



Volume 19 – 02

www.FlyingClub1.org

February 2019



The Privileged View

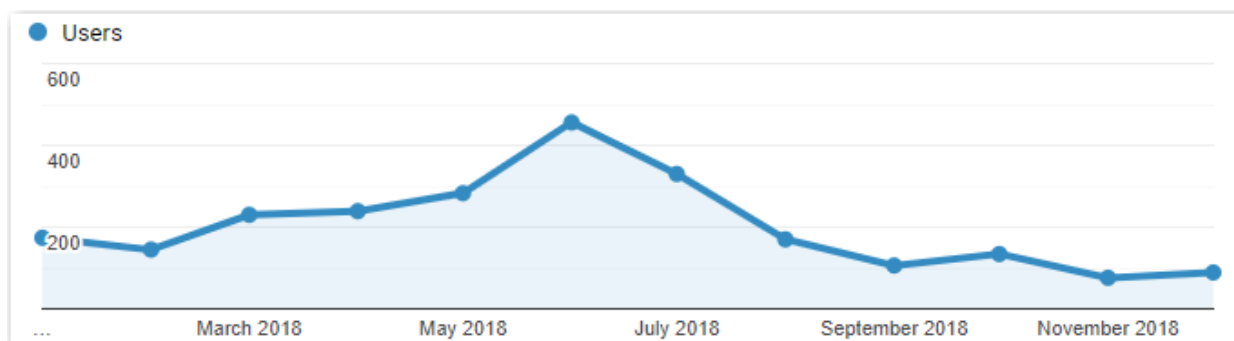
Steve Beste, President

The website. The Flying Club 1 website is our largest single expense each year (\$150) and also the main source of new members. As your webmaster, I want to give you a report on how it's doing.

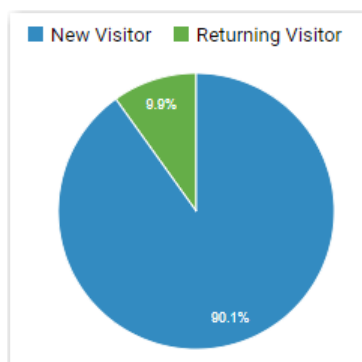
I have it plugged into Google Analytics (for free), so there's no end of statistics available. Here are the key ones.

www.FlyingClub1.org

Traffic: The site had 2,247 visitors last year, about the same as in 2017 (down 2%).



The shape of the curve is no surprise. It rises in the spring as people start thinking about the flying season. It peaks in June and tapers off after. I used to live on a houseboat in a marina and it was the same pattern. April saw everyone out washing their boats, full of smiles, plans and dreams. By August, the boats sat forlorn and empty.



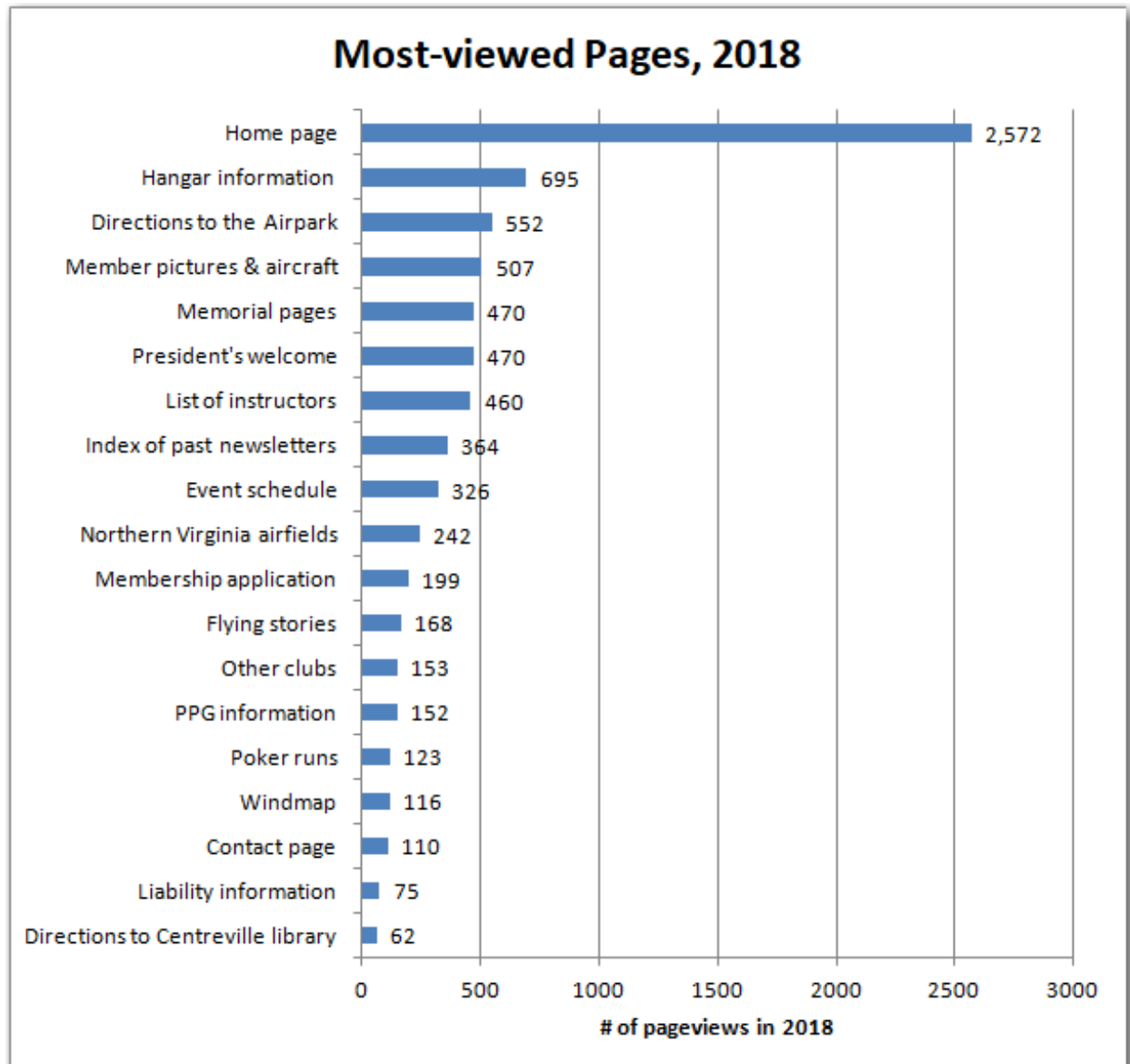
90% are new visitors. That means that we're not using the site ourselves so much.

