



Volume 16 – 09

www.FlyingClub1.org


September 2016



The Privileged View

Steve Beste, President

Do you ever wonder where your aircraft has been before it came into your hands? Especially if it's a very old plane? Sometimes you find out. Here's one story - and a mystery.

Out of the blue, I got an email last month from Michael Montefusco, a college student living in Delaware who's excited about aviation. (I figured that out from his Gmail picture - ) "My fiancée and I were at an antique consignment shop in Lewes. She found an old logbook, and I rushed over with jubilation! It turns out it exclusively features an Aeronca (NC22375) and a student pilot. All of his training (starting in 1940) is there all the way up to his solo. I searched to see if that N-number was still in use. It was! Registered to Jerry Rosie. Can you help me find him? I want to make copies and send them off to him." As it happens, I do know Jerry. He's been active for many years with the Mason-Dixon sport Flyers in southern Pennsylvania. They put on the annual Father's Day fly-in at Shreveport North. Jerry was delighted to see the logbook, of course. Here's the story that emerged - and a mystery.

The Airplane This is Jerry Rosie's Aeronca 65 CA, built in 1939. (Note the pretty rose on the tail.) It entered Jerry's life in 2002 when he bought it on E-Bay.



Aeronca 65 CA - NC22375

“Don’t buy an airplane sight-unseen on E-Bay,” he now advises with the wisdom of age. He and a friend flew out to Illinois to fly it back east, and got most of the way home before they noticed that the windshield was getting foggy. “That doesn’t look good,” he remembers thinking. No, indeed. It was oil. They landed at the next airport and discovered oil all over the inside of the cowling and a dime-sized hole in the crankcase that had been covered with what looked like bubble gum. Over the next seven months, he replaced the engine twice. Then, it was grounded for another five years while he got serious about restoring it. It came with three extra engines, but they were all worn out and worthless. He then switched to a (used) Continental engine instead of the original Lycomings. At that point, he encountered what I have learned are the usual kinds of problems. With the engine all installed he went to put the cowling on. It was 2” too short! The Continental is longer. Who knew? OK, time to fabricate a new cowling. With that done, he went to re-attach the propeller. No go! The Continental has a thicker shaft than the Lycoming, so he had to find a different propeller. People, this is why you can spend five years on this kind of project. Be advised. And don’t buy an airplane sight-unseen off of E-Bay. Other than that, you’ll be fine.

NC22375 now flies regularly out of Bermudian Valley airport, though now that he’s 85, it’s mostly Jerry’s friends who do the flying. The FAA says that there are still 46 Aeronca 65s with active registrations.

The Logbook The logbook records the initial training of T. J. Bradford, starting in March, 1940 in Borger, TX. That’s an oil town in the Texas panhandle, 40 miles northeast of Amarillo.

IDENTIFICATION

PILOT'S NAME T.J. Bradford CERTIFICATE NUMBER _____

ADDRESS P.O. Box 541 PILOT RATING _____

CITY AND STATE Borger Texas AIRCRAFT RATING _____

PHONE No. 584 - 724 AIRPORT BASE _____

PILOT'S SIGNATURE T.J. Bradford

BOOK No. 1 DATE 3-23-40

T.J. Bradford

He began his training in March, soloed after 9½ hours (!), and flew local cross-countries for the next 20 months. The last entry is two weeks before Pearl Harbor. Who was he? In 1940, Borger was a rough place. It had been an oil boomtown in the 1920s, so lawless that the District Attorney was murdered in 1929. By the late 1930s, according to Wikipedia, “the price of oil and gas dropped,

ending the ‘boom’ and the former rapid growth of Borger. Carbon black plants added black soot to the Dust Bowl storms, covering the town in layers of dark grime.” In that kind of town of 10,000, who would be taking flying lessons? I’m guessing that it would be someone who had done well out of the boom.

