

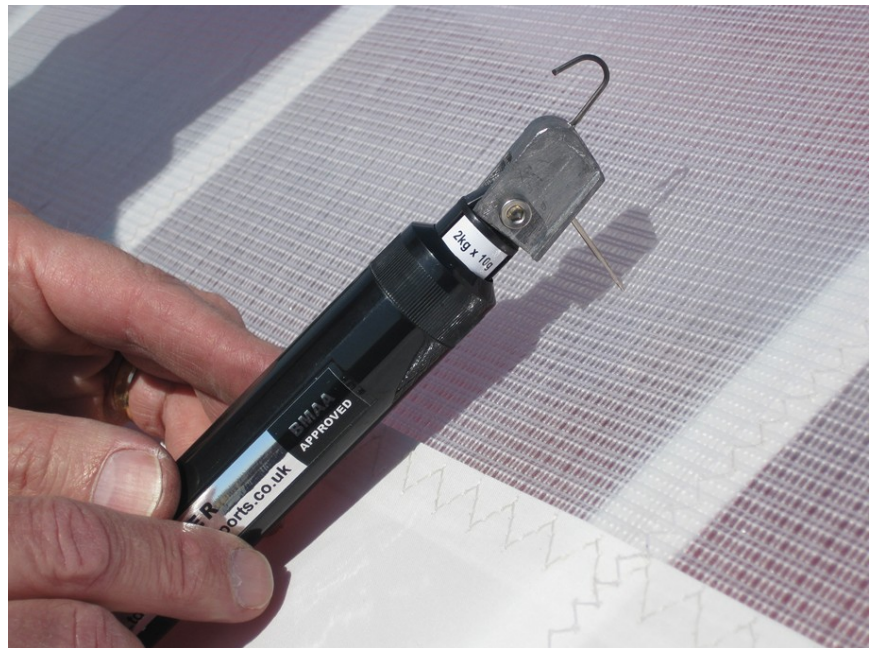


## FROM THE FRONT SEAT

Steve Beste, President

**Bettsometer test.** Almost everyone in the club flies on a fabric wing of some kind. Eventually, the fabric rots. How can we discover this ahead of time? The best way is to do a destructive test. You cut out a piece of wing fabric, send it to the manufacturer, they pull it apart and tell you how strong it was. I did this when I bought my trike. The wing was eight years old, had 360 hours, and had always been hangared. But I wondered. According the manufacturer, La Mouette in France, my sample had a strength of 70kg as against 80kg when new. Must-replace value was 40kg, though this is not something you want to push! The test was possible because the wing had a 4" sacrificial test patch sewn to its top surface. Like a shirt pocket, you could cut out a piece without damaging the wing. Still, this is not a test you want to do every year. The patch is only so big.

For a non-destructive test, use a Bettsometer, which is basically a fish scale attached to a needle. You stick it into the fabric and pull to a certain pressure along the warp of the fabric, then rotate 90° and pull along the weft. If the fabric rips even a little, the wing is trash. Don't fly it. Next, test the strength of the sail's threads by snagging a piece of stitching with the hook. Pull to the test pressure. If the stitching breaks, the wing is trash.



