



Volume 19 – 10

[www.FlyingClub1.org](http://www.FlyingClub1.org)

October 2019



## The Privileged View

Steve Beste, President

**Toledo Buzzards Light Sport Aircraft Club.** This is the first in a series on ways to train pilots at the light end. This month: the Toledo Buzzards and their unusual club. With them, you can get your Sport Pilot ticket for about \$1,200. But it's not for everybody. You'll want to read the fine print.

It began for me when Fred Briggs found this sign at AirVenture attached to the Pietenpol you see in the picture below:

All 1300 hours of flight time (so far) has gone to make fundamentally sound stick and rudder pilots. Some of our members have never pushed a starter button or taxied a nose dragger and they can't even spell GPS. We don't let them use one. All members are expected to become flight instructors. Toledo Buzzards Light Sport Aircraft Club Inc. (TBLSACI), pronounced *table sacky*, started in 2009, has twice been featured in Sport Aviation because it is dedicated to making new pilots. What have you been doing with your airplane?

Lucy has reprinted one of those *Sport Aviation* articles in this issue. It's a fascinating story, so I called Bill David, the man behind the club. What emerges is a club that's really organized as a school, built around camaraderie and mutual help. It's the complete opposite of buying an airplane and doing your own thing, which is what most of us do. It's also different from a shared-ownership club. The Buzzards spend much more time together, and the focus is on training.



### **The deal.**

- The purpose of the club is to train pilots at low cost. You can get an airplane Sport Pilot license for about \$1,200, which is extraordinary.
- Bill found a zero-time Pietenpol for \$6,500 and leases it to the club for very little.
- Costs: \$250/year to be a member. \$10/hr for the Pietenpol, dry (meaning you buy the gas). Instruction is \$20/hr, which goes to the club, not to the instructor. You're encouraged to buy renter's insurance.
- All members are expected to pursue their Sport Pilot instructor rating and to then give back by instructing in the club for free. In practice, not everyone has done so, but enough have that they can continue.
- After you get your Sport Pilot license, you can't fly the plane anymore unless you also become an instructor. This goes to the purpose of the club: to train pilots.
- At any one time, the club has 5-6 members, 20 total over the years. They currently have 3 instructors.
- To keep costs low, all members are required to donate their time – a "little more than their fair share."

- If the plane gets damaged, everyone shares in the cost to fix it. Everyone donates their labor, too.
- Everyone also has to join the local EAA chapter.

So, for example, awhile back one of the students smashed one of the wings somehow. It had to be rebuilt, but the student had no idea how. That's where the people at the EAA chapter came into it. The student and the other Buzzards showed up and worked late nights to rebuild the wing under the direction of someone knowledgeable in the EAA chapter. The work got done within a week or two. Everyone shared the dollar cost.

**What's worked.** Obviously, having an inexpensive, easy-to-maintain airplane is key. Bill says that the club has been hugely successful financially. That would be a lot harder with a \$30,000 capital cost instead of \$6,500.

Past that, I think the key has been a certain attitude in the club. They attract people who are interested in the sharing and the camaraderie coupled with seriousness about training. Says Bill, "We don't advertise. We're not interested in bucket listers. We're not here to entertain you or spoon-feed you. We're here to train pilots." And – as you can tell from that sign on the plane at Oshkosh – Bill has definite views about what makes a good pilot. Stick & rudder skills. No GPS. No glass cockpit. No electric starter. Taildragger.

**Can it be replicated?** Despite its success, it's apparently tough to replicate. I don't know of any other clubs organized this way. Finding an inexpensive airplane is one obstacle. A bigger one is that TBLSACI is really about sharing, collaboration, and working together. That takes a lot more time than does a simple shared-ownership flying club.

First, you have to find student pilots who want to share their time this way. Clearly, it's easier for a student to just show up at the flight school with their money and be a valued customer than it is to commit to spending evenings rebuilding a wing. Plus, having a volunteer instructor does put the onus on you to be diligent about your training. You don't want to have wasted their time. So not every student is going to want to be a Buzzard.

