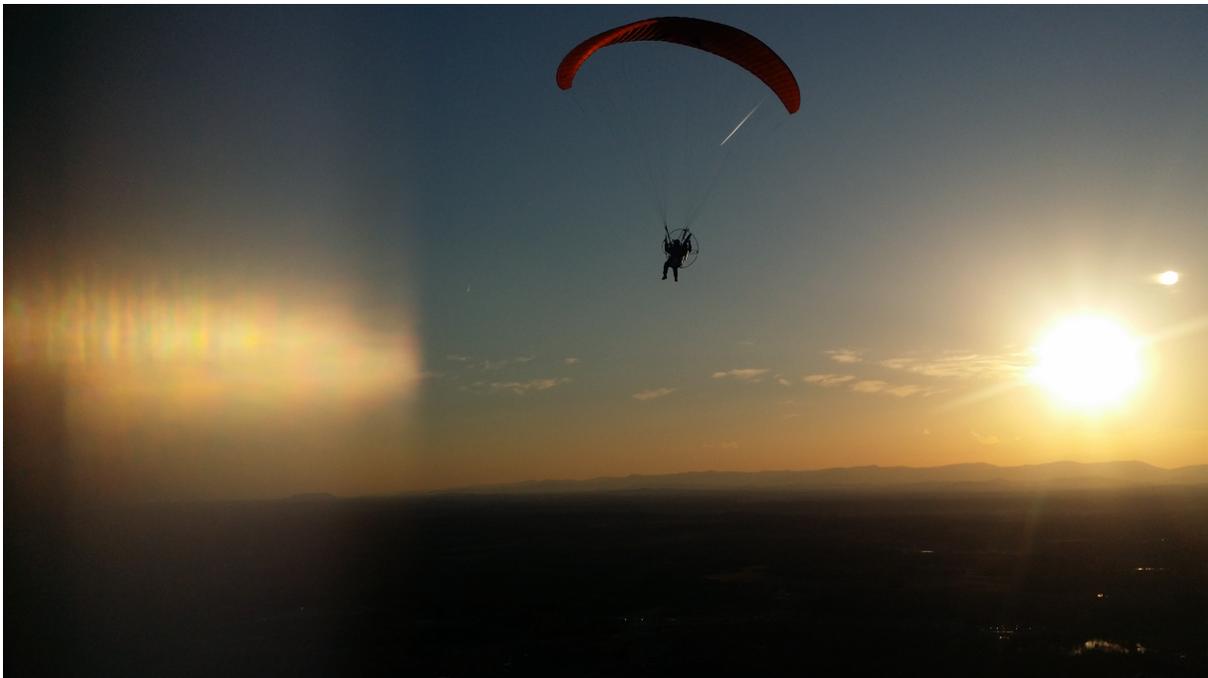


Photo by Michael O'Daniel

Meeting Minutes

April 2014

Flying Club One Meeting

Saturday, April 5, 2014

Warrenton Airpark

Warrenton, VA

The first of our outdoor warm weather meetings and cookouts at the Airpark had to be moved into Tom Richards' home because of the cool and windy conditions.

Selling 50/50 tickets before meeting

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

21 members present.

CONNECTIONS

Visitors & New Members **Leslie McDonald** has a Mini Max that is now stored in a barn, but he would like to get it flying again if he can find hangar space at one of the small fields.

Old Members

Peter Richter was putting in some Trike flying time and should have his ticket soon. **Jim Birnbaum** had a flight in his old XAir that he sold to member **Lee Fox**. He said that Lee has really transformed the plane into an IFR cross-country flyer. **Dick Martin**, after hearing about the woman that owned the big Mellon estate in Upperville, VA had died, flew over the area to see if there were any changes to the big first class jet runway that is very much a part of the view. It is still the same, as are the big gardens and horse farm. He said that he hopes that the

new owners will open the airport to the public, or at least by invitation. Many of the members said they had few and very short flights because of the cold and strong winds.