DATE	AIRCRAFT FLOWN			CROSS-COUNTRY		No. PASS.	REASON FOR INSTRUCTION DENIED OR CERT. NO. SAVED
	MAKE AND MODEL	CERTIFICATE NUMBER	ENGINE	FROM	TO		
1940							
March 23	Aeronca 2	NC 22375	Lycoming 65" "				A.P.M. # C18210
March 29	"	"	"				# C18210
March 30	"	"	"				# C18210
March 31	"	"	"				# C18210
4/25	"	"	"				# C18210
4/26	"	"	"				# C18210
5/1	"	"	"				# C18210
5/2	"	"	"				# C18210

I hereby certify that the foregoing entries are true and correct.

Signature: *T. Bradford* Pilot's Signature

First entries - who was instructor #C18210?

AIRCRAFT WEIGHT AND ENGINE CLASSIFICATION						TIME												
Class. /		Class.		Class.		Instrument Radio or Hood		DUAL				SOLO				Daily Total Time		
Hrs.	Min.	Hrs.	Min.	Hrs.	Min.	Hrs.	Min.	As Instructor	As Student	Day	Night	Hrs.	Min.	Hrs.	Min.	Hrs.	Min.	
30		Coordination & st flight						30									30	
30		St flight & turns						30									30	
30		Turns						30									30	
30		Turns & Coordination practice						30									30	
30		Turns & stalls						30									30	
30		Turns & Stallow 8"						30									30	
30		Spins & stalls						30									30	
40		Ride						40									40	
		+ 40 hrs to Sunday															40	
																	00	
																	40	

They taught spins in those days, at 3 hours

AIRCRAFT WEIGHT AND ENGINE CLASSIFICATION										T I M E							
Class.		Class.		Class.		Instrument Radio or Hood		DUAL				SOLO				Daily Total Time	
Hrs.	Min.	Hrs.	Min.	Hrs.	Min.	Hrs.	Min.	As Instructor	As Student	Day	Night	Hrs.	Min.	Hrs.	Min.	Hrs.	Min.
	30							30	30			30					30
	50	Soloed							50			30					30
	25											25					25
	30											30					30
	30											30					30
	20											20					20
	30	check out										30					30
	15											15					15
															3	50	
															8	10	
															12	00	

He soloed at 9½ hours

DATE	AIRCRAFT FLOWN			CROSS-COUNTRY		No. PASS.	INSTR. ENG. CERT. No.
	MAKE AND MODEL	CERTIFICATE NUMBER	ENGINE	FROM	TO		
8-18	Aeronca	NC22375	Lycoming	Borger	Amarillo		
8-18	"	"	"	Amarillo	Borger		
8-19	"	"	"	Borger	Wardford		
8-19	"	"	"	Wardford	Borger		
11-25-41	"	"	"	Borger	Pampa		
11-25-41	"	"	"	Pampa	Borger		

I hereby certify that the foregoing entries are true and correct.

Final entries. The Borger airport does not exist anymore.

Despite soloing in 9½ hours, there's no sign that he ever got his license. By 1941, he was flying less often. Was he losing interest? Two weeks later, Pearl Harbor.

The Mystery Who was T.J. Bradford? What happened to him?

- The last two logbook entries were flights on weekdays. That suggests that he was flying on business, not pleasure. Or that he was rich enough to not have to go to work every day. Or that his work was irregular.

Here's what I found in the *Borger Daily Herald*, which has been digitized by the Texas Digital Newspaper Program.

- T.J. Bradford was a pallbearer in October, 1939. (not a job usually given to teenagers).
- His wife appears on the Society page of the paper as being active in a school PTA in May, 1939. (so he had a wife, and a school-age child and was a member of "society" in Borger).

Since I worked at the National Archives, I looked him up there.

- The 1940 census shows him as Thomas J. Bradford, born in 1900 in Morgan City, Louisiana. His wife was Jane. He had a 3-year old daughter, Priscilla. No son. He worked as the superintendent of a machine shop in a carbon black plant for \$2,700/year. He died in Borger in 1976 at age 76 of clogged arteries. It appears from the log book that he never flew again.