Still, every new person who calls me has been to the website. It's our main recruiting tool.

Engagement: Two thirds of visitors are in and out within 10 seconds, suggesting that we're not at all what they were looking for. They clicked on some search engine link, got us by mistake, and moved on. No problem.

Of the 3,200 user *sessions* with us (some visitors had more than one session), only 27% lasted more than one minute. But those visitors made 4,944 page views, 63% of the annual total. The few, the proud, the interested.

Here are the most-viewed pages:

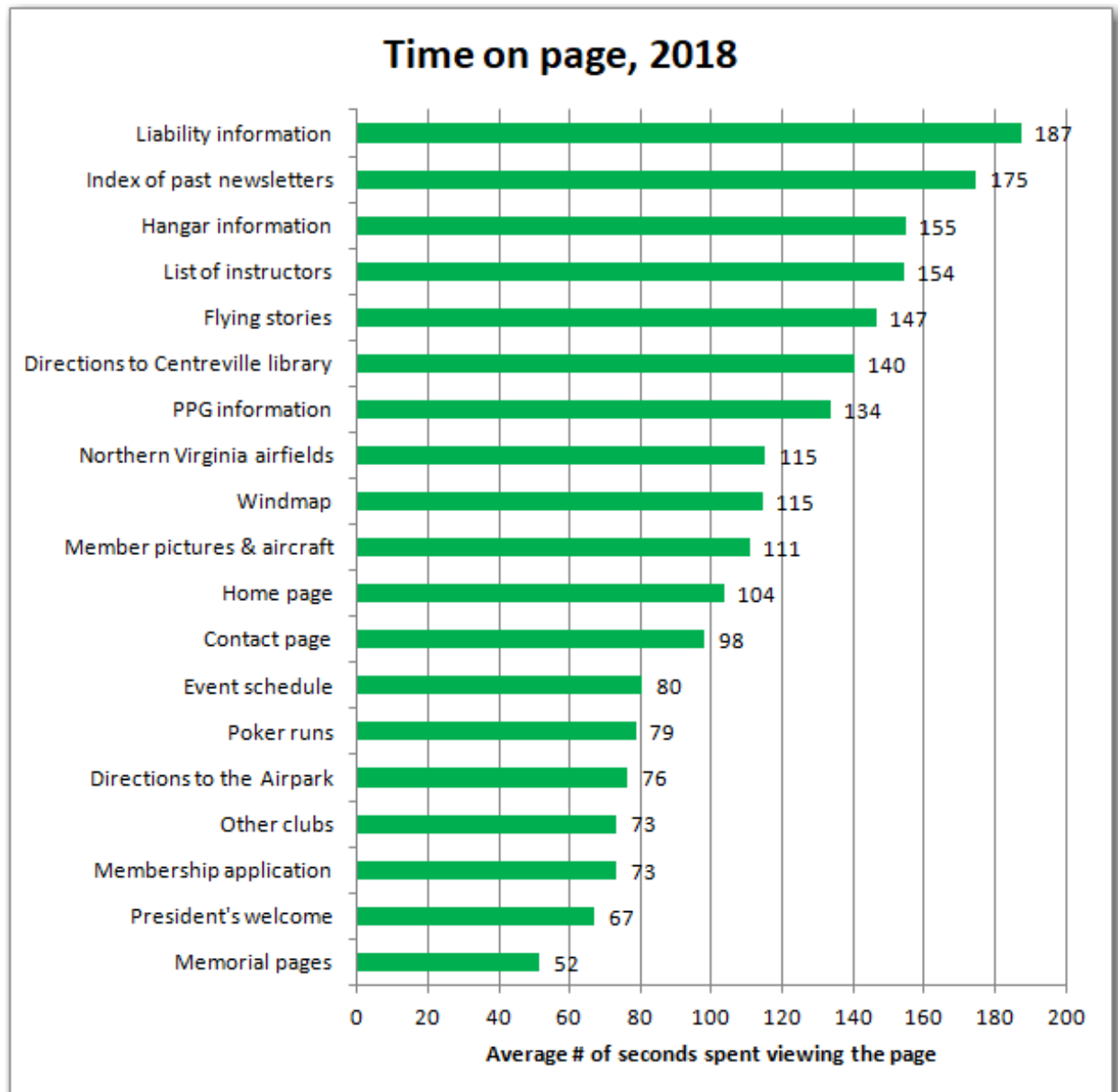


This is about what you'd expect - people looking for practical information like hangars, directions, and our schedule of events.

One surprise for me is the interest in the [memorial pages](#). The site has pictures and obituaries on ten deceased members. Evidently, the people who remember them come to our website. That's a good service for us to host, even though fewer and fewer of us remember these people.



