

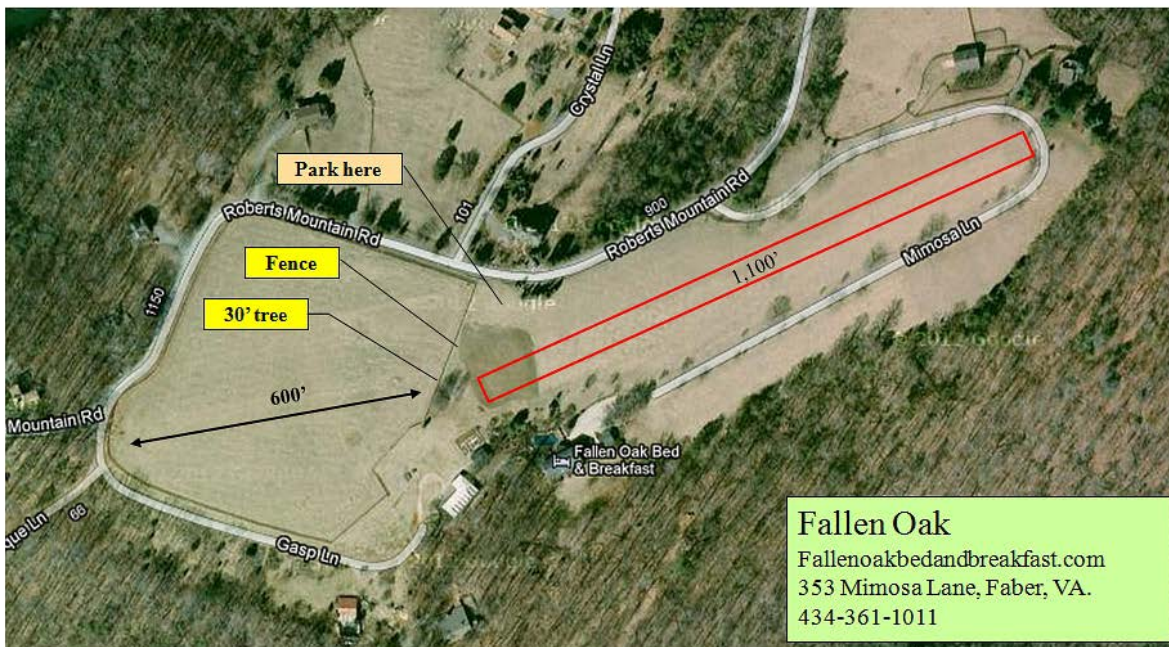


## FROM THE FRONT SEAT

Steve Beste, President

**Spring trip.** In January, **Andreas Weiss** and I discovered a beautiful bed & breakfast south of Charlottesville that has a big lawn on a ridge top and would welcome light flyers. It's 79 miles from the Airpark. I'll organize a flight out sometime this season. Let me know if you're interested in going.

## Fallen Oak



37.855432, -78.835284  
 Elevation 660'  
 Runway 3-21  
 1,100' x 50' turf  
 Trees both ends.  
 Especially 30' tree west end.

Fence west end.  
 No power lines.  
 Field is on a mountain ridge.  
 It slopes up slightly to west.  
 It begins to slope down as you go north, so use the southern edge.

Recommend takeoff to west because of 600' pasture to west for emergency.

Expect rotors. This is mountain flying.

Is this a field you would land in? When I asked that question at the February Club meeting, I got this advice:

- Chuck Tippet: “The most important thing is to accept in your mind that you may *not* be landing. If you think you *must* land, you’re setting yourself up for trouble.” In this case, there are two private fields nearby that are 1,800 and 2,000 feet. I’ll see if those would be available.
- Cubs and Aeroncas could land, but only if flying solo. Dick Martin’s Allegro, no.
- Trikes, Quicksilvers, and Huurricanes? No problem.
- The PPG guys said, “We really don’t need a runway that’s 1,100 feet wide.”

In any case, if you have no report from the ground as to the condition of the field, fly low over it once or twice looking for gopher holes, rocks, and other hazards. And remember: *you don’t need to land.*

**Calendar pictures.** Let me brag. Last fall, the Virginia Dept. of Aviation put out a call for pictures for this year’s calendar. I sent in several and they picked two! You can get a free copy of the calendar by calling 804-236-3624. When I hear from them next year, I’ll let everybody know so you can all send in pictures. Let’s have some PPGs!