In any case, T.J. Bradford is survived by the airplane he took lessons in. Many engines later, it's still going strong. Thanks to Michael Montefusco and Jerry Rosie for making this story possible.

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](#), the [AOPA 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, Sept 10 / 12-5PM	Clearview Airport Fly-in / Drive-in picnic	Clearview Airpark (2W2)	60 NM
Sat, Sept 10 / 10AM-4PM	Props and Rods - Airplanes and Antique Cars	Tappahannock-Essex County Airport (KXSA)	63 NM
Sat, Sept 10 / 8AM-1PM	Breakfast and Lunch Fly-in/Drive-in	Hagerstown Regional Airport (KHGR)	63 NM
Sat, Sept 17	Essex Skypark Annual Wings and Wheels Fly-in Drive-in Splash-in	Essex Skypark (W48)	73 NM
Sat, Sept 17 / 9AM-4PM	Open House and 46th Anniversary Fly-in	Williamsburg Jamestown Airport (KJGG)	99 NM
Sat, Sept 17 / 10AM-4PM	AFJROTC Wheels and Wings Car and Aircraft Show	Connellsville Airport (KVVS)	117 NM
Sun, Sept 18 / 10:30AM	Green Landings Fly-in Drive-in. Donuts in the morning, burgers and dogs around noon. Rain date 9/25. Call Jack and Betty at 304-754-7032 or 304-579-0912 with questions.	Green Landings Airport (WV22)	56 NM
Sat, Sept 24 / 8AM-12PM	Wings Wheels Pancakes Fly-in or Drive-in Breakfast	Gettysburg Regional Airport (W05)	75 NM
Sat, Sept 24 / 9AM-3PM	Wings, Wheels and Keels	Hummel Field (W75)	89 NM
Sat, Sept 24 / 8:30-10:30AM	Fly-in Pancake Breakfast	Franklin Municipal Airport (KFKN)	125 NM
Sun, Sept 25 / 8AM-12PM	Wings and Wheels Fly-in	Greater Cumberland Regional Airport (KCBE)	73 NM
Sun, Sept 25 / 8AM-12PM	Wings Wheels Pancakes Fly-in or Drive-in Breakfast	Gettysburg Regional Airport (W05)	75 NM
Sat, Oct 1 / 8AM-4PM	EAA Chapter 186 Fall Fly-in	Warrenton-Fauquier Airport (KHWY)	5 NM



You are invited
To our
Fly-in / Drive-in Picnic
FUN, FOOD AND FLYING
AT
CLEARVIEW AIRPORT 2W2

Saturday, September 10, 2016
12 noon till 5pm

RAIN DATE: Sunday, September 11, 2016

GPS ADDRESS: 526 Oak Tree Road, Westminster, Maryland, 21157

Driving directions:

From Westminster: south on Rt.97 South to right on Bartholow Rd

From Rt.70 go north on 97 past Rt.26 to turn left at Bartholow Rd.....

..., right on Washington Rd., left on Bear Branch Rd., right on Oak Tree Rd. to airport on left

Flying in information:



For more information

Walt Tegeler tegmonument1@aol.com / 410-984-2434 *** Brian Corcoran brian@protab.us / 410-935-8249

Oh-h Say Can You See...

By Tom Simmons



I'm flying in calm air above Libertytown heading for the Carroll County, MD airport. It's 7:45 in the morning and I'm near the end of the first and longest leg of my trip: 70 miles. The problem is that a headwind has kept my ground speed in the low 30s for the entire flight. In the sun's glare, I can't make out how much gas I have left in my tank. Then the engine stops. OK, that answers that.

A farmer riding his tractor directly below doesn't even look up as I land on the harvested part of his cornfield. I buy enough gas from him to get me to Carroll County but there's still a headwind and I have to abort the flight plan. Bummer.

The Hudson Exclusion is an SFRA that allows VFR traffic to fly up and down the Hudson River. There's a 1300-foot ceiling where the Class B airspace for JFK, LaGuardia and Newark overlap. Below 1300 feet is open to anyone with a radio.