Popular pages, fine, but where did our visitors spend time? What did they find interesting once they got there?



Interest in hangars is keen, which reflects their shortage, no surprise.

I'm humbled that people were in and out of my welcome page in only a minute. Surely, I can be more interesting than the directions to the Centreville Library! I'll work on the page.

Hosting - time to get a better price

The site is hosted by GoDaddy. But they raise their prices every year, so I'll shop it around next month when our annual renewal is due.

Our website is something of a time capsule. For instance, it doesn't show well on a smart phone whereas lots of modern sites are "device-aware".

Under the covers, the site is all hand-coded (in HTML and PHP; not even CSS, I report for the techies among you). For you non-techies, it's like flying with an old E6B flight calculator instead of a GPS. Remember those? But hey, they work.

Do any of you remember Greg Palmer?

He was a programmer who flew a Quicksilver, I think. By the time I arrived in 2006, he had moved on to an early-model Cessna 172. He created the website back then. Since he left, I've been the sorcerer's apprentice, tinkering with it, but not really understanding what I'm doing. I can add pages and update stuff, but I basically copy Greg's code.

No one builds a website that way anymore. If we were starting over, we'd use some site-building software like WordPress that would hide most of the HTML code. (Heck, my daughter - no techie - built a website for her wedding using Squarespace.) Still, even Squarespace requires some learning.

The upshot is that the look and feel of the site is not going to change much - at least until we get a modern Greg Palmer. If you see Greg, give him the thanks of the club. Tell him that his work on our website has probably lasted longer than any project he's ever done. No small thing in this world of change.

Fly safely,

Steve

P.S. I just contacted Greg. He sold his 172 but is looking for another. In 2017, he and his girlfriend moved back to his hometown of Albany, NY. From there, he does customer-support work for a company that has customers all over the northeast. He's doing well.



This Month's Fly-In Destinations

To encourage all of us to get in the air more, the following is a list of fly-ins I found within (about) 100 NM of the Warrenton Airpark which are occurring in the next month. Sources are: The [EAA Calendar of Events](#), www.flyins.com, www.socialflight.com and the [Virginia Department of Aviation Calendar of Events](#).

Date	Event Description	Location	Distance from 7VG0
Sat, Feb 9 / 9AM-2PM	Fly-in Farmers' Market	St. Mary's County Regional Airport (2W6)	62 NM
Sat, Feb 9 / 8-10:30AM	EAA 518 Fly-in Drive-in Breakfast	Mifflin County Airport (KRVL)	121 NM
Sat, Feb 16 / 11AM-12PM	EAA Chapter 1563 Monthly Meeting	Gordonsville Municipal Airport (KGVE)	35 NM
Sat, Feb 23 / 8-10:30AM	EAA Chapter 339 and Commemorative Air Force Old Dominion Squadron Fly-in pancake breakfast	Hampton Roads Executive Airport (KPVG)	129 NM
Sat, Mar 2 / 10AM-1PM	Pancakes and Planes	Richmond Executive - Chesterfield County Airport (KFCI)	76NM

Debunking the Misconceptions in Flying: Part 9

By Jim Heidish

This is the continuation of the series of articles that have appeared in the past months' newsletters: Debunking the Misconceptions in Flying. Through writing and illustrating, I am presenting some of the stand-out misconceptions, stating what is wrong, and then presenting what I see as the correct concept/principles and how they apply to our everyday flying. This month is a continuation of last month's: **Are we losing an innate ability? Is GPS navigation dumbing us down?**

Get back to a basic form of navigation using topographic maps, compass, airspeed and clock. Most importantly, reawaken that intuitive navigator in all of us! But FIRST, a good sense of direction is needed. So, I will tell of a lesson learned many years ago that may help.

NOTE, these are my conclusions based on years of study and knowledge acquired by experimenting and through flying experience. If one does not agree or does not understand, it should always be questioned and/or made clear! Never taken for granted!

For pilots that have a good sense of direction and have used old style navigation, this may be like preaching to the choir, but some of you may not be aware of it or can look at it in a new light.

The key to the art of navigation is total awareness and sensitivity to the present

As one grows and becomes aware of the world around them, a natural intuitive ability of finding one's way should also grow. If that ability, using all of one's senses of sight, smell, hearing, taste, and touch, is nurtured with the introduction to the art of navigation, and that art taken to heart, there should be no place on Earth that they would travel to without the confidence of making it and returning.

I thought I knew a lot about navigation until I had to teach it. Over half a century ago, when I was in an AC (armored cavalry) scout and recon platoon with the U.S. Army Infantry stationed at Wildflecken, Germany, I was told to teach what I knew about map, compass and navigation to all the new guys. As anyone that was in the military knows, people end up in outfits that they really do not belong in and this was very true in this case as quite a few completely lacked a sense of direction. But, in teaching the ones in the platoon that had no idea about navigation, I realized how much our senses need to be nurtured, something I took for granted before.

Our AC platoon was quite a formidable outfit, having four heavily armored scout tracks and two M-60 main battle tanks, but our real weapon was knowing where we were and where the enemy was located at all times. Extremely accurate navigation was mandatory. So, teaching it and keeping the platoon up to date was an ongoing task! I found teaching map and compass reading and basic navigation to men with no sense of direction was useless, so we had to go back and work on their sense of direction, all of them.



Above, AC platoon scout tracks along side of a German farm field near our base.

