



FROM THE FRONT SEAT

Advice from the paraglider pilots about emergency landing fields. If you're like me, you spend a lot of your flying time studying the land below you, asking the question "If the engine quit now, where would I land?" For me, it's a game. My engine hasn't quit in ten years, and odds are good that it never will. But my partner in the trike is a hang glider and paraglider pilot. For him, it's no game; it's normal operations. *Every* flight ends with a landing in some field. If he's going cross-country, it *will* be to a strange field. Here's what he and his friends have to say about picking a good one.

- Pick one that's **big enough**. I can stop my trike in 300 feet. So I can land in a 300-foot field, right? That's true, only if I put the wheels down right at the edge, and I'm not that good. Next time you fly over the Airpark, make a note of how much of it you usually use on landing. As you fly over other fields, compare them with that piece of the Airpark.
- Pick one that **works with the wind**: You want to land into the wind, of course. And you don't want a field that's surrounded by rotor-inducing trees. A good example of these problems is AviAcres, which the PPG guys avoid on the Poker Run:



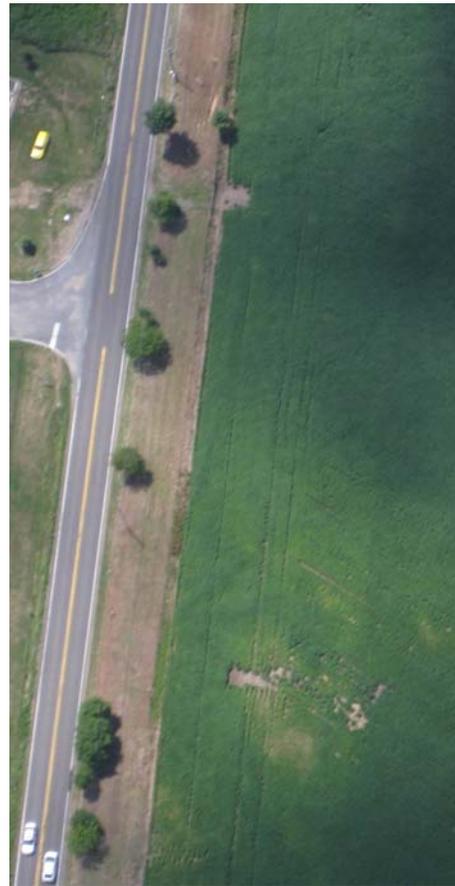
- If you can, land on a **manicured lawn** like this one. You PPG pilots will remember this from the Poker Run.



- Failing that, land on a **not-yet-opened superhighway**. This is the Corridor H highway from Mt. Storm to Moorefield, WV, as I found it two weeks ago: twenty miles of empty concrete. Parallel runways, just like the big airports! I call it the Robert C. Byrd Memorial Ultralight Emergency Landing Strip; your tax dollars at work in a good cause, I say.



- **Crop field.** These vary considerably from crop to crop and over the growing season. By July, corn is a bad choice because it's "knee high by the 4th of July." Here are two pictures of the same soybean field taken in early August. The plants are about 2½ feet high—not the best surface. Aloft, your best clue is to look for a shadow at the edge of the field cast by the plants. The grass in the lawn above casts no shadow, but these soybeans do. (Here, seen from 1,000 feet up. The notch in the ground-level view is the same notch at the top of the aerial view.)



As crops go, hay is probably your best bet, especially if it's been recently mowed and removed. If the rolls of cut hay are still in the field, do you think you can dodge them? And don't think they're soft! In any case, expect to find an irate farmer. Beyond the damage to his crop, you've violated his property rights. Be prepared to make nice and to pay \$100-\$200 for the crop damage.

Late fall and winter obviously offer more good landing fields as the crops are in. But don't conclude that a brown field is necessarily a good field. This is what a freshly-plowed field can do to your aircraft. The nose wheel hit one of those nine-inch dirt clods at 28 mph.



- **Horse pasture.** If the pasture is empty, your worst problem will be the manure piles. If there are horses anywhere about, forget it. Horses scare easily, which outrages their owners. No amount of make-nice will appease the owner whose horses you have just spooked. This applies even if the horses are in the next pasture over.
- **Cow pasture.** Cow pies will be a problem, of course. Past that, cows are curious

and have been know to take a chomp out of hang glider wings just to see what they taste like.* Therefore, try to find a cow pasture that has no cows in it. *BUT* if there is only one cow in the field, it's the bull. Do not land there unless you must.

