



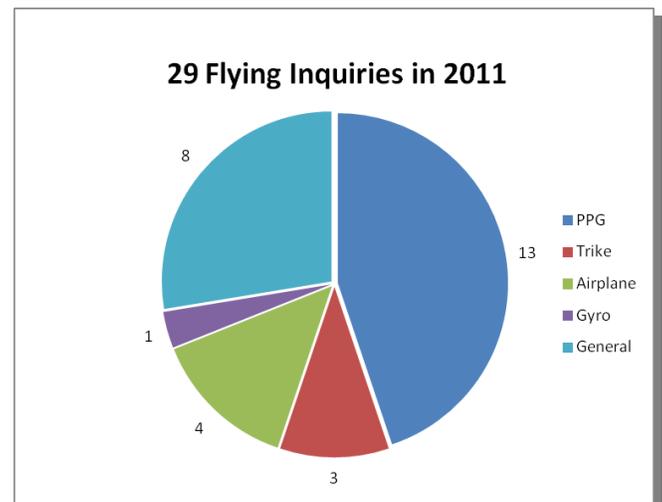
FROM THE FRONT SEAT

Steve Beste, President

You've all had this experience. You're talking to someone and it comes out that you fly for a hobby or you hope to. Some people think that's *so cool* and others think you're nuts, as if you're a wing-walker or something. They suggest you just come out with it and change your email address to *urplanecrazy*. Either way, you're promoting the sport—encouraging the interested and warning off the unfit. Thank you! As it happens, you're doing one of the things that Flying Club 1 was created to do: *Promote and support recreational light and ultralight aviation*. As President, I have a lot of those conversations because the club inquiries all wind up in my inbox. Replying to them is one of the things I love about the job. Here's the report: Last year, I heard from 29 such people. That's how I first met Ed Olban, Scott Merritt, Syrus Mesdagi, and other new members. As you see, from the chart at right, most of the interest these days is in PPGs, which reflects the membership in the club itself. I hand these folks off to the tireless Brian Goff, who I know has made them welcome.

The club's website is our other big outreach vehicle. When I put up the current site last March, I set Google Analytics to track usage. Anecdotally, I can tell you that most of the 29 people who wrote me found us through the website. But here are the statistics for the 8 months so far:

- We had about 1,000 unique visitors. That's far more than all of us together could ever have talked to personally. (I exclude Chuck Tippett, of course, who seems to have talked to absolutely everyone.) This figure excludes the "bounce" visitors—people who arrived and left immediately, probably because they arrived on a Google search and found that we were not at all what they were looking for.
- The average time on site for the 1,000 was almost 6 minutes. That means they found something interesting. Hopefully, they're creating a vision for themselves.
- Half the traffic came from Google and other search engines, with *flying club 1* and *usua club 1* being the search terms that most people used.



- A quarter of the traffic came because some other site links to us. The biggest feeds were from usppamembers.org (84 visits) and usua.org (67). Thank you, PPG guys for getting us on their site.
- Lastly, what were the most popular pages? The home page, of course. But after that, it was the page that shows member aircraft: www.flyingclub1.org/members/members.php. But what a sorry page that is! It shows only 15 of us. Greg Palmer is shown with a Quicksilver he hasn't owned in 6 years. People, we can do better. Send me a picture of yourself with your aircraft—or just the aircraft, anything. I'll update the page. I'm talking to you, Greg Palmer.

I mostly fly alone, which gives me the feeling that I'm free as a bird. That's an illusion. I need the manufacturers to stay in business for when I need spare parts. I need the instructors to stay in business for my flight reviews. I need the airfields to stay open. I need the voices of all of you to push back against ignorant regulations. In turn, all of these depend eventually on getting people into the sport. So give a thought to promoting the sport. Tell your flying stories to anyone who will listen. Invite people to fly with you. Inspire somebody with the dream. Send me your picture for that page! And always

Fly safe,
Steve



Club 1 Holiday Party

The club's annual holiday party will be held at the airpark same as last year. Saturday, December 10, 4-9pm. The club will provide a main dish, but please sign up to bring other food. Vegetarian dishes especially welcome! Sign up online at <http://goo.gl/MmR2t> or go to the club website and follow the link from there.

The Volunteer Sign-up Sheet Is on the Website

Find out what you volunteered for!
Click *Volunteer Sign-up Sheet*
on the sidebar.