Sharpening ones Senses for Navigation Blindfolded



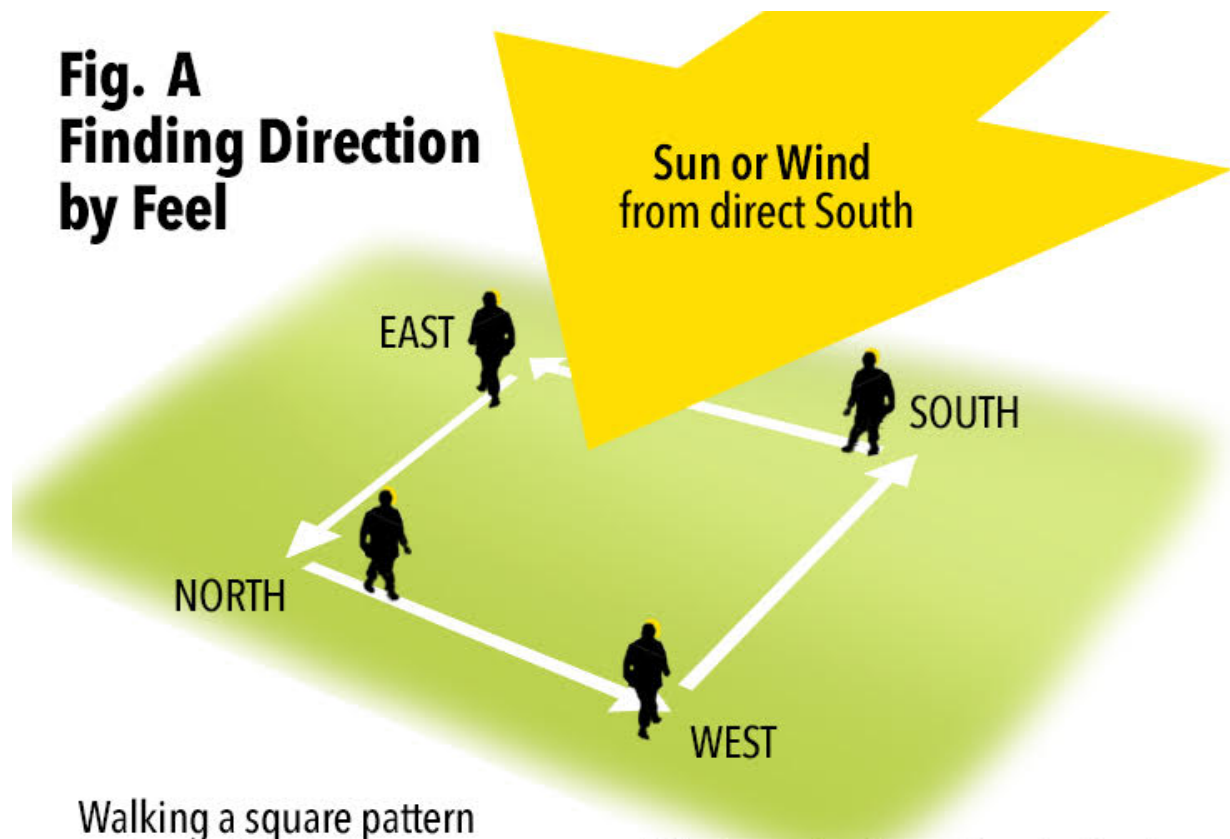
Right, Some of the men taking part in the training.

Sharpening one's senses for navigation blindfolded

I thought the best way to sharpen their senses, bring out their awareness and sensitivity to where they were in the world was to reawaken that intuitive navigator in them using all of their senses: sight, smell, hearing, taste and touch. To show them how their senses used in the known landscape of the present equipped them to use them for navigation through an unknown landscape in the future. Some thought I was full of it until they started to use them.

Even though sight, the visual, is the primary sense, I started with touch/feel, smell, hearing and taste. Blindfolding each student so the visual sense could not be used and could not be distracting.

Fig. A
Finding Direction
by Feel



Walking a square pattern
by the feel of the **Sun** or a constant **Wind** coming from directly South
on the front, sides of the face and back of the head.

Touch/feeling

I took the men, my students, out to walk in a big rolling field spotted with brush at high noon. I told them to feel the warm sensitivity of sunlight on the front of their faces, this sensitivity meant they were facing south. With the starting place marked, they were blindfolded and walked 100 steps in the direction that kept the warm sun on their face. At the same time and calling to if they felt they were walking uphill, downhill, or going through brush. After completing the steps they were to face the direction so that they could feel sun on their right cheek. This was facing east. After walking 100 steps in the direction that kept the sun on their right cheek and calling out *uphill* or *downhill* they turned and faced the direction in which they would feel the sun on the back of their neck. This was north. They repeated the same steps and call-outs, then turned so they would feel the sun on their left cheek. This was facing west. When they removed the blindfolds after their last 100 steps they were surprised by how close they came to their starting point. The men had completed a square pattern, turning in each of the four directions by feel only. Not only did they feel for direction, but also they felt the ups and downs of the terrain, touched the brush and trees, sensing physical features. If that sense was nurtured, they could paint an image in their mind of the ground they walked on.

We repeated the same square pattern, but this time using the feel, the sensitivity, of a constant wind coming from the south. Turning four different directions by the feel of the wind hitting their fronts, the sides of their faces, and the backs of their heads. The *wind in your face* tool produced the same surprising results as the sun. Even though the warmth of the sun can only be used during the daytime, using known constant wind direction for navigation can be used day and night and especially in a heavy overcast or on pitch black fogged-in nights. See Figure A.

Knowing the direction of the sun or the direction the wind is blowing at all times, that sensitivity to the present, is a big part of navigation and a must for a reconnaissance platoon.

Smell and taste

Most would think that the sense of smell or taste has little to do with finding one's way, but both are the extra senses that help confirm and complement the others. Sometimes they are the only senses that can detect the best direction under very trying conditions.