- **Near a road.** Hang glider pilots fold up their wing after every flight. They then schlep the 70-pound package to the nearest road for pickup. After a few times doing this, they start paying attention to how close they are to a road. Land where you must, but if you have a choice, pick a field that's close to civilization and a road out.
- **Not *on* a road.** Roads are nice and flat, but they tend to have invisible power lines across them at unexpected places (a problem with the superhighway above, actually).

So here are some lessons we can take from our un-powered friends. The biggest takeaway, though, is their attitude. Off-field landings don't have to be scary. But that will be true only if you do like they do and rehearse in your mind the choices you would make.

Fly safe,
Steve

*Ask Jay Aceto about his hang glider vs. cow experience!



The Flying Circus

By Ami Abramson

Saturday morning Flying Circus had Hot air Balloons show. We headed there to fly with them, take picture and enjoy the view. Michael and Cuba took off from Flying Circus, while Len, Par and I took off from Warrenton Air Park and flew South.

Here are some photos from the flight. The day began foggy, but cleared fast, we had a great flight.

By coincidence, other members of the club were there as well. Jay Aceto, wife Autumn and daughter Sierra, were there with their powered parachute



Balloons getting ready to take off at the Flying Circus

By: Autumn Aceto



Cuba



Jay and Sierra coming in for landing

By: Autumn Aceto





Photos by *Ami Abramson*

Len





Michael



Cuba

Rotax Maintenance Videos

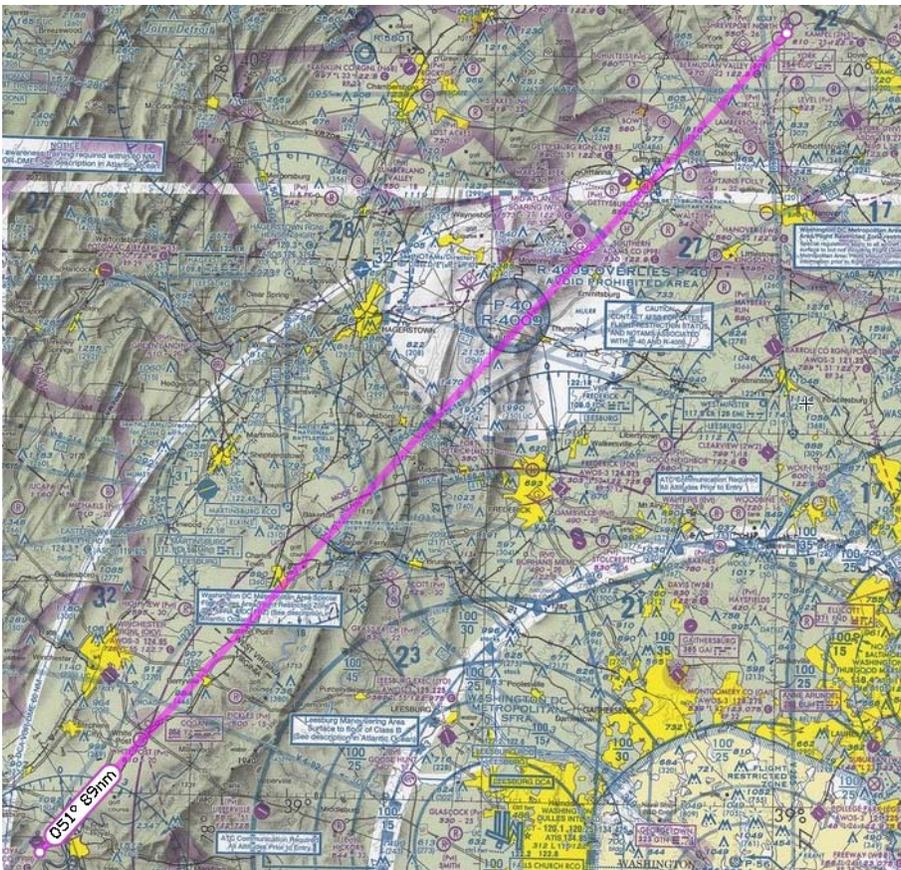
Rotax owners, here are two free sources of information you should know about.