I've been dreaming (and talking) about flying up to the Statue of Liberty for years. It's a daunting flight and it turns out I'm not getting braver as I get older, so I decided this is the year: put up or shut up. But I have to admit my first attempt in early August was not auspicious.

A couple of weeks pass and Monday, August 29, starts to look pretty good. Charlie Maples had previously expressed interest in making the flight so we agree to confirm at 6:00 AM Monday morning, with Tuesday as a backup.

At 4:30 AM the forecast isn't ideal. Storms passed through during the night. Wind will be building out of the northwest through the day. Tuesday will be worse: headwinds again. Put up or shut up.

Charlie and I agree we are "Go for flight" as I am heading out to the field. I've packed two GoPros, a change of clothes and some 2-cycle oil in a bag that I strap to the passenger seat. Wheels up at 7:00 AM.

On the first leg, my ground speed is high 40s to low 50s. I'm watching my gas like a hawk this time but I'm surfing a tailwind. I get into Carroll County with five gallons remaining. Wheels up at 8:45 and I've got a nice tailwind to Chester County. Charlie overtakes me en route and he flies ahead to Chester. About five miles out, the wind picks up and we're in mild turbulence for the rest of the day.

Chester County has a \$20 landing fee and their gas is over \$6 a gallon. Ouch! From Chester we go to Doylestown, which is a fun little airstrip with nice folks: our kind of airfield. Then off to Linden, and Linden is a nightmare.

Linden airport is nestled under the Class B airspace south of Newark Airport. For about the last eight miles, it's all low-rise commercial and light industrial with no place to put down in an emergency. Nothing. Nada. Zilch.

About a mile out the Class B ceiling drops to 800 feet. Wind was out of the north at nine, directly across runway 27 when I landed. It was 1:00 PM, an hour ahead of schedule. Two hundred and fifteen miles from 7VG0.



We spent an hour going over the SFRA rules, chatting with the folks at Linden and mounting our cameras for the flight. (Linden has a \$15 landing fee, which they were nice enough to waive, making up for Chester. Those bastards!) At 2:00 PM, with the wind still honking across the runway, we departed from Linden for the Verrazano Bridge (VZ), which is where you enter the SFRA.

“Experimental Three Five Zero Foxtrot Tango at VZ, northbound at 800.”



The New York skyline is an awesome view from the cockpit of an ultralight. Brooklyn sits below and to the right. The Freedom Tower stands like a proud sentinel at the bottom of Manhattan Island. The Empire State and Chrysler buildings glisten in the afternoon sun and the gal with the torch who welcomed newcomers to these far shores stands off to the west on her pedestal of stone.

Northbound traffic in the SFRA goes up the eastern shore; southbound goes down the west. As soon as I crossed VZ, Charlie passed me and I watched him fly upriver. Pretty cool. Charlie planned to fly up to the Intrepid, which is a few miles north. Not me. I turned west at Governor's Island. Thing is, we had a pretty sporty headwind down the river. Our flight plan was 50 miles give or take, most of it over water. And I had no intention of being cavalier about my fuel consumption.

I listen closely for other GA traffic but I don't hear anyone announce. Still, the air is lousy with tourist helicopters flying downriver from West 30th Street and across the harbor from the Wall Street helipad, all heading for the Statue of Liberty. I announce often and the other pilots confirm that they see me, which is comforting. I turn on my wing camera using a wifi, control and grab the GoPro selfie-stick with my left hand. Time for my close-up.

The harbor is filled with boats: ships, barges, ferries, sailboats and power craft. Amazing. And it's

a lot bigger when you're flying over it than I had imagined from studying the sectional. That's a lot of frigging water! Flying across the New York harbor at low altitude is exhilarating and terrifying at the same time. But mostly I just want to be sure that none of my gear (Radio, GoPro, iPad, etc.) comes loose and goes through the prop.

“Experimental Three Five Zero Foxtrot Tango circling Statue of Liberty at 600.”