In an open Army truck, the men were blindfolded as we headed out through the German countryside. Some thought this was bullshit and I told them it was! The first stop was on a dirt road that ran through a farm field. I asked them to get off and smell the air and walk towards what they smelled and call out what they thought it was. *Cut grass...wet dirt...oh it's shit, cow shit! You're right it is bullshit in a potato field, old style fertilizer!* Now walk so the smell of the field is on your right and it smells fresher to the left. Keep that sensitivity and you should go just along the edge. Blindfolded they zig-zagged along, keeping out of the stink. I told them to keep going in the same direction after the stink faded out and call out what they smelled next. After about 50 yards of stumbling along one called out *Christmas trees...* that great smell ingrained in one's memory since childhood. I told them to take the blindfolds off. They stood in front of a large evergreen forest. They had just confronted two very known smells and two big barriers to navigating and moving an army. The men knew that many vehicles have bogged down in soft potato fields and night and also knew that even tanks could be boxed in by impenetrable evergreen forests in fog and darkness. Smelling could save the day, or you should say, save the night!

Moving on in the Army truck with the men still blindfolded, we headed back on base to the tank practice firing range and I asked them what they smelled. *Diesel fuel* they all answered. Carefully, we drove down range out to the impact area. This was where the shells/rounds exploded. I asked the men what do they smell and taste? *Explosives, scorched earth, and that taste!* Smells and the taste of chemicals that soldiers know so well. In real time, in the dark of night, just like being blindfolded, they would have come across where tanks had stopped, refueled and then had a battle. In the dark of night a battlefield could be found only by taste and smell.

Hearing

From childhood we have run to or away from familiar sounds. A mother calls and you run to that loved voice. A growl and you're running as fast as you can from a mad dog. Listening and hearing sounds is one of the very important senses in life. For navigation, one needs to fine tune one's ears to perceive sounds that help with direction.

Even though the men were blindfolded as before, they could point to, walk towards, away from, and parallel to the direction most sounds came from. But they had trouble estimating how far away the sounds were and were not very aware of distortions.

Fig. B Sound Waves

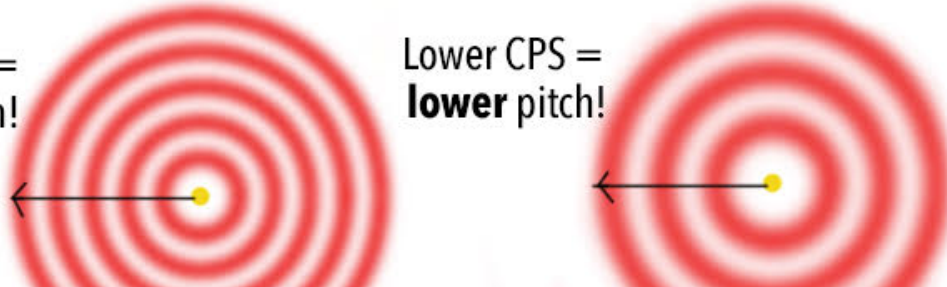
Sound waves from a suspended ring bell radiate out 360 degrees in all directions.

A cross section shows how the bell's vibrations form waves (compressions & retraction), much like ripples on a pond.

The cross sections below show the cycles per second (CPS), the number of compressions & retractions per second that gives the sound its pitch.

Higher CPS =
higher pitch!

Lower CPS =
lower pitch!



I explained how sound is created and transmitted. Any sound is a vibration - a back and forth movement of the air called a cycle. Be it a whisper or an explosion, a high-pitched violin or a low bass drum, all are vibrations. Just the cycle, the frequency (the number per second) and magnitude (strength/loudness) are different. Both send out vibrating waves in all directions much like ripples in a water pond when a stone is thrown in. the waves travel out at 760 MPH, enter our ears, vibrate our ear drums, we sense it, and the sound is heard. After this sense is nurtured we can learn to detect the sound of thousands of things. See Figure B.