SERVICE PROVIDERS

Recap our standing list of service providers:

- PPG instructor and dealer: **Michael O'Daniel**
- Fixed wing instructor: **Chuck Tippet**
- PPG, Ultralight, LSA and General Aviation flight instruction: **Grass Roots Flyers**
- Welder: **Tom Kotsch**
- A&P mechanic: **JD Ingram**

REGULAR REPORTS

Secretary: **Jim Heidish** reported that the March Minutes were published in the April Club Newsletter and approved as published.

Treasurer: **Jim Birnbaum** reported Income: \$110.00, Expenses: \$0.00, The Flying Club 1 Checkbook Balance: \$2,550.75.

President: **Steve Beste** said that he only has something for New Business (see below).

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

Membership Director: **Jim Birnbaum** said we have 35 members that are paid up, but with over 50 members, the procrastinators need to get their dues in. As a reminder, if (2014) is after your name on the roster, you're paid up. Also, don't forget to pick up your name tags.

Warrenton Airpark Owner: **Tom Richards** said that he has started to clean up after the hard winter and reminded us that with good news from the county on his building permits (and without the many restrictions) he can go on with his building plans. For now, the D.C. Skydiving operation that starts up this spring will be in the same location as last season. The restroom trailer will be up and running soon. He will start upgrading the hangar (rest room included) at the far southeast end of the field so that the Skydivers can move in sometime in June. Tom said that he would NOT be changing the landing pattern. He is still thinking about creating a less conflicting traffic pattern (because of the skydiving operation) and wants pilots to use their radios more (on 122.9). He will inform everyone if an official change takes place.

Old Business

None

New Business

With **Dave Riedel** resigning as *Safety and Training Director*, the Club is looking for a good replacement. Any member that has the qualifications can volunteer to fill this important position. For information, see **Steve Beste**. Steve suggested that the Club show support for articles in some of the aviation magazines and especially *Power Sport Flying's* editor calling the FAA for their undue restrictions on E-LSA. Steve wanted the Club's permission to write a letter to the FAA protesting the E-LSA restriction on the Club's behalf. All agreed! Also, a local artist contacted the Club about drawing pictures of members' aircraft, the first one for FREE. We agreed that he could put a classified ad in our Newsletter if he liked.

MONTHLY PROGRAM

Dick Martin presented a program on ADS-B (Automatic Dependent Surveillance Broadcast) - the new FAA cooperative surveillance technology for tracking aircraft using all the individual aircraft's own GPS position being broadcast as part of the interactive ID system - aircraft to aircraft and all to ground control. This is a big improvement from the ground only systems of the past. Features that pilots can see on flat screens (iPads) are traffic, terrain, weather, flight information and much more. For now, this is an advisory only, NOT command Air Traffic Control. ADS-B will be part of the big NextGen system that will require most aircraft to have some form of the new avionics by 2020.

50-50 Drawing

Art Felt was the winner and donated it to the club.

Adjourn

President, **Steve Beste** adjourned the meeting at 11:55 A.M.

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

Activities

2014 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 2014 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

Date	Activity	Location	Description
Sat, May 3rd	Club Meeting	Airpark	Monthly meeting and cookout at Warrenton Airpark
Sat, June 7th ●6:15 am - PPG Poker Run ●8:30 am - Airplane & Trike Poker Run ●11 am - Club meeting	Poker Run	Airpark	Poker Runs
Sat, June 14th	Father's Day Fly-In at Shreveport North (62PA) Description . Flyer . Video . Another video .	62PA	The largest ultralight fly-in in the mid-Atlantic states. Club 1 fly-out from Warrenton Airpark.
Sat, July 5th, 11 am	Summer BBQ and Club Meeting	Airpark	Monthly meeting and Summer BBQ at Warrenton Airpark
Sat, August 2nd, 11 am	Club Meeting	Airpark	Memorial table, monthly meeting and cookout at Warrenton Airpark
Sat, September 6th, 11 am	Club Meeting	Airpark	Monthly meeting and cookout at Warrenton Airpark
Sat, September 14th	Club 1 Fly-out to Trikefest East at Shreveport North (62PA)	62PA	Club 1 Fly-out from Warrenton Airpark
Sat, October 4th	Club 1 Fly-in and meeting	Airpark	Monthly meeting, Club 1 Fall Fly-in and cookout at Warrenton Airpark
Sat, October 25th	Club 1 Color Run Fly-out	Airpark	Club 1 Color Run fly-out at Warrenton Airpark
Thu, November 6th, 7:30 pm	Club Meeting	CVHS	Conversation, club business meeting and program.