Cross-country PPG flight from Pickles Airfield (Berryville, VA) to Warrenton Airpark

by Paresh Karandikar

We arrived at the Newman's home around 6:00 AM on Sunday. It was freakin' cold! ...and all I could think was, "what the heck am I doing here?!?!?" It was in the mid 50's and did not feel so nice for PPG flying!

We were standing in front of the home owned by David Newman's folks, Richard and Marie, who were very courteous and hospitable hosts. It was still so dark, that I was shocked when Ami told me I was basically standing on the launch field. After all, my car was about five feet behind me, and I expected to have to drag my equipment about a hundred yards or so. But, no, we were lucky and basically were able to launch right in front of the house!

After a safety briefing and some discussion on flight plan, we all saddled up and started launching. The four pilots were Ami Abramson, Tom Dymond, David Newman, and me. Tom launched first, and about 5 seconds after he was airborne, I couldn't even see him through the mist. Then I took off after Tom and quickly realized the mist was only about 30-feet tall. The air was beautiful above it. I joined Tom to circle above the launch site. Within a few minutes, both David and Ami were in the sky as well. It was so cool to see the fog from above. We could not even see the launch field. I actually watched David as his paraglider made itself visible as he penetrated the fog after launch... a very neat experience!

The Newman home and airfield are nestled at the edge of one of the Blue Ridge Mountains. Almost immediately, we headed for a little break in the mountains that would provide a slightly lower altitude pass. The wind was kind of strong and knocked us around a little, but we managed to cross the mountain ok...well three of us did. Unfortunately, David started experiencing motor problems right before crossing over the mountain. The good news is that he was able to land safely and his folks were able to pick him up and get him and his equipment home.

Tom, Ami, and I continued on. As soon as we crossed the mountain, the beautiful Virginia countryside revealed itself. Rolling green hills, some fields, and many dense trees were everywhere. By now, we had been flying about 45 minutes, and the sun had come out. This was very helpful since my hands were really starting to get numb and uncomfortable. We basically followed a couple of highways (17 and 66) to help us navigate towards Warrenton Airpark. I can't navigate my way out of a cardboard box, so it was good to have Ami with his GPS leading the way!

Now the wind was at our backs, which gave us a travelling speed of about 40 mph. We were cooking, and making great time! Our equipment range was a bit of a concern, as our motors have about 2-2.5 hours of fuel capacity, and at typical travel speed of 22 mph, we were a little close to our maximum range. The tailwind made a dramatic difference though.

Within the last half hour, the sun was warming us up even more. The air was getting a bit choppy because of this, but not too bad. Even still, I felt a little more at ease by now because there were many options to land if anyone had a motor failure. That had not really been the case before we had

crossed the mountain. During this final 45 minutes of the flight, I managed to catch two hawks flying together. Then I looked down and saw a bald eagle flying directly below me! What a sight!

Eventually, beyond the trees, I noticed the familiar checker-board markings on the roofs of the Warrenton Airpark hangars. We made it! We all landed with huge smiles on our faces, and started chatting with each other about how cool the flight was. Ami then called David to make sure he was ok.

The entire flight lasted about 1 hour and 40 minutes, and we had covered about 45miles. This was the longest cross country I had ever taken, by far. It was also one of the most fun flights I have ever had. You can bet I will be looking to do this one at least a few more times next season!

Special thanks goes out to Ami Abramson and his wife Ossy, and Richard and Marie Newman. This amazing flight could no thave occurred without Ami organizing it, and Ossy providing us transportation back to Pickles. Richard and Marie Newman were incredibly hospitable, and welcomed us with enthusiasm to use their property for our launch. Excellent work, and thanks to the four of you for contributing to one of the best flights I have ever had!



Shortly after takeoff from Pickles Field (Berryville, VA). Photo by Ami Abramson.

Heather and Brian Goff ran a Colon Cancer/WAP fundraiser recently. They raised \$700 dollars for the field to help improve some of our equipment. Good work guys!



The Fly-in that Wasn't

By *Richard Martin*

The email Steve Beste forwarded to Club 1 members announced an October 9 fly-in in Cambridge, MD. “If you like oysters, clams, rockfish and Pork BBQ, don't miss it! And it's all free!...The event is catered and there are no long lines. The food is served up piping hot, unless you prefer raw,” the announcement enthused. It sounded too good to miss, and the weather was forecast to be perfect.