*Light flyers on the grass at Rular (VG07), first stop on Flying Club 1’s Spring Poker Run. The aircraft belong to Art Felt, Bob Jacobs, Jim Heidish, and Steve Beste.*



*Steve Beste in his trike follows **Chuck Tippett** flying John King's Stearman toward Washington Dulles International for Become A Pilot Day, 2011. See the full story [here](#).*

Fly safe,  
Steve



## From The Safety Corner —

*By Dave Riedel*

Continuing from last month's article, this is the next article in the series from the *Free Online Private Pilot Ground School* website. The second of five articles is about:

### *The Decision – Making Process*

An understanding of the decision-making process provides a pilot with a foundation for developing Aeronautical Decision Making (ADM) skills. Some situations, such as engine failures, require a pilot to respond immediately using established procedures with little time for detailed analysis. Traditionally, pilots have been well trained to react to emergencies, but are not as well prepared to make decisions requiring a more reflective response. Typically during a flight, there is time to examine any changes that occur, gather information, and assess risk before reaching a decision. The steps leading to this conclusion constitute the decision-making process.

#### *Defining the problem*

Problem definition is the first step in the decision-making process. Defining the problem begins with recognizing that a change has occurred or that an expected change did not occur. A problem is perceived first by the senses, and then is distinguished through insight and experience. These same abilities, as well as an objective analysis of all available information, are used to determine the exact nature and severity of the problem.

One critical error that can be made during the decision-making process is incorrectly defining the problem. For example, a low oil pressure reading could indicate that the engine is about to fail and an emergency landing should be planned, or it could mean that the oil pressure sensor has failed. The actions to be taken in each of these circumstances would be significantly different. Fixating on a problem that does not exist can divert attention from important tasks. The pilot's failure to maintain an awareness of the circumstances regarding the flight now becomes the problem. This is why once an initial assumption is made regarding the problem, other sources must be used to verify that the conclusion is correct.

*While on a cross-country flight, a pilot discovered that fuel consumption was significantly higher than predicted during flight planning. By noticing this discrepancy, change has been recognized. Based on insight, cross-country flying experience, and knowledge of airplane systems, the pilot considers the possibility that there might be enough fuel to reach the destination. Factors that may increase the fuel burn rate could include environmental factors, such as higher-than-expected headwinds and lower-than-expected groundspeed. To determine the severity of the problem, recalculate the fuel consumption and reassess fuel requirements.*

#### *Choosing a course of action*

After the problem has been identified, the pilot must evaluate the need to react to it and determine the actions that may be taken to resolve the situation in the time available. The

expected outcome of each possible action should be considered and the risks assessed before deciding on a response to the situation.

*The pilot determines there is insufficient fuel to reach the destination, and considers other options, such as turning around and landing at a nearby airport that has been passed, diverting off course, or landing prior to the destination at an airport on the route. The expected outcome of each possible action must be considered along with an assessment of the risks involved. After studying the aeronautical chart, the pilot concludes that there is an airport that has fueling services within the remaining fuel range along the route. The time expended for the extra fuel stop is a worthwhile investment to ensure a safe completion of the flight.*

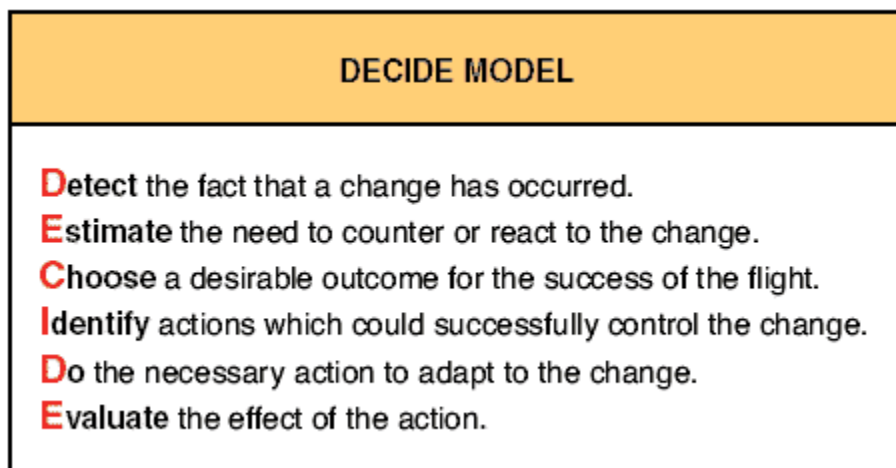
Implementing the decision and evaluating the outcome

Although a decision may be reached and a course of action implemented, the decision-making process is not complete. It is important to think ahead and determine how the decision could affect other phases of the flight.