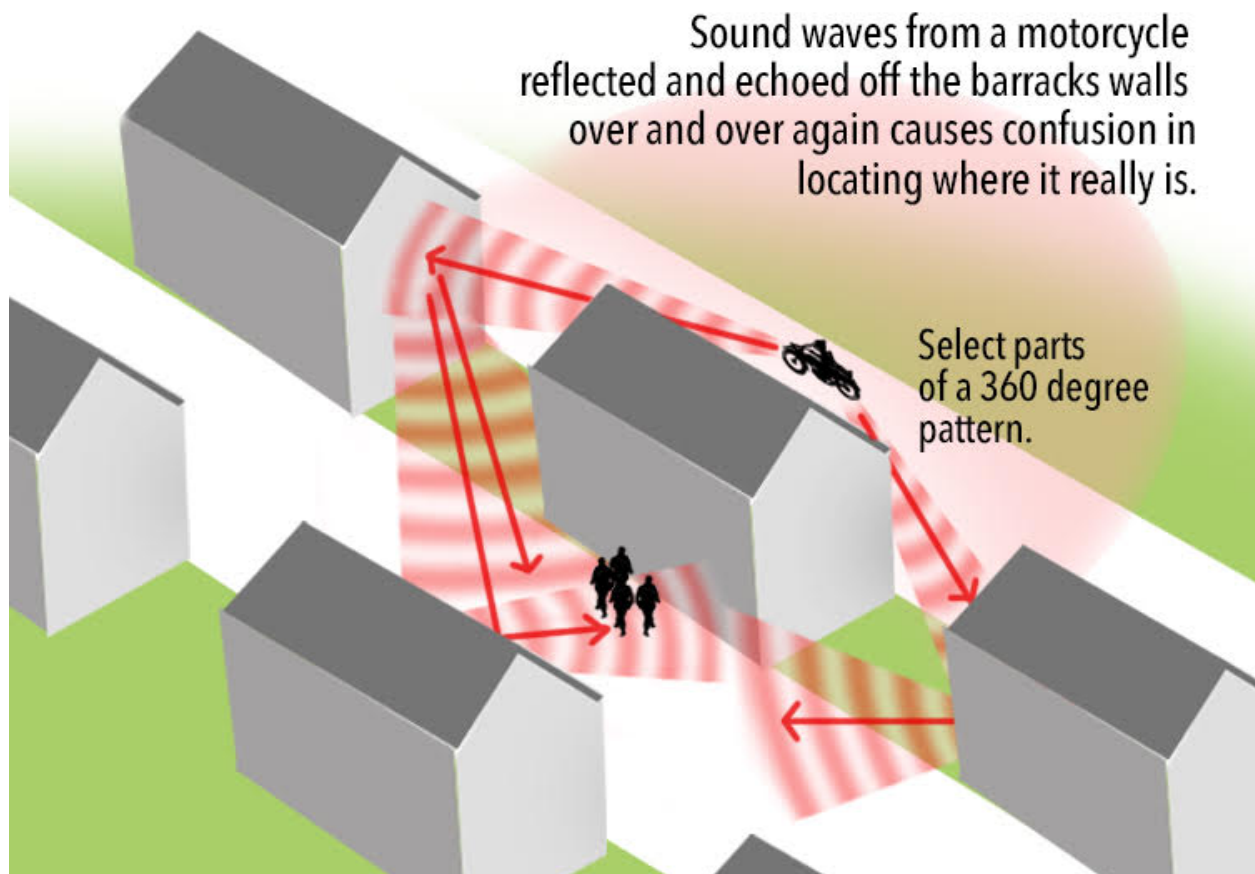
Some very loud sounds, like bombs, can be heard for 20 miles, but it and all sounds can be distorted. As sounds travel through air, the air along the way can be moving, or have variations in temperature, density, or the amount of moisture, all of which can distort the sounds! The cause and effects of distortions in sound needed to be understood by the men if they were to use sound to help with navigation.

To demonstrate some of the major cause and effects of distortions in sound we needed to have a loud, movable sound. A sergeant's old and loud BMW motorcycle did the job. Blindfolds in place, the men stood along the north edge of a very large unused farm field with a strong wind

blowing from the west at 15 to 20 MPH. The motorcycle was down at the far southwest corner of the field, about 500 yards away, gunning the engine. I asked the men to point in the direction they heard the rumble of the BMW. They all pointed to the south. Removing the blindfolds, they were surprised to see where the motorcycle actually was. What happened? I explained how the sound waves radiating from the motorcycle were blown, pushed and distorted to the east and slight down towards the ground by the strong 20 MPH wind from the west. By the time the sound waves hit us they sounded like they came from the south.

The wind can distort sound so it seems to come from a different location and either closer or farther away. Also, areas of the ground of the same field where the air was warmer or cooler than where the motorcycle was located, say the air above a cooler pond, would also distort the sound more. If the men were trying to locate an enemy tank by its sound on a windy night, they now knew where to head.

Fig. C Sound Wave Reflections



For the next demonstration of distortions in sound, the one that causes the most confusion, we went back to the barracks area on our base. Like most Army bases in Germany, Wildflecken was a former WWII German Army base, and the housing was built to last. The many big masonry two and three story high barracks with their smooth walls were perfect to demonstrate sound reflection and echo.

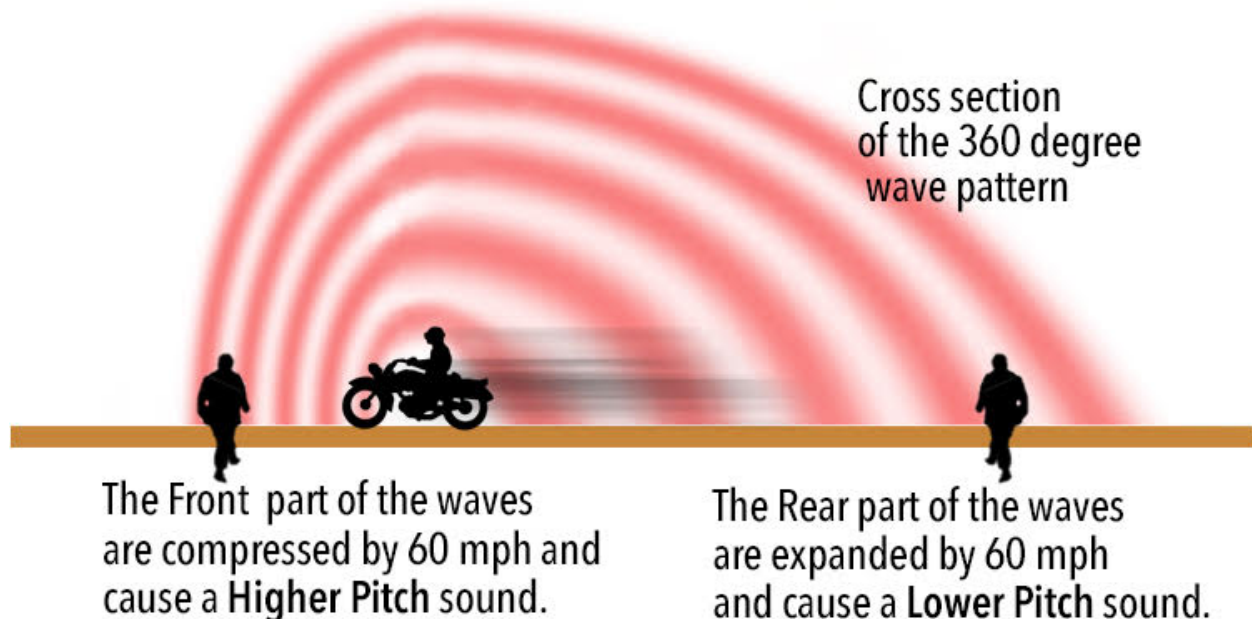
I had only half of the men blindfolded and had them all stand out in front of the platoon barrack on