The SFRA rules call for circling the statue counter clockwise, although the tourist helos mostly go clockwise. The pilots are very chatty and it's good to keep making position announcements because the helos come and go. It's bumpy. Uncomfortably so. The wind is still pretty high and I'm getting pitched around pretty hard. Holding the untethered selfie-stick in my hand is making me nervous so I don't shoot as much handheld footage as I would have liked.

I circle the statue at least three times waiting for Charlie to get there so we can take pictures of each other, as planned. But I start to feel like I'm hogging the airspace so I get on the radio and tell Charlie I'm heading south. I hate missing the opportunity for air-to-air photos but I also want to be fair to the tourists who shelled out good money for the helicopter tours. I've been flying close in and the helos have been staying wide to avoid me. Thanks. Much appreciated!

“Experimental Three Five Zero Foxtrot Tango at VZ, southbound at 800.”



I'm out of the SFRA. Charlie is a couple minutes behind me. We'd already decided not to return to Linden so now I'm crossing the bay to Old Bridge airport in northern New Jersey. And if I thought the New York harbor looked big, it's nothing compared to the water I'm flying over now. But at this point, all I can do is monitor my instruments and hope for the best. Since I'm sitting here, writing this, you're safe in assuming it all worked out.

In 1999, when the body of George (“Because it’s there.”) Mallory was discovered at 27,000 feet on Mount Everest, an interviewer asked Sir Edmund Hillary if he was concerned that Mallory might have summited the world’s tallest peak before he did. His thoughtful answer was that even if Mallory had summited Everest he hadn’t gotten down and getting down is an important, even critical, part of climbing the mountain.

We had circled the statue and landed safely in New Jersey. Now we had to get back to Virginia.

Tuesday morning began with calm air and a tailwind, just like the day before. But at the second gas stop, I discovered that one of my carbs was leaking. It wasn’t a fixable problem but it didn’t really affect engine performance. My final fuel stop was Clearview Airport and from there it was 65 miles back to Warrenton Airpark. The afternoon wind was kicking up again but it was out of the north, so my ground speed remained high.

I passed Sugarloaf Mountain and turned south for home, watching my fuel burn closely all the way. I should have had more than five gallons when I landed; instead I had two.

Charlie headed straight back to his field and we exchanged congratulatory texts after we put our birds away. Twelve hours on the Hobbs meter. A little under 500 miles flown in two days. And a dream come true.

Life is good. Life as a pilot is even better!

View the video on YouTube at <https://www.youtube.com/watch?v=yrDfnDOa18Y>

Meeting Minutes

August 2016

Flying Club One Meeting

Saturday, August 6, 2016

Warrenton Airpark

Warrenton, VA

Selling 50/50 tickets before meeting

Call to Order

Vice President, Dick Martin called the meeting to order at 11:15 A.M.

13 members present.

CONNECTIONS

Visitors & New Members

Bill Snyder and **Steve Abdalla** work together at the DoD and stopped by to find more information on flying ultralights. Member **Tom Simmons** gave both a demo flight in his 2 seat *Quick-silver*. **Martin Walker** said his 46-foot wingspan *Sonex/Xenos* motor glider is at the Airpark now.

Old Members

Don Sheehan said someone in his group hangar accidentally bent part of the wing on his Trike and now he's having problems getting everything in proper alignment again. **Dick Martin** said he's finally flying. The airport where he keeps his LSA (KHWY) was repairing their ramp areas and he was blocked in for a while. We also had a big discussion on the news that the FAA is easing up on medicals.

SERVICE PROVIDERS

Recap our standing list of service providers:

- PPG instructor and dealer: **Michael O'Daniel**
- CFI: **Pete Bastien**
- Fixed wing instructor: **Chuck Tippett**
- PPG, Ultralight, LSA and General Aviation flight instruction: **Grass Roots Flyers**
- Welder: **Tom Kotsch**
- A&P mechanic (not at Airpark): **JD Ingram**
- Light Sport Condition Inspections, Rotax Certified: **Tim Loehrke**

REGULAR REPORTS

Secretary: Jim Heidish reported that the July minutes are not published yet, but should be in the August Club newsletter. The minutes from the June meeting were approved as published.