Opening the Sectional, however, I was dismayed to find that the only direct way from Warrenton to Cambridge is right through the Special Flight Rules Area (SFRA). SFRA is the huge, menacing airspace that lurks just to the east of Warrenton Airpark and encompasses the whole Washington area. Stories and newspaper articles about hapless general aviation pilots intercepted by aggressive pairs of F-16s make the SFRA a scary place for me. I had taken the FAA online SFRA course and even hired an instructor to fly in and out of the SFRA to Manassas with me to learn the procedures. What I learned is that flying in the SFRA is complicated and unforgiving, and I never tried it on my own.

Finally, I decided to take my courage in hand and transit the SFRA to get to the Cambridge fly-in. I re-took the online course, worked out my communications and flight plan, checked it with an instructor, and decided that I was ready, except for anxiety.

On Sunday, October 9, my wife Aimee and I got to Warrenton Fauquier airport where I have my little Allegro Light Sport Aircraft hangared. Aimee was not impressed by the difficulty and danger associated with the SFRA. “People do it all the time,” she commented, “just do it.”

With sweaty palms, I telephoned my SFRA flight plan to the briefer at 1-800-WX-BRIEF. He was helpful, patient, and surprisingly calm about my planned flight. We took off and flew north outside the SFRA while calling Potomac Approach. Potomac Approach gave us a transponder code, verified us on radar, and released us to enter. I punched Cambridge into the GPS and headed in.

To transit the SFRA, our flight plan specified our departure point as Flucky gate on the southwest quadrant of the SFRA circle and our destination was Whino gate on the southeast quadrant. Half way across the controller switched us to a different frequency, and the new controller eventually bid us “good day” as we departed through the Whino gate. We were in the SFRA about 40 minutes of our 60 minute flight. It required close attention to our course, altitude, and communication. But we got through feeling good about having done things correctly, and concluded that SFRA really isn't too bad if you know and follow the procedures exactly.

Crossing Cambridge airport (CGE), we began to look for the little unmarked airstrip where the sumptuous seafood fly-in was scheduled. You'll find it about three miles beyond the Cambridge airport, the email said. We followed the shoreline, searching for planes and the windsock. Nothing. We tried a different angle. Nothing. Puzzled, we tried a third course straight east of the airport. Nothing. We decided to land at Cambridge airport and ask directions. As we taxied up, three jocular pilots greeted us with, “We bet you're looking for the fly-in. Well, it was cancelled!”

Well, darn and shucks. All that flying and SFRA stress for nothing. At this point, we were treated to a remarkable demonstration of the famous general aviation airport hospitality. After getting

acquainted with the local pilots on the tarmac, Ted Bryant—owner of the B&B Sport Aviation FBO and a Rans enthusiast and builder—offered to take us to the local seafood restaurant that had been scheduled to cater the fly-in. Surprised by his generosity, we accepted. A couple of minutes later, Ted drove up to our plane in a huge luxury Cadillac limousine, jumped out and swept the door open, and invited us to get in. We were dumbfounded. The limo had leather couches, thick carpet, bar, TV, and was as long as three SUVs. A previous owner had been Washington Redskins owner Dan Snyder. Ted cheerfully explained that this is how they welcome visitors at Cambridge airport. It turns out that Ted sometimes hangs out with Club One at the Airpark, and he knows several of us. He drove us a considerable distance to the “Suicide Bridge” Seafood Restaurant, pulled up to the front door, and we grandly disembarked from the limo.

After a great seafood lunch, Ted returned to pick us up and take us back to the airport. He also gave us a welcome suggestion that restricted areas at the Dahlgren Naval Surface Warfare Center south of the SFRA are not restricted on weekends. Ted easily convinced us that it’s just about as fast and a lot easier return to Warrenton via Shannon airport (near Fredricksburg), thereby avoiding the SFRA. So we returned to Warrenton just purring along and enjoying the scenery.

So all’s well that ends well. The fly-in was cancelled, but we had great flying, gained new confidence transiting the SFRA, had a delicious seafood lunch, and made some new friends at Cambridge airport.

Meeting Minutes

September, 2011 Minutes

USUA Flying Club One

Saturday, October 1, 2011

Warrenton Airpark

Warrenton, VA

Selling 50/50 tickets before meeting

Call to Order

President, Steve Beste called the meeting to order at 11:00 A.M. The meeting was held inside **Tom Richards** home because of the cold weather. Thanks Tom!