The absolute key, though, is Bill David himself – someone who's willing to create and lead such a school. That takes a huge commitment of time and energy in the service of sharing the sport and training more pilots. I think Bill Davids are rare, though.

Nonetheless, if you're someone who shares that goal, has a gift for leading people, and are willing to put in the hours, then Bill David and the Buzzards are a model of how you can do it. We could use such a club here in Northern Virginia. Please step forward.

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](#), [www.flyins.com](http://www.flyins.com), [www.socialflight.com](http://www.socialflight.com) and the [Virginia Department of Aviation Calendar of Events](#).

Date	Event Description	Location	Distance from 7VG0
Sat, Oct 12 / 9AM-4PM	Culpeper Regional Airport Annual Air Fest	Culpeper Regional Airport (KCJR)	8.5 NM
Sat, Oct 12 / 9AM-2PM	Chesapeake Sport Pilot Fall Open House	Bay Bridge Airport (W29)	71 NM
Sat, Oct 12 / 8-10:30AM	EAA 518 Fly-in Drive-in Breakfast	Mifflin County Airport (KRVL)	121 NM
Sat, Oct 19 / 9:30AM-12PM	Young Eagles Rally	Shannon Airport (KEZF)	28 NM
Sat, Oct 19 / 11AM-12PM	EAA Chapter 1563 Monthly Meeting	Gordonsville Municipal Airport (KGVE)	35 NM
Sat, Oct 19 / 7-11AM	Chapter 36 Young Eagles Flights and Breakfast	Hagerstown Regional Airport (KHGR)	63 NM
Sat, Oct 19 / 11:30AM-3PM	Beaver Dam Airpark Fly-In	Beaver Dam Airpark (VA33)	103 NM
Sat-Sun, Oct 19-20 / 9AM-5PM	Golden Age Air Museum Great Pumpkin Fly-in	Grimes Airport (8N1)	130 NM
Sat, Oct 19 / 11AM-5PM	11th Annual Fall Fly-in	Benton Airport (PA40)	166 NM
Sat, Oct 26 / 10AM-4PM	Roar and Soar	New Kent County Airport (W96)	76 NM
Sat, Oct 26 / 8-10:30AM	EAA Chapter 339 and Commemorative Air Force Old Dominion Squadron Fly-in pancake breakfast	Hampton Roads Executive Airport (KPVG)	129 NM
Sun, Oct 27 / 9AM-1PM	EAA Chapter 426 Fly-in Drive-in Breakfast	Greater Cumberland Regional Airport (KCBE)	73 NM
Mon-Wed, Oct 28-30	B-17 Tour: Mon arrival, Tue rides/tours, Wed departure	Lynchburg Regional Airport (KLYH)	104 NM
Sat, Nov 2 / 9-11:30AM	Lancaster Fly-In Drive-In Breakfast, 10:30 night flying presentation	Lancaster Airport (KLNS)	112 NM
Sat, Nov 2 / 7AM-12PM	SFQ Fly-In Social	Suffolk Executive Airport (KSFQ)	131 NM



## Notes From Our Members

Robert Meadows sends in this picture of a beautiful new addition to the Warrenton Airpark: a 1948 Piper Vagabond.



He is already making good use of the plane, as he took it to Kitty Hawk at the end of September. Despite tough winds on his first leg, he fueled up at Hancock County and made it into First Flight before dark.







## The Buzzard Way

*By Ryan Weaver. Reprinted by permission from EAA Sport Aviation magazine, August, 2016.*

In 2010, I stepped into EAA Chapter 582's hangar doubting the validity of the information I was given by a quiet man named Hank, standing by his Sonerai at the local fly-in the week before. He said there was a club that flew a Pietenpol Air Camper for just \$10 an hour. I was looking for a way to afford flying more often than just at every flight review. Little did I know at the time that three years later I would be a sport pilot instructor flying more in a month than the entire previous decade thanks to an aviation experiment by a handful of people at an EAA chapter committed to making flight school affordable by approaching aviation as a team sport.