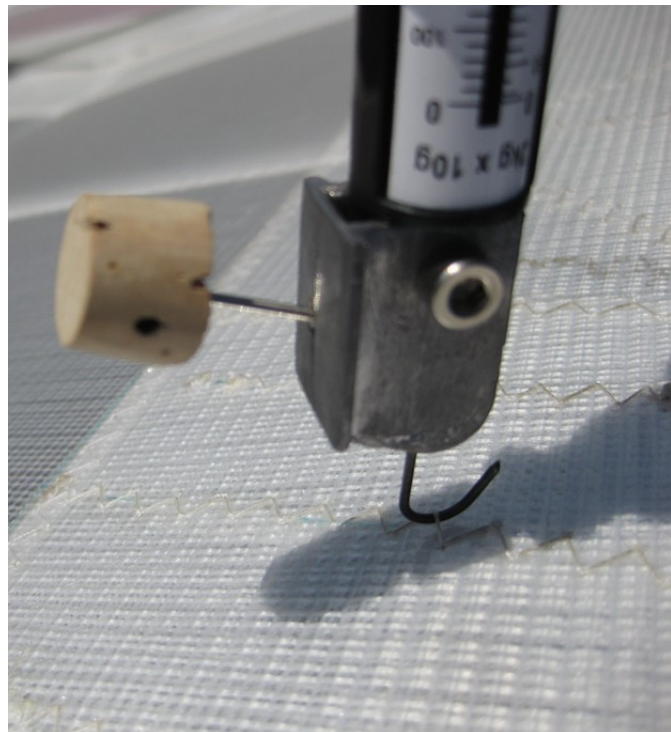
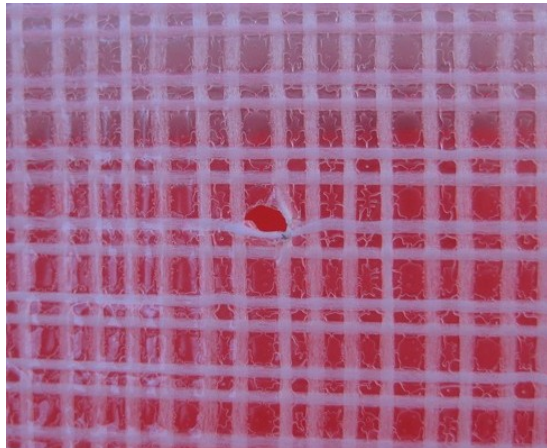
OK, what's the test pressure? For trilam trike wings such as you see here, it's 1,360 grams according to both my wing manufacturer (Aeros) and Airborne (a trike manufacturer). Obviously, a PPG wing will be less.

Just one test? No. You're supposed to test several locations. Airborne suggests testing at four locations just behind the leading edge on one wing from center to tip. You'll want to test the top

surface, of course, since what kills fabric is the ultraviolet light in sunlight. That affects the top surface first.

What did I find? No surprise, since my new wing is only four years and 150 hours old, it passed the test. But note: the Bettsometer will tell you only when the wing is trash, not how close to trash it is. For that, you need the destructive test.

Further, I wasn't keen to punch all those holes in my wing, so I punched only one. Trike wings are usually made of trilam, two layers of mylar sandwiching a loose-woven fabric. If you punch a hole in cloth fabric, it will heal, but trilam won't. That hole is there forever. The hole here is about 2 mm.



The upshot is that I'm going to hold off Bettsometer testing for another four years or until the wing shows some kind of wear. If the wing weren't plastic, I'd do it every year.

Thank you to **Patrick Tyler** for kindly lending me his Bettsometer. Thanks also to new guy **David Humm** and club member **Peter Richter** (left and right below) who helped me with my annual and took these pictures.



References: [Airborne Australia wing manual](#) discusses Bettsometer testing.

[P&M trike service bulletin](#) on Bettsometer testing.

**Fly-ins.** The new flying season brings these invitations:

May 11, Saturday. **Gotta Fly 2013 Wounded Warrior Day.** The club is supporting this one-day affair giving rides to wounded servicemen and veterans in conjunction with the Wounded Warrior Project. Please save the date and plan to volunteer if you haven't already. Contact me at [president@flyingclub1.org](mailto:president@flyingclub1.org).

May 17-18, Friday-Saturday. **[Horn Point Antique Fly-In](#).** This is on the Eastern Shore just east of Cambridge at a grass strip that's open only for this annual event.

May 18, Saturday, 11-1. **Club 250 picnic.** This is our sister club to the south, at [Holly Springs \(80VA\)](#), about an hour south of the Airpark. Gary Edgecomb often flies in to our meetings. Let's return the visit. They'll be happy to feed us.

June 14-15, Friday-Saturday. **Father's Day Fly-in at Shreveport North (62PA).** This is the biggest gathering of light flyers in the mid-Atlantic states. Plus, they have food, showers, and a bunkhouse, so the logistics are easy. See the flyer in this issue of the newsletter.