As the flight progresses, the pilot must continue to evaluate the outcome of the decision to ensure that it is producing the desired result.

*To implement the decision, the pilot determines the necessary course changes and calculates a new estimated time of arrival, as well as contacts the nearest flight service station to amend the flight plan and check weather conditions at the fuel stop. Proceeding to the airport, continue to monitor the groundspeed, fuel status, and the weather conditions to ensure that no additional steps need to be taken to guarantee the safety of the flight.*

The decision-making process normally consists of several steps before choosing a course of action. To help remember the elements of the decision-making process, a six-step model has been developed using the acronym “DECIDE.”



*The DECIDE model can provide a framework for effective decision making.*

*...to be continued next month.*

## Ultralighting in Peru

*By Dick Martin, Club 1*

I had a 30 year career in the U.S. Government foreign service, mostly overseas. During a 1999 home leave, I took ultralight flying lessons (including several flights with Jim Willis in Warrenton and others in Minnesota) and got my ultralight license from USUA. Then it was off to a six year posting in Lima, Peru.

In Peru, I was happy to discover a thriving ultralight flying club. For regulatory reasons, there is virtually no private aviation in Peru. However ultralights are unregulated and are the only option for aviation hobbyists. As a result, an ultralight club had grown up in the beach town of San Bartolo, about 20 miles south of Lima. Members are mostly businessmen and retired military officers. The Peruvian Government's civil aviation authority lets the San Bartolo Ultralight Club operate as long as the sport is safe and non-commercial, although the threat of government regulation is a persistent worry. This creates a strong incentive for the Club to operate safely and responsibly. The Club therefore self-regulates with its own safety regulations; private control tower; and mechanics, instructor, and flight examiner. Remarkably it has not had a serious accident in 23 years of operation.



*The San Bartolo Ultralight Club facilities*

My first lessons in Peru used a Drifter, referred to in the Club as a witch's broom because the pilot sits on a round beam far out in front of the rest of the plane. We then switched to a two seat Challenger. I soloed in the Challenger and started building up the required twenty solo hours before being permitted to carry passengers. Then came the check ride with Admiral (ret) Raul Vargas, the Club's flight examiner. To my surprise, Raul simulated an engine failure right on my first take-off and put me through a tough test, both oral and practical.

Then the fun began. With another student pilot from the U.S. Embassy, I leased the Challenger and was able to fly a lot. My wife and other friends often went along.

The Pacific Coast of Peru is a desert, with miles of flat beach and sunny weather for comfortable, safe ultralighting. There are some spectacular rocky areas, cliffs, resorts, and fishing villages. It was exhilarating to fly low along the beach, watching surfers and dolphins. We would frequently land on the sand behind a rustic seafood restaurant on the beach and lunch on Peru's famous seafood.



*Flying the Pacific coast*



*Flying the Pacific coast cliffs south of Lima*



*Desert fuel stop. The Challenger I leased is on the left. The yellow Beaver I later owned is in the center.*

Once or twice a year, the Club organized a two day group cross-country flight to more distant beach or desert resorts. These trips were logistical marvels, with the Club mechanics in a truck racing the planes from one pre-determined landing spot to the next, re-filling our gas cans between stops, and fixing planes when needed.

In 2003, the Peruvian Air Force invited the Club to participate in Peru's celebration of the 50<sup>th</sup> Anniversary of the Wright Brothers' first flight. We first flew to an immense air base just south of Lima, where our little ultralights spent the night incongruously in a hanger with supersonic fighters. Early the next day, we flew in a ragtag formation up and down Lima's coast line. Lima is



*Club flight along the coast of Lima commemorating 50 years of flight*

spectacularly situated on a high cliff overlooking the sea. It was a special experience for us ultralight pilots – commemorating aviation, enjoying the breath-taking panorama of the city and costal cliffs, and waving at thousands of spectators gathered below. After we cleared the area, there were fly-bys by military acrobatic teams, combat jets, parachute jumpers, and airliners.