While many of us daydream about having our own plane on our own grass strip ready to fly around the world at a moment's notice, the reality is that the plane mostly sits and ends up costing more than \$100 an hour for 35 hours or less of flying a year, not to mention the cost and time of paying for that land and cutting the grass. In addition to the money savings, our club is also actively adding to the pilot and instructor pool, which means more people keeping the freedom of flight alive.

The Toledo Buzzards Light Sport Aircraft Club Inc. or TBLSACI (pronounced table sackey) was formed about eight years ago when an incredible \$6,500 deal on a zero TTSN (total time since new) Pietenpol dropped into our laps, thanks to Brian Smith, our benevolent kick-starter. Since then, more than 20 Buzzards, most of them new to Chapter 582, have earned their wings. Those early days of the club sparked to life our mascot, the Buzzard—it represents taildragger pilots so

firmly rooted in the fundamentals of flight that they've never taxied a nosewheel, never pushed a starter button, and, heck, they can't even spell GPS! A true Buzzard always fixes what they break, always gives more than they take, and preserves the freedom of flying for freedom's sake.

It became apparent that this club was going to be a unique combination of old school pilot skill making over the new school sport pilot regulations. It was not going to be like any existing flying club, airplane partnership, or FBO rental arrangement. Nor is it meant to compete with any of these organizations. In fact, it could serve as a feeder system for those willing and able to pursue advanced certificates. Our whole objective is to make more pilots. The Piet has logged almost 1,000 hours of Buzzard time, and we fly it only when it is warm outside, which is about four months a year in Toledo, Ohio.



Clubs need some stuff; we had a name, a Pietsenpol Air Camper with dual controls, an LLC to own the plane, an LLC to operate the plane, an EAA chapter to work on the plane, members, a hangar, shop, etc., but we needed more. We had to have standardization of operation. We had to have communal habits. Like all successful clubs, we needed a document to go to in times of trouble and harmony, alike. We needed more than a rulebook; we needed a manifesto. And we got it. The following is a summary.

*Toledo Buzzards Light Sport Aircraft Club Incorporated (TBLSACI) is an LLC that was formed June 1, 2007, to provide quality, conventional-gear LSA primary training at the lowest cost possible by sharing the cost of ownership, with the end goal of producing as many pilots as possible. Traditional flight training has become so expensive that most who engage in it are doing so for a career, not for fun.*





*Matthew Curcio and an EAA 582 student member work on a conditional inspection.*



*This young member helped navigate by map and sun to Lee Bottom.  
Below: Sometimes, daughters grow up and fly away.*



TBLSACI requires membership in EAA 582 and after joining EAA 582, members may choose to join TBLSACI and pay a low cost for training and operations. TBLSACI covers hangar rent (a source of income for EAA 582) and oil. Annual condition inspections and maintenance are completed by TBLSACI members, and they perform any repairs that might become necessary. Talon Aero, our corporate benefactor, owns the airplane and has a lending agreement with TBLSACI.

Members dictate the flying schedule giving priority to instruction, followed by practice, and then what we call touring. The impetus for an orderly, efficient use of the aircraft is put on the students, not the instructors, and it is their responsibility to get the most out of their instruction. Good students are prepared and coordinated.

To keep costs low, all members are required to work a “little more than their fair share,” as the manifesto declares. When repairs become necessary, the student/pilot responsible for the damage must lead the charge on making the repairs while all TBLSACI members must make themselves available to help with these repairs. We have built several propellers to date. Although the team leader is responsible for paying repair costs up to \$2,000, when the plane is returned to service, all members pay their share back to the team leader. Repairs that have no one at fault will be completed by a team leader assigned by the president of the club with TBLSACI handling initial costs until the plane is returned to service, whereby the members, again, split the cost. This leads to unparalleled low maintenance costs. In other words, “Ask not what your club can do for you.”