1. EAA videos. The Experimental Aircraft Association has lots of video presentations on its website. In particular, they have a webinar from this summer's AirVenture with the catchy title, "Is your 2-stroke about to fail?" See it at <http://www.eaavideo.org/video.aspx?v=590073195001>. See all of the EAA videos at <http://www.eaavideo.org/>
2. <http://www.rotax-owner.com>. This has lots of tips and videos about Rotax engines, both 2- and 4-stroke.

Flight Planning over Hazardous Terrain

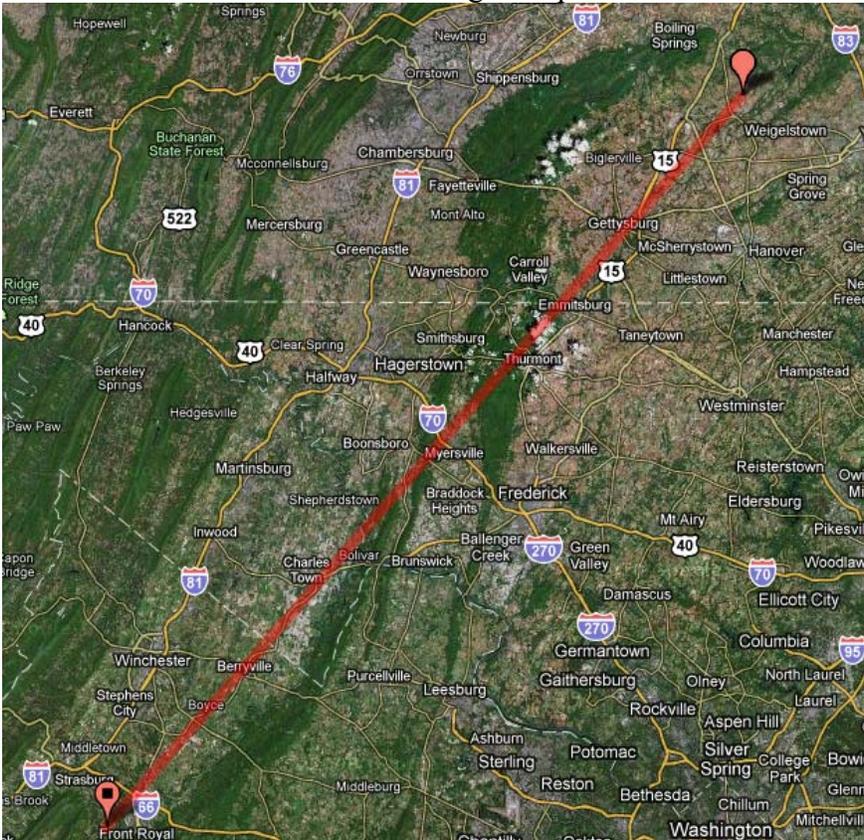
Steve Beste

When I was young and foolish and flying Cessnas, I gave no thought at all to the terrain I was flying over. Miles of unbroken forest? No problem. If the engine quits, you put it between two trees. Let the wings absorb the energy. I actually knew a woman my age who had done that and survived without a scratch. So hey! Let's fly! Now that I'm in my sixties and have a wife and family, I'm more cautious (duh). My rule is that **I never fly out of reach of a field I could land in if my engine quits**. If that's your rule, how do you plan a cross-country flight? The answer turns out to be nothing like what they taught me 40 years ago. See if you find this useful.



The heart of the problem is that the charts don't show the hazardous terrain, except for bodies of water like Chesapeake Bay. Let's take as an example, my flight this month from Front Royal, VA to the trike fly-in at Shreveport North, southwest of Harrisburg, PA. Here's the trip on Skyvector.com: This shows essential information. (Notice how the straight-line route would take me right over Camp David?) But it doesn't show the hazardous terrain. For that, you need Google Maps.

Here's the same route shown in Google Maps.