*Spouse, co-pilot and bombardier Aimee Martin preparing for bomb drop contest (we came in second)*

Eventually, the owner of my leased Challenger wanted it back. For a while he leased me an old Brazilian Quicksilver. Then I bought a used yellow Beaver, a Canadian 2 seat kit plane with a Rotax 582 engine. That Beaver was my favorite plane.

One weekend, Ray Anderson, the U.S. Embassy military attaché and a dedicated ultralighter, organized an invitational event for military attachés from other countries' embassies. We gave the attachés ultralight rides and put on an off-target bombing demonstration. My wife, Aimee, always a good sport and willing passenger, was my bombardier.





*"Chuck Yeager's" X-1 flight locker*

Another weekend, a film crew from a Lima TV station arranged to visit the club to film an episode for their extreme sports TV program. I took the cameraman for a low altitude ride along the beach. When interviewed on camera, I introduced myself as the famous American pilot, Chuck Yeager with my supersonic plane, the X-1. The interview was broadcast and became part of Club folklore. From then on I was known in the Club as “Chuck”, my ultralight was the X-1, and “Chuck Yeager” was painted on my hangar and locker.

The San Bartolo Ultralight Club had its own little airport with two runways, a clubhouse, and large hangars. At any time there were 30 to 40 members with planes. I made friends with friendly and interesting Peruvian ultralighters and their families. The Club was well-managed by the members, disciplined and safe, and committed to making aviation fun for ultralighters. My impression

is that ultralighting is an international sport. One indication is the international tent at “Sun and Fun” where pilots from other countries (including my Peruvian friends) meet up with like-minded aviation enthusiasts from other countries throughout the Americas. Since returning to the Washington area in 2006, I have thoroughly enjoyed U.S. style ultralighting and Light Sport Aviation at Club 1. But I also have fond memories of my 6 years of ultralighting in Peru.

## Meeting Minutes

### February 2013 Minutes

#### Flying Club One Meeting

Thursday February 7, 2013

Centerville High School

Centerville, VA

#### No selling of 50/50 tickets before meeting

#### Call to Order

*President*, Steve Beste called the meeting to order at 7:35 P.M.

16 members present.

#### CONNECTIONS

#### Visitors & New Members

None

#### Old members

MSquared Breese owner **Ari Tapper** said as soon as he gets a little more training he should be up and flying. **Ben Van Der Walt** said that he is ready to be one of the cookout chefs this year since last season his day was rained out. PPG pilots **Michale O'Daniel** and **Brian Goff** went down to New Bern, North Carolina to get in some warm weather flying but it turned out to be quite cold. **Allen Whatley** and **Pete Bastien** flew Tom Richards's Taylorcraft to Georgia to pick up an old Citabria and Pete flew it back with the help of a little duct tape. Also **Chuck Tippett** had a great adventure flying a new Carbon Cub back from Seattle, Washington in 6 days. He said he might have a presentation about the flight.

#### SERVICE PROVIDERS

Recap our standing list of service providers:

- PPG instructor and dealer: **Michale O'Daniel**
- Fixed wing instructor: **Chuck Tippett**
- PPG, Ultralight, LSA and General Aviation flight instruction: **Grass Roots Flyers**
- Welder: **Tom Kotsch**
- A&P mechanic: **JD Ingram**

#### REGULAR REPORTS

*Secretary*: **Jim Heidish** reported that the January Minutes were published in February Club Newsletter and the Minutes were approved as published.

*Treasurer*: **Jim Birnbaum** reported January Income: \$185.00, Expenses: \$0.00, The Flying Club 1 Checkbook Balance: \$2874.12.

*President*: Steve Beste reported that that he sent *Powered Sport Flying* magazine (holder of USUA Insurance) the letter he wrote to the FAA about cutting Trike DPEs because of cost reduction. The editor will place it in the March issue and also sent on it to the EAA's Federal Government representative.

*Safety and Training Director*: **Dave Riedel** reported that he has placed a 5-part article on *Aviation Decision Making* in the Club News Letter that members should read. Also with the spring flying season ready to start: Think Safety First! Do a complete preflight and if you feel a little rusty from the long winter get some training to bring all back.