With our manifesto in place, we pushed forward.

A typical day of TBLSACI aviating goes as follows: Students communicate with each other and set the lineup to best organize the club’s resources for a day of training. The onus is on the students to prioritize the three levels of operation (instruction, practice, touring) and confirm that all four elements (weather, airplane, instructor, student) are in working order. The time just after sunrise

and right before sunset, when the air is most “delicious,” is best used for students near or new to solo. Instruction for training other than solo gets the next priority, followed by students past solo who are practicing for their exam. Whatever holes exist in the schedule after instruction and practice may be filled by pilots flying to build hours toward their LSA instructor rating. All TBLSACI members are expected to pursue an LSA instructor ticket, which requires only 150 hours to qualify for. Of course we also attend several fly-ins as a group (we’ve attended AirVenture together twice), often taking shifts flying there and back. It can be good cross-country training, and it promotes the club—at least that’s how we justify having so much fun.

When it is time to go flying we use a standardized plan. From preflight to securing the plane post-flight, we use the Buzzard Way. Standardization enhances safety and whittles down the numerous tasks of aviating into something manageable for students, thereby making it easier for them to become pilots and, later, competent instructors.

Standardization is not the only deterrent to accidents and incidents. There exists a palpable peer pressure, a voice in the head, that asks, “Are you about to bend this airplane? Are you going to risk everyone else’s progress toward their rating so that you can?” It’s one thing to break a rental or damage your own aircraft, but when you decide that you can probably handle that 15 mph gusting crosswind or probably hand-prop the plane without securing it properly, you are holding a knife to every Buzzards’ wing root.

Accidents and incidents do happen, but when they do you are not on your own. The whole team assembles to get our bird back to airworthy condition. We had an instructor swallow a valve that ricocheted itself throughout the whole engine (on his instructor checkride, no less!) at another air-

port. A shot engine at a foreign airport is one of the worst financial disasters of ownership that could happen. After only \$500 from each member, or less than a few hours’ dual in a Cessna 172, and some work, we were back to giving lessons by the next weekend. Another time, one of our members lost directional control on roll-out (ah, taildraggers) and destroyed a PAPI light. Again, about a week later we were flying with a brand new horizontal stabilizer built by members, and each TBLSACI member was only about \$7 lighter. Try that with a 172! E-AB aircraft offer significant cost advantages over standard airplanes when it comes to repairs and maintenance. Each repair is an opportunity to learn more about aircraft construction, maintenance, insurance, and ownership, though understandably we do our best to avoid too much time in that classroom. This is the power of the Buzzards united!

The biggest obstacle we have encountered has not been what we expected. It’s not the money, the airplane, or even insurance that has been the biggest problem. It is us. Although we have lots of

### **TBLSACI By the Numbers**

**Year formed:** 2007 as a not-for-profit LLC

**Total number of members through the years:** 20

**Instructors:** 3

**Hangar rent paid to EAA 582:** \$150 per month. Extra money is spent on building another group project, the Flaire.

**Cost to join:** \$250 per year

**Hourly share of cost:** \$10 per hour dry. You pay for autogas.

**Instructor cost:** \$20 per hour

All of this money goes to the club to share in the direct and indirect cost of ownership.

In spite of the lousy windy weather of northwest Ohio, the Piet still averages a couple of hundred hours per year.

Members are encouraged to purchase non-owner insurance.

practical experience building and flying airplanes, we have very little experience approaching aviation as a team sport. As nice as the fantasy of rugged individualists respectfully sharing airspace is, the reality is that many of us need to share a lot more and others keep dreaming about flying instead of actually doing it. This means accepting things that may be difficult at first. The plane I fly is not my airplane; I cannot paint it what color I want. Besides, the local airport can offer a greater sense of community than a private strip, and that is very important when it comes to our club.