14 members present.

CONNECTIONS

Visitors & New Members - none

Old members

Many of the members flying fixed, trike and parachute aircraft said they were not flying much because of all the rain. Some said they started out for events only to be turned back by the threatening sky. Everyone remarked about all the weather-cancelled fly-ins and events this fall.

SERVICE PROVIDERS

Recap our standing list of service providers:

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

REGULAR REPORTS

Secretary: Jim Heidish reported that the September Minutes will be in the October Club Newsletter and will be presented at the November Meeting. The August minutes were approved as published in the September Newsletter.

Treasurer: Jim Birnbaum reported:

September Income: \$22.00, Expenses: \$105.14, The Flying Club 1 checkbook balance: \$2052.71

President: Steve Beste reported that he received some feedback on the ongoing discussion the FAA is having about changing or modifying the Class B Airspace in the Metro Washington area. The Club sent our input on how a change would affect the members to the local EAA Chapter 186 member that is presenting the FAA with input from pilots in the metro area. Steve said the news is that it is part of a 2-year review with a lot of input from many people, EAA and AOPA included. So far the FAA’s suggested Class B expansion is to lower the floor of many Class B sectors by 500 feet and to extend the lateral dimensions of the present Class B area in multiple directions. FAA provided a hard copy of the present Class B area / sectors plus a companion graphic of ‘suggested’ changes. Steve said he would put the information and graphic (chart/map of Metro Class B) in the Club Newsletter.

Steve said that the update on the Footlight Ranch auction is that they had no bids! This auction was for the restaurant; buildings and grounds locate alongside the Shreveport North Airport in Pennsylvania, the home of the Fathers Day Fly-In and many other great events. He does not know what will happen to the annual events next season.

Safety and Training Director: Dave Riedel – had nothing special to report.

Membership Director: Jim Birnbaum that we have 50 paid members. He is still looking for the procrastinators! Also, one of the benefits of a large membership is the united voice we can send to the FAA regarding changing to or modifying of the Metro Class B Airspace. Numbers count to the FAA!

Warrenton Air Park Owner: Tom Richards said that he still tied-up a lot of the time with his job and not able to give the Airpark's on-going construction projects much time. The added pavement to the north end of runway 04-22 is complete and gives the larger aircraft a smooth takeoff run. He also mentioned about the Club golf cart problems and said that the Sky Divers have their own golf cart now.

Clothing Sales: **Pete Bastien** had nothing special to report.

Old Business

What to do with Club golf cart now that it has a damaged engine? History: The Members only golf cart was purchase by the Club to haul heavy loads to our hangers or any other location on the field because member and Airpark owner, Tom Richards, did not want any cars or trucks running on the grass field. The cart was first under lock and key, but over the years it was used very little by the members. Anyone could use it as if it was an Airpark golf cart and no one was looking after the maintenance. Running it with no oil in the crankcase was its destruction.

Bob Eaheart and Larry Walker volunteered to look at the carts engine and see what repairing it would take in time and money and report at the next meeting.

Bob reported that the engine has many broken parts and needs major repairs. A new engine would run \$2400; a rebuild kit about \$1400. It would take \$1000 just to replace parts as

needed, plus some special tools. The point was raised that the Club didn't use the cart much and the cost of repairing could be used to get some other kind of hauling vehicle. The members thought a small hand-pulled wagon with big wheel would fit the bill. The Membership decided (voted) that we junk the Club golf cart and give it or parts to whoever will take them away. Jim Heidish volunteered find out about small hand pull wagons so the Club can compare features, size and cost. He will report at our next meeting and report at next meeting.

New Business

Dave Riedel, as many members know, has helped with the Airpark grass cutting for many years and now sees a need for some special equipment. He brought up the good idea of getting a 0-turn mower that would help cutting grass close to the hangers and other hard to reach places. He suggested that the Club and the Skydiving outfit could help Tom Richards with the cost. A lot of questions came up, and we agreed to continue the subject at the next meeting.

MONTHLY PROGRAM – none.

50/50 Drawing –Winner: Loyd Peterson

Adjourn

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

Cookout: Everyone enjoyed the great food cooked outside in the cold by **Jim Birnbaum**.