Immediately, you see that 15 miles of the route go over the tree-covered Catoctin Mountains. Here are my choices:

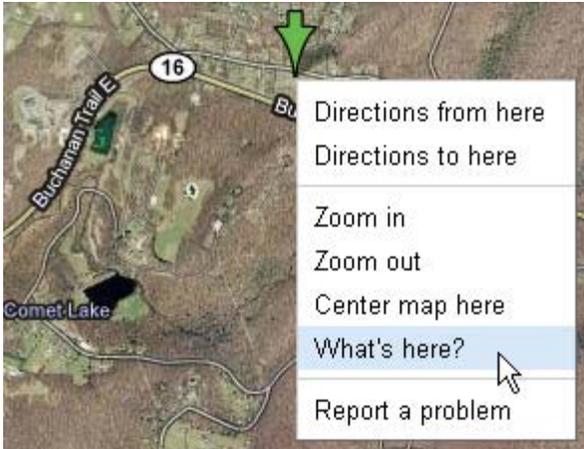
- **Fly high.** I have an 8:1 glide slope, so by flying at 10,000 feet, I could glide the entire 15 miles. At 5,000 feet, I could glide half of it. That means that if I knew the halfway point – and factored in the wind – I could glide forward or back $7\frac{1}{2}$ miles. Or I could bail to the side. But it's no fun flying so high.
- **Reroute to the south.** This avoids the mountains entirely. Maybe stop at Harrison's on the way. Fine, but I've done that before.
- **Cross the Catoctins at their waist.** The mountains have a narrow place along the Maryland-Pennsylvania border. It appears to have some valleys with farm fields. Indeed, I could fly up the western slope of the Catoctins and cross at Rouzerville to Karlindo Airport (Or better yet, Mid-Atlantic Soaring airport, which is public, as Skyvector shows.)



Zooming in more closely, I see that the longest stretch between fields appears to be 1½ miles at the western side of the passage. To glide that, I need 1,000 feet. Skyvector tells me that the valley elevation here is about 1,200 feet with the mountain tops at 1,800. I add the valley altitude to my glide altitude (2,200 feet) and take the higher of it or the mountain altitude. Result: my minimum altitude for crossing the Catocins here is 2,200 feet. As a practical matter, I will probably fly it at 3,500, just to give myself a wide margin of safety.



OK, how do I put this course into my GPS? If I were flying from airport to airport, this would not be a problem because the GPS knows the locations of the airports. But this kind of flying goes from field to field as shown on Google Maps. Here's the solution: get the geocodes from Google Maps. Take that field at the western end of that red line in the above picture. In Google Maps, right-click it. Then pick **What's Here** from the context menu.



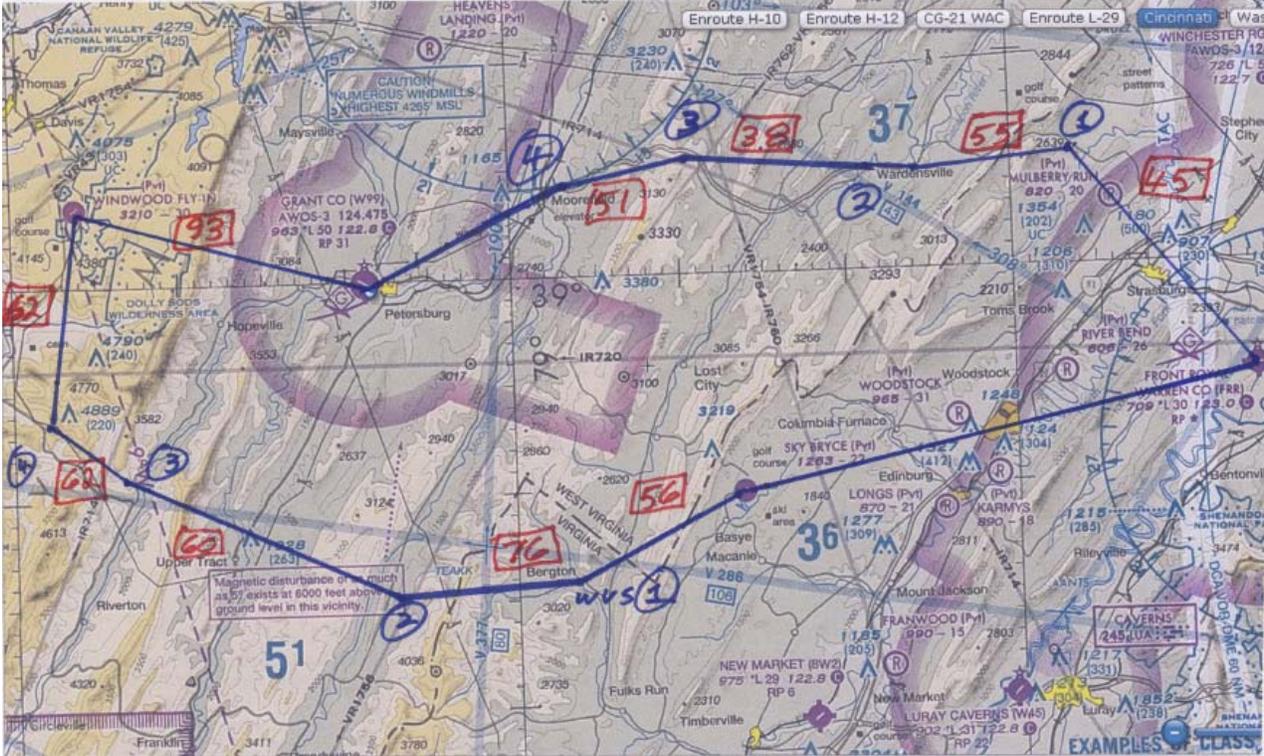
The geocode of that field appears in the Google Maps search box: 39.74457,-77.497487.