All moneys generated go back into the club. Students pay the hourly use and instruction fee, and our instructors have to pay the annual fee just like everybody else to instruct would-be sport pilots. They also pay their share for repairs and the cost of keeping themselves current. As a pilot seeking to become a sport pilot instructor, I had to take responsibility. I was not going to be coddled by an instructor, nor would he take responsibility for my lack of initiative and preparation. When I was a bad student, I wasted both of our time, and he was correct to let me know that. My training financed the club, and if I quit, I was letting the whole club down. In short, work replaces profit.

The benefits of the club, however, are great. I am a better pilot—period. I have learned how to more safely operate aircraft, how to maintain and wash them, and have become immersed in a culture where hangar talk goes much further than tall tales. We have in-depth discussions to full-out ground schools on Newton versus Bernoulli versus Coanda, mean aerodynamic chord, and inflight emergencies. Also, as much as I like the rugged individualist persona, I have met some great people. We regularly flip each other off—it's a hand-propping thing as the Piet has no electrical system. We have our own banner, secret hand signals, and even a theme song. We camp at AirVenture together; it's a fun club. The greatest benefit is the feeling I get when I realize what this new type of club is doing. I won't break any speed, distance, or altitude records, but I do get to be an aviation pioneer, of sorts. Through TBLSACI, I am making more EAA chapter volunteer pilots. That means more people to protect the privilege of flight.

One thing you will find out if you organize a flying club like we have is that you will attract a new kind of member. Our experience is that TBLSACI brings in a steady stream of new people who become active in the chapter. They tend to be younger, too, which is a good thing for any organization. The reason, I think, is because there is something in it for them in addition to the social functions. TBLSACI is very hands on. They spend more time interacting with other members on a spontaneous level. They are out at the hangar working on a rating or learning how to fly. In TBLSACI, a member is required to share all of the work involved with owning and operating an airplane including scheduling, paperwork, and routine maintenance. Repairs from a mishap require people to work together to return the airplane to service. Work is required in the flying club; it says so in the manifesto. In short, these members seem to participate close up rather than at a distance because there is something in it for them.





Finally, I would like to offer these thoughts. Flying clubs will become a bigger part of the landscape, no question about that. This is a little more of a challenge than a pancake breakfast, though; it takes special skills and effort. This is easy to overcome with a little teamwork. Our club seems to attract a person to an EAA chapter that might not otherwise have become involved, and that is a good thing. The financial benefit of attracting these members to EAA 582 should be mentioned as well as the cash generated for it through hangar rent and new member dues. Those in our EAA chapter who do not choose to get involved are not burdened by the work or cost of TBLSACI.

Amateur-built experimental aircraft are perfect for the mission. EAA chapters typically have some degree of expertise when it comes to building and instructing. We need to start putting that to work for the benefit of sport aviation. Group projects at this time are a foreign language to most EAAers, and that needs to change. The skills needed to manage them are just emerging and should be fostered.

It's time for us to explore the benefit of AB-LSA in flying clubs, and with the help of your chapter, you can do this. It enriches your chapter, and it opens a whole new path to very low-cost flight instruction. Check out EAA's flying club resource center at [www.EAA.org/sportaviation](http://www.EAA.org/sportaviation) under This Month's [August 2016's] Extras. It is an outstanding resource. It's time for us to consider putting on the goggles, picking up the torch, and making a few new pilots. Let's get to work!

## Meeting Minutes

*September 2019*

### *Flying Club One Meeting*

Saturday, September 14, 2019

Warrenton Airpark

Warrenton, VA

### **Selling 50/50 tickets before meeting**

### **Call to Order**

*President* **Steve Beste** called the meeting to order at 11:05 AM.

20 members present.