a street with barracks running down both sides. I had the BMW motorcycle slowly move up and down the next street over while gunning the engine. I then asked the men to point in the direction the motorcycle sounds came from. They all pointed down the street, no, down the street in the opposite direction, then across the street. Blindfolded or not, no one pointed to the next street over where the motorcycle was moving back and forth. What was happening? The sound was being reflected and echoed by the barracks walls. At just the right angles, the sound wave first reflected off the next barrack down our street to make the sound seem like it was on our street. Next, as the motorcycle moved, the angles shifted and the sound was reflected off the building down the street in the opposite direction, then that sound wave reflected off the barrack across our street in front of us, sounding like it was right there. See Figure C.

I reminded them that throughout the military history of navigation and direction detection from sound, it is noted that many have faltered because of inaccuracies or confusion caused by sounds being reflected and echoed. Recon platoons going through villages and cities should always be aware of sound reflection. Likewise moving through steep mountain/rock terrain and box canyons. Echo...echo...echo...

Fig. D Doppler Effect

Sound waves radiate out at 760 mph in all directions, but with the motorcycle moving 60 mph in one direction, its sound waves become distorted.



The most interesting sound distortion is called the **Doppler Effect**. I illustrated this effect by having the blindfolded men stand along a dirt road that ran the width of a farm field, then had the BMW motorcycle start at the far end and race past us as fast as the sergeant could go. In a cloud

of dust the motorcycle screamed towards us at over 60 MPH, the high pitched sound getting closer by the second. As it flashed by, the high pitch scream dropped into a low pitch growl and then an even quieter rumble at the end of the road. I asked the men what they had heard. Some said they hadn't realized before that the sound of something moving towards you has a higher pitch and the same thing moving away has a lower pitch, much lower and quieter! All agreed.

I explained how the Doppler Effect is created by the distortions of the motorcycle's sound waves. As the motorcycle speeds along towards us, the front of the 760 MPH sound wave reaches our ears, but because the motorcycle emitting the sound is going 60 MPH, the waves in front of it compress, get closer together and create a slightly higher pitch (frequency). As the motorcycle passed us and sped away, just the opposite happened. As the motorcycle is speeding away from us the rear side of the 760 MPH sound wave reaches our ears, but because the motorcycle emitting the sound is going 60 MPH, the waves in back of it expand, get farther apart, and create a lower pitch (frequency).

Note: The sound's pitch to the motorcycle rider does not change! See Figure D.

The big changes in pitch (frequency) caused by the Doppler effect is truly sound distortion. Knowing its effect, now if the men heard the sound of a fast enemy tank column rolling down a road close by and knew what the tank sounded like while not moving (very much like our tanks sound), they would know if the column was coming or going by the sound only!

Even though the men in our platoon were very skeptical at first, they found this blindfold technique was opening them up to the awareness of the present and developing a good sense of direction.

They were now ready for **Sight**, the visual, the primary sense.

Next: Understanding what we need to see in the present and how that relates to what we see in graphic representation (maps) so we can see our way and navigate to unknown destinations in the future. Back to basics for pilots!

Directors' Meeting Minutes

January 2019

Flying Club One Meeting

Thursday, January 3, 2019

Centreville Regional Library

Centreville, VA

Typically, the directors meet only once each year - at the January club meeting. The four officers elected by the membership (President, VP, Secretary, and Treasurer) elect the three at-large directors to their one-year terms that will expire next December 31st.

Call to order - 7:25 PM

President **Steve Beste** determined that a quorum was present, three out of the four officers: **Beste**, **Whatley**, and **Birnbaum**.

He nominated three people to serve as directors at large: **Lucy Ooi**, **Pete Bastien**, and **Tim Loehrke**. The three officers approved their election unanimously. The board now has its full seven members.

Adjournment - 7:28 PM

Submitted by **Steve Beste**, *President*

Meeting Minutes

January 2019

Flying Club One Meeting

Thursday, January 3, 2019
Centreville Regional Library
Centreville, VA

stands at 50 (including Alan Gideon who joined that day), a figure we have not seen since 2013.

President: Steve Beste - nothing to report.

Warrenton Airpark Owner: Tom Richards had no news except that the Airpark continues to be soggy.

Call to Order

President Steve Beste called the meeting to order at 7:30 PM

16 members present

Old Business

None

New Business

CONNECTIONS

None

Visitors and Seldom Seen

Alan Gideon of Bristow, VA is planning to build an airplane this summer, either an AirBike or perhaps an Airdrome Dream Classic. He joined the club. **Jim Hill** returned and reported on his project. He has been unable to attend the club meetings due to a regular conflict. **Joe Bender** and **Sam Bingham** both came with **Chuck Tippet**. Gyroplane pilots **Kurt Mohr** and **Frank Noe** returned.

MONTHLY PROGRAM

We watched a shortened version of the video that **Chuck Tippet** had made of his daughter's wedding last November 4th. The part we watched featured Chuck flying the bride to the wedding beach in his floatplane.