You then create a waypoint for the field in your GPS.

This flight over the Catoctins is a simple example. Since the whole passage is only 9 miles, you could have just climbed to 5,000 feet and wended your way across. But Hugh and I flew 80 miles into West Virginia the other weekend, a more serious proposition. The mountains are higher, the farm fields fewer. I planned that trip using this technique. Here's the marked-up chart that I put in my kneeboard. The boxed numbers in red are the minimum safe altitude for me.

Bryce	1,263	-	5 L	23 L
Windwood	3,210	-	6 L	24 L
Grant	963	122.8	13 L	31 R



And for the trip story, see <http://sbeste.zenfolio.com/p485739908>.



MEETING MINUTES

August, 2010 Minutes

USUA Flying Club One

Meeting & Cookout

Saturday, August 7, 2010

Warrenton Air Park

Warrenton, VA

Selling 50/50 tickets before meeting

Call to Order

President **Steve Beste** called the meeting to order at 11:15 A.M.

18 members present.

Connections

Visitors & New Members

New old member **Dick Martin** is active again and flying a new *Allegro* LSA that he will have at the Air Park in a few weeks.

Visitors & New Members

No visitors or new members at this meeting.

Old Members

Pete Bastien flying the *Mooney* and **Dick Martin** flying his new *Allegro* LSA flew across the Bay to the new improved airport on Tangier Island. The 1.5 hr. flight has a lot of airspace restrictions, but the quaint village and great seafood is worth it.

Trike pilots **Andreas Weiss** and **Steve Beste** landed at Sky Bryce, VA (*Bryce Mountain*) for the \$100 breakfast.

Phil Williams rolled in with his very British (right driver side) classic green 1948 MG and everything turned to car talk.

In Need Of

Notice: **Morgan Oil** in Marshall, VA will no longer have ethanol free fuel! By mid-September all grades of auto fuels will contain 10% ethanol. A new website: **pure-gas.org** has a per state list of places you can get ethanol free fuel. Good Luck!

Flightstar pilot **Terry McCarty** found a very inexpensive place to get his Rotax exhaust system sand blasted and re-coated. The price was only \$140 at American Stripping in Manassas, VA.

Service Providers

Recap our standing list of service providers:

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

Regular Reports

Secretary: **Jim Heidish** reported July Minutes will be published in the (late) August Club Newsletter and (approved/or not) as submitted at the next meeting.

Treasure: **Jim Birnbaum** reported July Income: \$48.50, Expenses: \$17.82

The Flying Club 1 Checkbook Balance: \$3475.10

President: Steve Beste reported PPG pilot Tom Diamond is looking to rent space in someone's hanger. Look for a note in the newsletter. Steve listed a lot of fly-in around the flying area in the coming month. Also he said don't forget about the re-registration of N number aircraft. Look for the FAAs monthly numbers schedule for the dates of your 3-month re-registration window.

Safety and Training Director: **Dave Riedel** - was not present.

Membership Director: **Jim Birnbaum** reported that as of August we have 55 paid up members.