*Membership Director*: **Jim Birnbaum** reminded us that he is still looking for 2013 dues. He said that we have 56 members.

*Warrenton Air Park Owner*: **Tom Richards** reported that he submitted the application to the County with the proposal for the new hangars and hopefully things will move along. He said that the D.C. Skydiving operation is moving to the hangar at the far east of the now PPG training runway and that the runway will be widened and dedicated more to the Skydiving and their big jump plane. The Skydiver's parking area is also moving east behind the tree line, so the whole operation will now be more isolated. Things still need to be worked out on conflicting runway use and traffic patterns. So be considerate and See & Be Seen, updates to come.

Tom said he is working on documenting the history of the Air Park. It all started back in the 1930s and he wants to include some of the Flying Club's history also, so old members get ready.

### **Old Business**

At the last meeting the idea to use some of the Club's funds to buy new fire extinguishers and/or update the old ones (which we have had for 7 years now) was talked about and **Dave Riedel** was going to look in to it. Dave's research pointed to the Halon type of extinguisher as the best for our use and found they would cost about \$100 each. The Club approved the purchase of 5 new Halon fire extinguishers and **Chuck Tippett** said he would get the old ABC extinguishers re-charged.

### **New Business**

**Dave Riedel** said the Club (as was talked about in the last meeting) was taking part in a wonderful event, the *Gotta Fly Wounded Warrior Project* (WWP) at the *Flying Circus Aerodrome* on May 11, 2013. The event will host 25 Wounded Warrior Alumni from the local area and 25 Wounded Warriors (WW) who are currently patients at the Walter Reed National Military Medical Center as well as their caregivers and families to a private event all about aviation. The WWs will have the

opportunity to fly in anything from a Powered Paraglider, Powered Parachute, Trike, or Light Sport Aircraft, to the Flying Circus open cockpit biplane. The D.C. Skydivers will also be there giving tandem jumps. The group will be treated to a BBQ lunch and even a moon bounce will be provided for the WW's children. Club Members signed up to fly Warriors, have their aircraft on static display or just help out with one of the many tasks the event will have. *Gotta Fly* is also looking for private or corporate sponsors to help with the cost. Any questions about the event, or to volunteer - see Dave. This is a great opportunity to give back to these Warriors that have given so much to us.

### **MONTHLY PROGRAM**

**Steve Beste** passed out copies of flight charts, topographic maps and satellite images of Fallen Oaks B&B's grass field southwest of Charlottesville, VA and tested us on our knowledge of flying into unknown airports. A good exercise in what you need to look for when thinking about a new place to drop into for the \$100 hamburger.

### **Adjourn**

*President*, **Steve Beste** adjourned the meeting at 8:50 PM

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

**Activities**

**2012 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.

| <b>Date</b>  | <b>Activity</b>   | <b>Location</b>         | <b>Description</b>   |
|--|---|-------------------------|--|
| Thur, March 7th, 7:30pm  | Club Meeting  | <a href="#">CVHS</a>    | Conversation, Club business meeting, and program.  |
| Sat, April 6th, 11am   | Club Meeting  | <a href="#">Airpark</a> | Club meeting and cookout at Warrenton Airpark  |
| Sat, May 4th <ul style="list-style-type: none"> <li>• 8:30am - Memorial fly-in; flying games</li> <li>• 11am - Club meeting &amp; cookout</li> </ul>                       | Memorial, Club Meeting, & cookout   | <a href="#">Airpark</a> | Memorial ceremony and cookout at Warrenton Airpark   |
| Sat, May 11th  | Wounded Warrior flights   |                         | By invitation only. Club-sponsored flights for wounded military veterans.                        |
| Sat, June 1st <ul style="list-style-type: none"> <li>• 6:15am - PPG Poker Run</li> <li>• 8:30am - Airplane &amp; Trike Poker Run</li> <li>• 11am - Club meeting</li> </ul> | PPG Poker Run   | <a href="#">Airpark</a> | Original Poker Run date. Weather allowed PPGs. Others rescheduled.                               |
| Sat, June 15th   | Father's Day Fly-In at Shreveport North (62PA)<br><a href="#">Description</a> . <a href="#">Flyer</a> . <a href="#">Video</a> . <a href="#">Another video</a> . | <a href="#">62PA</a>    | The largest ultralight fly-in in the mid-Atlantic states. Club 1 fly-out from Warrenton Airpark. |
| Sat, July 6th, 11am  | Summer BBQ and Club Meeting   | <a href="#">Airpark</a> | Monthly meeting and Summer BBQ at Warrenton Airpark  |
| Sat, August 3rd, 11am  | Club Meeting  | <a href="#">Airpark</a> | Monthly meeting and cookout at Warrenton Airpark   |
| Sat, September 7th, 11am   | Club Meeting  | <a href="#">Airpark</a> | Monthly meeting and cookout at Warrenton Airpark   |