Old Members

No discussion

Adjourn

President, Steve Beste adjourned the meeting at 8:30 PM. People stayed around talking until the library closed at 9 PM.

Submitted by **Steve Beste**, *President*

REGULAR REPORTS

Secretary: Jim Heidish was away, recovering from a medical procedure. His minutes of the December meeting were approved as published.

Treasurer: Jim Birnbaum reported that our bank balance is \$2,229.77 and membership

Service Providers

Recap our standing list of service providers:

- **PPG instructor and dealer:** Michael O'Daniel, 540-270-8855
- **Aircraft instructor - CFI:** Pete Bastien, 703-568-5778
- **Trike instructor:** Pat Tyler, 202-746-4687
- **Aircraft instructor - light sport and seaplane:** Chuck Tippet, 540-905-5091
- **Ultralight (Part 103) instruction:** Tom Richards' Grass Roots Flyers, 703-568-3607
- **Machinist:** Luther Taylor, 540-222-3927
- **Welder:** Luther Taylor, 540-222-3927
- **A&P mechanic/IA (not at Airpark):** JD Ingram, 513-388-6312
- **Light Sport Condition Inspections, Rotax Certified:** Tim Loehrke, 703-618-4005
- **Gyroplane Instructor:** Frank Noe, frankcanfly@yahoo.com

Activities

Flying Club 1 Activities Schedule

Designated Club meetings will be held the first Thursday of each month in the Centreville Regional Library, 14200 St. Germain Drive, Centreville, VA, at 7:30 PM. Others will be held at 11:00 AM at the Warrenton Airpark as shown in the 2019 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

Date	Activity	Location
Wed, February 6th, 7:30 pm	Conversation, club business meeting and program	Centreville Regional Library
Thu, March 7th, 7:30 pm	Conversation, club business meeting and program (You've landed out. Now what?)	Centreville Regional Library
Sat, April 13th, 11 am	Club meeting, fly-in and cookout at Warrenton Air- park	Airpark
Sat, May 11th	Club meeting, fly-in and cookout at Warrenton Air- park	Airpark
Sat, June 8th, 8:00 am	Poker Run	Airpark
Sat, June 8th, 11:00 am	Club meeting, fly-in and cookout at Warrenton Air- park	Airpark
Sat, July 13th, 11 am	Club meeting, fly-in and cookout at Warrenton Air- park	Airpark
Sat, August 10th, 11 am	Memorial table, monthly meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, September 14th, 11 am	Club meeting, fly-in and cookout at Warrenton Air- park	Airpark
Sat, October 12th, 11 am	Club meeting, fly-in and cookout at Warrenton Air- park	Airpark
Sat, Oct/Nov TBD	Club 1 Color Run Fly-out	Airpark
Thu, November 7th 7:30 pm	Conversation, club business meeting and program	Centreville Regional Library
Sat, December 7th, 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.

Owner/Builder of Fisher Celebrity (biplane)

Looking for a Co-Owner

All wood construction, Grove one-piece spring-aluminum main gear

Powered by Rotec R2800, 7-cylinder radial engine, 100 horsepower

A tandem 2-place open cockpit biplane, cruises ~80 MPH

Qualifies as light sport

Construction site & hangar, Warrenton Airpark (7VG0)

Project is ~80% complete

Project includes Grove Gear, Rotec R2800, Instruments, Flying Wires and all other major components. Total value ~\$35,000

A current co-owner is offering his half of this beautiful project

(Entire aircraft sale – may be considered)

Call for additional info or to make an appointment to see this beautiful Taildragger!

Gil Coshland - (703) 618-3422

Asking \$17,500 for his co-ownership

Jim T. Hill - (703) 659-8336 (Co-owner)

Weight-Shift Enthusiasts - Your prayers have been answered! A very nice up-scale trike at an affordable price...

Specifications: NorthWing Navaho (strut braced - no king-post), 2-seat Tandem

Engine: Rotax 582 blue head with C- Gear-Box and just under 300 hours total time (never overhauled)

Well-maintained - dacron fabric and everything else looks brand new.

Many extras including Radio, GPS, Landing Lights, wheel pants, hydraulic disc brake system, wide tires, 3-blade IvoProp, 2017 Virginia License, 1,050-lb BRS parachute for safety and extra parts.

Photo below was taken at Shannon Airport. This Trike is owned by Kiho Bae, and has recently moved to Warrenton Airpark. Kiho Has asked me to advertise this at an asking price of \$18,500. Incidentally, Kiho is an experienced pilot who flew C-46 Commanders in the Korean Air Force, and now flies a Robinson R-44 Helicopter and single-engine fixed-wing as well as weight-shift aircraft. He would be happy to take you for a demonstration ride. Kiho is willing to fly it to your location.



Special Price \$18,500

Call Tom Richards (703) 568-3607 or Kiho at (703) 314-6262

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 Birmbaum
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.

2019 CLUB OFFICERS AND DIRECTORS

President: Steve Beste 703-321-9110

Vice President: Allen Whatley 571-235-6978

Secretary: Jim Heidish 703-524-5265

Treasurer: Jim Birnbaum 703-361-7478

Director At Large: Pete Bastien 703-568-5778

Director At Large: Tim Loehrke 703-318-7896

Director At Large: Lucy Ooi 585-410-5573

2019 CLUB VOLUNTEER STAFF

Safety & Training: Vacant

Membership: Jim Birnbaum 703-361-7478

Club Artist: Jim Heidish 703-524-5265

Newsletter Editor: Lucy Ooi (“Wee”)

Ooi.Lucy@gmail.com

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 indi-

cate 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