Treasurer: Jim Birnbaum reported July Income: \$55.00, Expenses: \$66.43, the Flying Club 1 Checkbook Balance: \$2738.44.

President: Steve Beste - not at meeting.

Safety and Training Director: - Vacant. We will need a qualified member to fill this position!

Membership Director: Jim Birnbaum reported that we do not have 50 paid-up members as he stated at the last meeting. The number is 40. We usually have over 50 members by the end of the warmer flying season.

Warrenton Airpark Owner: Tom Richards - not at meeting.

Events Coordinator: **Robert Doak** - not at meeting.

Cook Out

Jim Heidish got the food and **Jim Birnbaum** did the cooking.

Old Business

Our September meeting will be held at Shannon Airport in Fredericksburg, VA. We can fly or drive in, hold our meeting, have lunch in their restaurant and tour the airport. We need to confirm that the Club's September meeting at Shannon is on as scheduled and that we have all the information for flying in or driving. ***Info to come by email!***

Adjourn

Vice President, **Dick Martin** adjourned the meeting at 11:50 A.M.

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

Dick Martin said he is still working on addressing the safety issues that **Tom Richard's** article titled *History of Aircraft Accidents at the Airpark* pointed out. Also, we need to get **Steve Beste's** input on the position of *Safety and Training Director* when he gets back from vacation. We plan to continue the discussion at our next meeting.

New Business

None

MONTHLY PROGRAM

None

50-50 Drawing

Winner **Don Sheehan** donated his winnings to the Club.

Activities

2016 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 2016 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

Date	Activity	Location
Sat, September 10th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, October 1st	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, October 22nd	Club 1 Color Run Fly-out	Airpark
Thu, November 3rd, 7:30 pm	Conversation, club business meeting and program	CVHS
Sat, December 10th, 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) when the ad is no longer needed.

Challenger 2-place kit. Fuselage and wings are complete, the rest is 90% complete. Includes sails, doors, instruments, parachute, ceramic-coated muffler, and other goodies. Everything new. Asking \$7,000, which is less than half the current kit price. Located near Wheaton, Maryland. Bring a 20-foot flatbed trailer and two helpers. Call Don Wulfinghoff at 301-946-1196 or email DW@EnergyBooks.com

Quicksilver instrument pod and support bracket. Replaceable face plate is set for four instruments and a Tiny Tach: \$30. 3/4" altimeter, eight years old, good working condition: \$100. 3/4" ASI, eight years old, good working condition, \$100. Contact Tom Simmons 540-454-7751.

FOR SALE: iFly 720 GPS. Three years old, like new. The best GPS going because it's a moving-map sectional. Sharpen your pilotage while you navigate. Shows altitude, groundspeed, time to destination, airport information, fly-direct and lots more. \$70/year for VFR subscription. Downloads updates over wifi. \$700 new: selling for \$400 with bracket and wall plug. External battery: \$99 new, selling for \$50. Panel dock (holds GPS and battery) \$129 new, selling for \$75. Contact Tom Simmons 540-454-7751

FOR SALE - Airfield in southern Maryland - 70MD. I am the sole owner of a private airport (70MD) on 80 acres - 1 mile off the Potomac in Charles County, MD - across the river from Quantico (2,400 foot turf runway), inside the SFRA. I am listing the airport for sale at \$565,000 for a quick sale, well below the 2012 appraisal conducted by Airport & Aviation Appraisals, Inc which was \$830k. I am hoping that this is ultimately purchased by someone who wants to use it as an airport. Information: www.washingtonfield.com. Contact Sean Miller, 202-320-8102, millersean@icloud.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.

2016 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 & Past President: Len Alt
703-945-9314

Director At Large: Pete Bastien 703-568-5778

Director At Large: Lucy Ooi 585-410-5573

2016 CLUB VOLUNTEER STAFF

Safety & Training: Pete Bastien

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 follow-

ing 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. Family membership (typically husband and wife): \$25.00. A spouse who wishes to participate will please complete a membership application form.

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