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

Activities**2011 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 2011 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

2011 Club Activities Schedule

Date	Activity	Location	Description
Thur, January 6 th , 7:30PM	Club Meeting	CVHS	Standard Agenda
Thur, February 3 rd , 7:30PM	Club Meeting	CVHS	Standard Agenda
Thur, March 3 rd , 7:30PM	Club Meeting	CVHS	Standard Agenda
Sat, April 2 nd 11AM	Club Meeting	WAP	Club meeting and cookout at Warrenton Airpark
Sat, May 7 th , 11AM	Club Meeting	WAP	Club meeting and cookout at Warrenton Airpark (WAP)
Sat, May 21 st • 10AM - Memorial ceremony • 11AM - Club meeting	Memorial and Club Meeting	WAP	Memorial ceremony and cookout at Warrenton Airpark (WAP)
Sat, June 11 th • 7AM - PPG Poker Run • 8:30AM - 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 9 th , 11AM	Summer BBQ and Club Meeting	WAP	Monthly meeting and Summer BBQ at Warrenton Airpark (WAP)
Sat, August 6 th , 11AM	Club Meeting	WAP	Monthly meeting and cookout at Warrenton Airpark (WAP)
Sat, September 10 th , 11AM	Club Meeting	WAP	Monthly meeting and cookout at Warrenton Airpark (WAP)
Sat, September 17 th or 24 th TBD	Club 1 Fly-out to Trikefest East at Shreveport North (62PA)	WAP	Club1 Fly-Out from Warrenton Airpark (WAP)
Sat, October 1 st	Club 1 Fly-in and meeting	WAP	Monthly meeting, Club 1 Fall Fly-In and cookout at Warrenton Airpark (WAP)
Sat, October 29 th	Club 1 Color Run Fly-Out	WAP	Club 1 Color Run Fly-Out at Warrenton Airpark (WAP)
Thur, November 3 rd , 7:30PM	Club Meeting	CVHS	Standard Agenda
Sat, December 10 th , 4:30PM	Club Meeting / Holiday Party	WAP Club House	Monthly meeting and Holiday Party at 4:30PM

CLASSIFIEDS

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

FOR SALE — Zodiac 601 XL (650 XL) partially completed kit. Kit includes Constructed Tail Surfaces and Fuselage, to include Landing Gear with Wheels and Brakes, Dual Brake Peddles kit, Dual Control

Stick kit and Instrument Panel. The wing kit and engine is needed. The wing kit is available now pre-drilled. It The plane will take a Rotax 912S, Jabiru 3300, Continental 0200, Lycoming 235, Corvair or VW conversion engines. All documentation and registered plans are in the package. Asking \$7500 or

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

(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.”

FOR SALE — Partnership - Taylorcraft BC-12D (1946) - available. Aircraft is hangared at Warrenton Airpark. The Taylorcraft is flown about 65hrs/year and should be flown more. Annual, hangar, insurance, maintenance and repair are shared costs, while fuel is individual responsibility. Tom Richards and Jim T. Hill are looking to add one or two partners to replace a leaving partner. Please contact Tom Richards ([703\) 568-3607](tel:7035683607);

warrentonairpark@yahoo.com or Jim T. Hill for details.

FOR SALE — 1978 Weedhopper Ultralight for sale: JC24C model; no engine; just frame. Will need new sails. Contact Mark Ripberger for more details. Sold “as is” \$400.00
ripbergerm@darden.virginia.edu
434-589-8311

Shared hangar space available @ KHWY.
Contact loyd.peterson@verizon.net.

FREE Pterodactal Ultralight Kit! 30 years old and never assembled. Engine still in crate. Complete kit, with all parts except wing coverings that can be purchased from an Ultralight supply co. Call: Bob Adcock (202)-882-4477 or radcock@verizon.net



Membership Dues

Policy

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

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

Members who have not paid their dues by the end of February will be dropped 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 – 2011

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 Warrenton 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__ USMaiI__ 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.

2011 CLUB OFFICERS & DIRECTORS

President: Steve Beste 703-321-9110
Vice President: Dick Martin 703-242-2367
Secretary: Jim Heidish 703-524-5265
Treasurer: Jim Birnbaum 703-361-7478
Director and Past President: Len Alt 703-945-9314
Director At Large: Dave Riedel 703-815-4924
Director At Large: Larry Walker 540-347-7609

2011 CLUB VOLUNTEER STAFF

Safety & Training: Dave Riedel 703-815-4924
Membership: Jim Birnbaum 703-361-7478
Club Artist: Jim Heidish 703-524-5265
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://usuclub1.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/>”