Warrenton Air Park Owner: **JD Ingram** reported for **Tom Richards** who was working

overtime. JD said that the bathroom in the new hangar is about finished and they will be putting up the final trusses for the roof. Also Tom is ready to get a crew together to take down the barn that he acquired. The barn that is located 20 miles from the Air Park has aluminum siding and it will be removed first. Any one that would like to help should contact Tom.

Clothing Sales: Pete Bastien -no activity

Old Business

An update on the Club sponsoring **JD Ingram** to attend a *Rotax* repair school in Florida:

Larry Walker stated that the two special funds (The Pendergis and The Frye) that the Club maintains and that he helped set up are

appropriate to use for the funding of any training that would benefit Club members. There were no objections of using the special funds if needed

New Business –No new business

50/50 Drawing:

Winner **Art Felt** donated his winnings to the Club.

Adjourn

President Steve Beste adjourned the meeting 12:00 P.M.

All enjoyed cookout prepared by Gene O’Keefe!

Submitted by Jim Heidish, *Secretary*



Our friends at Club 4 over in Maryland sent Steve the attached event schedule.

DATE(S)	EVENT	LOCATION	COMMENTS	CONTACT
Sunday, July 4: flying, all day 13:00 feast after dark, entertainment	C.A.L.F. Fourth of July Fly-In (& monthly meeting)	Eyler Field	Feast by members, beverages by CALF.	Paul Spadin, 301-725-9460
Friday, July 9: 14:00 fly-in begins Saturday, July 10: 09:30 CALF rendezvous at Shoestring 19:30 Concert & dance Sunday, July 11	Group Flight to Grimes Airfield Fly-In: Concert, Flea Market, Golden Age Air Museum	Grimes Airfield (8N1) (Bethel, PA), via Shoestring (0P2)	Rendezvous at Shoestring 09:30. Fuel possible at Shoestring. No fuel at Grimes. Bring tiedowns. Camping.	GoldenAgeAir.org, Jim Mason, nmason211@verizon.net Don Wulfinghoff, 301-946-1196
Saturday, July 10: 07:00 – 11:30	Fly-In Breakfast, EAA Chapter 36	Potomac Airpark (W35), across from Hancock, MD	5000’ paved rwy, no fuel	Bob Scott, 717-294-6003
July 26 – Aug 1 See www.EAA.org for details.	AirVenture, OSHKOSH	Wittman Field, Oshkosh, WE		www.EAA.org
Saturday, Aug 14: 07:00 – 11:30	Fly-In Breakfast, EAA Chapter 36	Potomac Airpark (W35), across from Hancock, MD	5000’ paved rwy, no fuel	Bob Scott 717-294-6003
Saturday, Aug 21:	Wings n’ Wheels Fly-In	Cambridge Airport	(no information)	Ted Bryant, BBAviation@OLG.com
Saturday, Sep 18: See EssexSkyParkAssn.org	Essex Sky Park Wings & Wheels Fly-In	Essex Sky Park (W48)	Camping. Fuel. Food. Vendors.	Ron Lane 410-382-9626
Saturday & Sun, Sep 25-26: 08:00 – 11:30 breakfast 12:00 – 15:00 grill food	EAA Chapter 36 Annual Fly-In	Hagerstown Regional Airport (KHGR)	Control tower (Class D)	Jack Raun, Betty Wright, Jerry Sexton
Saturday & Sun, Sep 25-26: 08:00 – 12:00 reakfast, both days	Gettysburg Barnstormers Fly-In Breakfast	Gettysburg Airport (W05)		Ellie & Jim Sheen, c) 717-334-3794, 717-360-6382 Henry Hartman, c) 717-637-3741, 717-465-5952
Saturday & Sun, Oct 2-3: 08:00 – 11:00 breakfast, both days	EAA 186 Fall Fly-In	Winchester Regional Airport (OKV)	Vintage cars, etc.	Rich Largent 301-801-3725
Saturday & Sun, Oct 9-10: all day	C.A.L.F. Autumn Fly-In	Harrison Farm Airport (8MD5)	Food & beverage by CALF. Camping. Fuel as needed.	Don Wulfinghoff, 301-946-1196



ACTIVITIES

2010 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 2009 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