Date	Activity	Location	Description
Sat, December 6th, 4:30 pm - 8 pm	Club Meeting / Holi- day Party	Airpark Club House	Monthly meeting and Holiday Party.

Classifieds

Ads will be run twice and then dropped unless resubmitted, or renewed by telephone or e-mail. Please advise the editor: **Lucy Ooi** (Ooi.Lucy@gmail.com) when the ad is no longer needed.

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. (South-EastLSA.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.”*

FOR SALE — Taylorcraft BF-12D (1946) Sale to club members only for a 10% discount from the \$22,500 asking price. Aircraft is hangared at Warrenton Airpark. The Taylorcraft is flown about 65 hrs / year and should be flown more. Please contact Tom Richards (703)568-3607 or <mailto:warrentonairpark@yahoo.com>.

FOR SALE — MaxAir Drifter built 1989



Electric start oil-injected Rotax 582. 1083 TT engine and airframe. 16 hours TT since engine rebuild. 10 gallon fuel capacity with 4.5 gallon reserve behind front seat. 3-blade Ground Adjustable Warp Drive Prop. (2) Comtronic Helmets with radio. Mounted ICOM A21 radio PTT switch on stick. Dual EGT. Tach, hourmeter, voltmeter, VSI, fuel pump pressure, turn and bank bubble indicator, airspeed indicator, mounted GARMIN GPS Pilot III. Tundra tires. External mounted BRS Chute. Always Hangared. Lots of spare parts. Based at New Quarter Far Airport, Gloucester, VA. \$4000.00

Contact Richard Moore 804-815-0730

drifterpilot@cox.net

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 2014 Membership Application form with your payment. This will be used to ensure that our records are current. A copy of the membership application is attached and also printed at the end of the Newsletter.

Jim Birmbaum
Flying Club 1
Membership Director, Treasurer

MEMBERSHIP APPLICATION - 2014



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.

2014 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

Director & Past President: Len Alt
703-945-9314

Director At Large: Dave Riedel 703-815-4924

Director At Large: Larry Walker 540-347-7609

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.

2014 CLUB VOLUNTEER STAFF

Safety & Training: Dave Riedel 703-815-4924

Membership: Jim Birnbaum 703-361-7478

Club Artist: Jim Heidish 703-524-5265

Newsletter Editor: Lucy Ooi (“Wee”)

Ooi.Lucy@gmail.com

Web Master: Steve Beste,

president@flyingclub1.org

A club is only as good as the members who volunteer to support its activities. The following listed activities with the club require 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

CLUB WEB SITE: <http://flyingclub1.org>

MEETINGS are monthly, year-round. See the web site for dates and places.

THE NEWSLETTER: The newsletter is published by email on the first of every month.

SUBMITTING ITEMS FOR THE NEWSLETTER Members and non-members are encouraged to submit items for this newsletter. Send submissions to Lucy Ooi at Ooi.Lucy@gmail.com at least one week prior to the end of the month.

If you are interested in joining the U.S. Ultralight National Organization go to their website for membership information at: www.usua.org

Likewise, if you are interested in joining the U.S. Powered Paragliding Association, the National PPG Organization, go to their website for membership information at: www.usppa.org