### **Visitors, New Members and Old Members**

**Mike Mercer** is a student pilot who stopped by for a close-up look at ultralights. Long time UL flier **Jackie George** and his wife **Karen** said they are celebrating Jackie's retirement. He worked for 45 years at Reagan Washington National Airport. **John Lewis** is back flying his Kolb III Classic after a tour in Afghanistan with the US Army Reserves. LSA student pilot, **JJ Campbell** said he has tried some challenging maneuvers lately, but is getting the feel. He flies out of Bay Bridge Airport in MD and highly recommends it. Long distance flier **Lucy Ooi** was at it again, flying her classic *Bellanca Cruisemaster* up to Maine. **Steve Cherry** started taking Trike instruction and will be putting his Trike together soon. **Tim Loehrke** said he was at EAA Oshkosh and attended some of their special seminars/classes. He spoke about the Rotax 2 cycle engine class and handed out helpful information about the engines.

### **Reports**

*Secretary:* **Jim Heidish** reported that the August minutes were published in the September Club Newsletter and they were approved as published.

*Treasurer:* **Jim Birnbaum** was not at the meeting, but he sent in this report: the August income was \$151.00, expenses were \$0.00 and the check book balance is \$2651.08.

*President:* **Steve Beste** reported that he went to a meeting of sister Club 4 in Maryland and some of the members said they found a great Quick-silver maintenance place that has many of the parts the popular ultralight needs to stay airworthy (ask Steve for more info). Steve said he was going to fly *The Bear* to more airports on the Virginia Airheart list.

*Membership Director:* **Jim Birnbaum** was not at the meeting, but sent in this report: With the new members, we now have 54 on the roster. As a reminder: paid-up members for this year are listed on the roster with (2019) after their name.

*Warrenton Airpark Owner:* **Tom Richards** reported that he is now an *Aerolite 103* dealer - a real Part 103 Ultralight and he just sold the first one! He is trying to get all the old junk cars and trucks moved out of the Airpark. Tom said all the bales of hay you see around the Airpark help solve the problems with broken mowers. He called in local farmers to cut and bale a lot of it.

### **Old Business**

None

### **New Business**

None

### **Monthly Program**

None

### **50-50 Drawing**

**Lucy Ooi** had the winning number.

### **Adjourn**

*President, Steve Beste* adjourned the meeting at 12:00 PM.

### **Cook Out**

**Allen Whatley** and **Lucy Ooi** served a delicious chili lunch with choice of regular or vegetarian, plus all the trimmings.

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



## 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
- **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](mailto: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
Sat, October 12th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	<a href="#">Airpark</a>
Sat, Oct/Nov TBD	Club 1 Color Run Fly-out	<a href="#">Airpark</a>
Sat, November 9th, 11 am	Conversation, club business meeting and program	<a href="#">Centreville Regional Library</a>
Sat, December 7th, 5 pm - 8 pm	Monthly meeting and Holiday Party	<a href="#">Airpark Club House</a>

## 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](mailto:Ooi.Lucy@gmail.com)) when the ad is no longer needed.

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**'46 Taylorcraft for ½ interest sale. LIGHT SPORT.** TT airframe 1225 hr. Good fabric and clear glass. 12 gal main and two 6 gal wing tanks. Cruise at 95 burning 4 gph. Sensenich wood prop balanced with 350 hr. 65 hp Continental with 587 hr. Rebuilt Mags and new harness with less than 75 hr. Fresh annual and all ADs complied with. Hangared at Warrenton Airpark. \$7,000 for ½ interest or \$14,000 for all. Contact Bill Sullivan at 540-422-9175 or [wpsullivan99@gmail.com](mailto:wpsullivan99@gmail.com)

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### **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)



## 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: Tom Richards 703-568-3607

Membership: Jim Birnbaum 703-361-7478

Club Artist: Jim Heidish 703-524-5265

Newsletter Editor: Lucy Ooi (“Wee”)

[Ooi.Lucy@gmail.com](mailto:Ooi.Lucy@gmail.com)

Web Master: Steve Beste,

[president@flyingclub1.org](mailto: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 mem-*

*ber 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](mailto: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](http://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](http://www.usppa.org)**