| <b>Date</b>                     | <b>Activity</b>   | <b>Location</b>                       | <b>Description</b>   |
|---------------------------------|---|---------------------------------------|--|
| Sat, September 14th             | Club 1 Fly-out to Trikefest East at Shreveport North (62PA) | <a href="#">62PA</a>                  | Club1 Fly-Out from Warrenton Airpark                                 |
| Sat, October 5th                | Club 1 Fly-in and meeting                                   | <a href="#">Airpark</a>               | Monthly meeting, Club 1 Fall Fly-In and cookout at Warrenton Airpark |
| Sat, October 26th               | Club 1 Color Run Fly-Out                                    | <a href="#">Airpark</a>               | Club 1 Color Run Fly-Out at Warrenton Airpark                        |
| Thur, November 7th, 7:30pm      | Club Meeting  | <a href="#">CVHS</a>                  | Conversation, Club business meeting, and program.                    |
| Sat, December 7th, 4:30pm - 8pm | Club Meeting / Holiday Party                                | <a href="#">Airpark</a><br>Club House | Monthly meeting and Holiday Party.                                   |

## 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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**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](http://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.”*

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**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](mailto:warrentonairpark@yahoo.com) or Jim T. Hill for details.

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**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](mailto:ripbergerm@darden.virginia.edu) 434-589-8311

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**Aviation Magazines “Ultralight Flying”** All twelve monthly issues for most years between 1989 through 2008—almost 20 years. Not mint, but good readable condition, \$50.00 cash. Call or e-mail for more details. I live in Annandale VA. [Dsax289@aol.com](mailto:Dsax289@aol.com) Ph# 703-503-8289

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**FOR SALE — Complete Powder Coating Setup** to include Gun, Paints (black, yellow, red and more), Baking Oven and Air Compressor. The oven will take a really large part (over 24 Inches) and is fully temperature controlled. It is a large Maytag home unit with 4 burners and self-cleaning in very good shape. It is worth the asking price alone.

Asking \$ 100 for everything. I will even include a tabletop oven for smaller parts. As those who can tell you from my past tool sales, my prices are reasonable to say the least. Contact me at 540-347-7609.

## **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 2012 Membership Application form with your payment. This will be used to ensure that our records are current. A copy of the membership application is attached and also printed at the end of the Newsletter.

Jim Birnbaum  
Flying Club 1  
Membership Director, Treasurer

## MEMBERSHIP APPLICATION - 2013



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.

### 2013 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

### 2013 CLUB VOLUNTEER STAFF

Safety & Training: Dave Riedel 703-815-4924  
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 indicate on*

*your membership application the function(s) (can be more than one) you will support as a Club member. All active Club members are expected to participate. However, members who live some distance away and cannot attend meetings regularly may prefer to support functions associated with Club weekend activities.*

**ANNUAL DUES** (Jan 1–Dec 31) \$20.00. Family membership (typically husband and wife): \$25.00. A spouse who wishes to participate will please complete a membership application form.

**CLUB WEB SITE:** <http://flyingclub1.org>

**MEETINGS** are monthly, year-round. See the web site for dates and places.

### **THE NEWSLETTER:**

The newsletter is published by email on the first of every month.

### **SUBMITTING ITEMS FOR THE**

**NEWSLETTER** Members and non-members are encouraged to submit items for this newsletter. Send submissions to Lucy Ooi at Ooi.Lucy@gmail.com at least one week prior to the end of the month.

**If you are interested in joining the U.S. Ultralight National Organization go to their website for membership information at: [www.usua.org](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)**