2010 Club Activities Schedule

Date	Activity	Location	Description
Thur, January 7th, 7:30PM	Club Meeting	CVHS	Standard Agenda
Thur, February 4th, 7:30PM	Club Meeting	CVHS	Standard Agenda
Thur, March 4th, 7:30PM	Club Meeting	CVHS	Standard Agenda
Sat, April 3rd 11AM	Club Meeting	WAP	Club meeting and cookout at Warrenton Airpark
Sat, May 1st, 11AM	Club Meeting	WAP	Club meeting and cookout at Warrenton Airpark (WAP)
Sat, May 22nd 10AM - Memorial ceremony 11AM - Club meeting	Memorial Fly-In and Club Meeting	WAP	Memorial Fly-In and cookout at Warrenton Airpark (WAP)
Sat, June 12th 7AM - PPG Poker Run 9AM - Airplane & Trike Poker Run 11AM - Club meeting	Club 1 Poker Run and Club Meeting	WAP	Club 1 Poker Run and Club Meeting at Warrenton Airpark (WAP)
Sat, July 10th, 11AM	Summer BBQ and Club Meeting	WAP	Monthly meeting and Summer BBQ at Warrenton Airpark (WAP)
Sat, August 7th, 11AM	Club Meeting	WAP	Monthly meeting and cookout at Warrenton Airpark (WAP)
Sat, September 11th, 11AM	Club Meeting	WAP	Monthly meeting and cookout at Warrenton Airpark (WAP)
Sat, September 18th	Club 1 Fly-out	WAP	Club1 Fly-Out from Warrenton Airpark (WAP)
Sat, October 2nd	Club 1 Fly-in and meeting	WAP	Monthly meeting, Club 1 Fall Fly-In and cookout at Warrenton Airpark (WAP)
Sat, October 9th	Club 1 Color Run Fly-Out	WAP	Club 1 Color Run Fly-Out at Warrenton Airpark (WAP)
Thur, November 4th, 7:30PM	Club Meeting	CVHS	Standard Agenda
Sat, December 11th	Club Meeting / Holiday Party	WAP Club House	Monthly meeting and Holiday Party at 4:00PM

CLASSIFIEDS

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

FOR SALE — Sonex Aircraft Kit.

(See website at www.sonexair.com) with some components completed (vertical and horizontal tail, ailerons, fuselage, etc.). Approximately 20% complete with mostly assembly remaining (finished making most of the needed parts from raw metal). Willing to consider all offers including joint effort in return for equity (e.g. 1/2 ownership). Kit is presently located in Davis, WV, but I reside in Washington, DC area. Outright purchase price is negotiable.

Contact: Phil Hyland 202-870-4672

FOR SALE — Avid Flyer “C” Model.

Aircraft currently in dry storage \$20,000
Contact: Mike Fisher h/o: 434-296-8485
c: 434-989-0778

heardsmtn06@hughes.net (11/08)

FOR SALE — 1999 Sixchuter SR7XL PPC.

Rotax 582 UL DCD1 model 99 APCO 500
Chute 40 hrs.total time airframe and powerplant Always closed trailered
N numbered, airworthiness cert. Sept.08
annual 2000 Shadow Master trailer, radios, helmets, spare parts, ground equipment and more. Runs great, ready to go.

\$7000 or best offer

Contact: Mike Blackwell

703-217-1609

Mikesflight@aol.com (10/08)

FOR SALE -- Brand new and unused Blackhawk one-piece flying suit in red and black. Size Medium. \$40.

Inquiries: Bob Bell

(W) 540-351-1081 or (C) 703-943-7129

cedarfield540@juno.com (12/07)

FOR SALE — Quicksilver MX Sprint.

New 2005, TT 175 hrs. Rotax 447
steerable nose wheel EIS instrument, shoulder harness hangar stored wheel pants
excellent condition Warrenton Air Park
\$7800

Contact: Dick Walker

202-363-4546 (10/08)

FOR SALE -- Brand new and unused Blackhawk one-piece flying suit in red and black. Size Medium. \$40.

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Contact: Dick Walker

202-363-4546 (10/08)

TRAINING -- Powered paragliding instruction, motor and wing sales.

I will be based out of Jerry Starbuck's hanger space.

Inquiries: Michael O'Daniel

540-270-8855

onegooddoc@starpower.net

poweredparaglidingusa.com (04/08)

TRAINING -- Powered paragliding instruction, motor and wing sales.

I will be based out of Jerry Starbuck's hanger space.

Inquiries: Michael O'Daniel

540-270-8855

onegooddoc@starpower.net

poweredparaglidingusa.com (04/08)

FOR SALE — CGS Hawk single seat plane. Currently stored at Culpeper airport. 503 rotax. Red color. \$8000/reasonable offer or poss even trade for a single seat powered parachute.

Contact: Paul Littlejohn 540-207-6544
fyрман1@juno.com
photos available by email.

FOR SALE — Zodiac 601 XL (650 XL) partially completed kit. Kit includes Constructed Tail Surfaces and Fuselage, to include Landing Gear with Wheels and Brakes, Dual Brake Peddles kit, Dual Control Stick kit and Instrument Panel. The wing kit and engine is needed. The wing kit is available now pre-drilled. It The plane will take a Rotax 912S, Jabiru 3300, Continental 0200, Lycoming 235, Corvair or VW conversion engines. All documentation and registered plans are in the package. Asking \$7500 or

best offer above \$6000. Note this is a Light Sport class aircraft. It is available built, IFR Certified at Southeast Light Sport for \$99,900. (SouthEastLSA.com). See

<http://www.zenithair.com/zodiac/xl/>
for details of aircraft.

Contact: Larry Walker, 540-347-7609

Flight Test Report: Steve Flattum flight tests the Zodiac and reports:

“The CH 601 XL / CH 650 family of airplanes are a delight to fly. Simple and easy to fly with a great view and they are very comfortable for long flights. The airplane is very strong and it is backed by a company that has been around for a very long time.”

MEMBERSHIP DUES POLICY

The period of membership follows the calendar year – January through December.

The renewal period starts on 1 October with regular dues at \$20.00 and family at \$25.00.

Members who have not paid their dues by the end of February will be dropped and will not receive the Newsletter or Membership Roster. New Members joining from 1 July through 30 September will be charged \$10.00. New members joining after 1 October will be charged \$20.00 or the family rate, if applicable, and will be credited with full membership for the following calendar year.

Please mail payments to USUA Flying Club 1, 8570 King Carter Street, Manassas, VA 20110.

Payment can also be made at the regular monthly meeting. Please include the 2010 Membership Application form with your payment. This will be used to ensure that our records are current. A copy of the membership application is attached and also printed at the end of the Newsletter.

Jim Birnbaum
USUA Flying Club 1,
Treasurer

FLYING CLUB 1 MEMBERSHIP APPLICATION – 2010

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

*Name: _____ New _ Renewal _ Regular _ Family ___ Membership

*Street or PO Box: _____

*City: _____ State _____ ZIP

*Telephone(H) _____ Telephone (W) _____

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

Emergency Contact: Name: _____ Phone: _____

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

__ Check if you have No Email

*USUA Member: Yes ___ No ___ If yes, enter member number: _____ USUA Pilot: Yes ___ No ___

*UL Registration # _____ *Aircraft Liability Insurance _____

Type Aircraft Stored/Flown from Warenton Air Park: _____

Other Ultralights (Owned or flown) _____

Flying Hours: Dual UL _____ Single UL _____ Conventional _____

*Club Activities or Services for Which You Volunteer _____

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

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

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

Check or Cash. We cannot accept credit cards.

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

USUA FLYING CLUB 1 GENERAL INFORMATION

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

2010-2011 CLUB OFFICERS & DIRECTORS

President: Steve Beste 703-321-9110
Vice President: Ami Abramson 703-366-3717
Secretary: Jim Heidish 703-524-5265
Treasurer: Jim Birnbaum 703-361-7478
Director and Past President: Len Alt 703-945-9314
Director At Large: Bob Jacobs 703-321-0225
Director At Large: Larry Walker 540-347-7609

2010-2011 CLUB VOLUNTEER STAFF

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

A club is only as good as the members who volunteer to support its activities. The following listed activities with the club require member support in varying amounts. Please indicate on your membership application the function(s) (can be more than one) you will support as a Club member. All active Club members are expected to participate. However, members who live some distance away and cannot attend meetings regularly may prefer to support functions associated with Club weekend activities.

ANNUAL DUES (Jan 1 - Dec 31) \$20.00. (Includes newsletter.)
Family membership: \$25.00. After July 1, dues for remainder of year are \$10.00. Family membership: \$25.00 (husband and wife). (A spouse who wishes to participate will please complete a membership application form.)

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

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

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

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

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

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