June 15, Saturday. **[Become a Pilot Day](#)** at the Smithsonian Udvar-Hazy Museum. Chuck Tippet takes a biplane there every year. He would probably be willing to escort you in as he did Tom Simmons and me [in 2011](#). You put your plane on static display for the day. This is by application only. Michael O'Daniel says he'll take his PPG. Any other takers? Apply soon.

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 fourth of five Aeronautical Decision Making articles is about:

### ***Factors affecting decision making***

It is important to point out the fact that being familiar with the decision-making process does not ensure the good judgment to be a safe pilot. The ability to make effective decisions as pilot in command depends on a number of factors. Some circumstances, such as the time available to make a decision may be beyond a pilot's control. However, one can learn to recognize those factors that can be managed, and learn skills to improve decision-making ability and judgment.

### ***Pilot self-assessment***

The pilot in command of an airplane is directly responsible for, and is the final authority as to, the operation of that airplane. To effectively exercise that responsibility and make effective decisions regarding the outcome of a flight, a pilot should be aware of personal limitations. Performance during a flight is affected by many factors, such as health, recency of experience, knowledge, skill level, and attitude.

Exercising good judgment begins prior to taking the controls of an airplane. Often, pilots thoroughly check their airplane to determine airworthiness, yet do not evaluate their own fitness for flight. Just as a checklist is used when preflighting an airplane, a personal checklist based on such factors as experience, currency, and comfort level can help determine if a pilot is prepared for a particular flight. Specifying when refresher training should be accomplished and designating weather minimums that may be higher than those listed in Title 14 of the Code of Federal Regulations (14 CFR) part 91 are elements that may be included on a personal checklist.

In addition to a review of personal limitations, use the I'M SAFE Checklist (See Figure 1) to further evaluate fitness for flight.



Figure 1: Prior to flight, pilot fitness should be assessed the same as the airplane’s airworthiness is evaluated.

Recognizing hazardous attitudes

Being fit to fly depends on more than just a pilot’s physical condition and recency of experience. For example, attitude will affect the quality of decisions.

Attitude can be defined as a personal motivational predisposition to respond to persons, situations, or events in a given manner. Studies have identified five hazardous attitudes that can interfere with the ability to make sound decisions and exercise authority properly.

THE FIVE HAZARDOUS ATTITUDES	
<p><b>1. Anti-Authority:</b> "Don't tell me."</p>	<p>This attitude is found in people who do not like anyone telling them what to do. In a sense, they are saying, "No one can tell me what to do." They may be resentful of having someone tell them what to do, or may regard rules, regulations, and procedures as silly or unnecessary. However, it is always your prerogative to question authority if you feel it is in error.</p>
<p><b>2. Impulsivity:</b> "Do it quickly."</p>	<p>This is the attitude of people who frequently feel the need to do something, anything, immediately. They do not stop to think about what they are about to do; they do not select the best alternative, and they do the first thing that comes to mind.</p>
<p><b>3. Invulnerability:</b> "It won't happen to me."</p>	<p>Many people feel that accidents happen to others, but never to them. They know accidents can happen, and they know that anyone can be affected. They never really feel or believe that they will be personally involved. Pilots who think this way are more likely to take chances and increase risk.</p>
<p><b>4. Macho:</b> "I can do it."</p>	<p>Pilots who are always trying to prove that they are better than anyone else are thinking, "I can do it –I'll show them." Pilots with this type of attitude will try to prove themselves by taking risks in order to impress others. While this pattern is thought to be a male characteristic, women are equally susceptible.</p>
<p><b>5. Resignation:</b> "What's the use?"</p>	<p>Pilots who think, "What's the use?" do not see themselves as being able to make a great deal of difference in what happens to them. When things go well, the pilot is apt to think that it is good luck. When things go badly, the pilot may feel that someone is out to get me, or attribute it to bad luck. The pilot will leave the action to others, for better or worse. Sometimes, such pilots will even go along with unreasonable requests just to be a "nice guy."</p>

Figure 2: The pilot should examine decisions carefully to ensure that the choices have not been influenced by a hazardous attitude.

Hazardous attitudes can lead to poor decision making and actions that involve unnecessary risk. The pilot must examine decisions carefully to ensure that the choices have not been influenced by hazardous attitudes and be familiar with positive alternatives to counteract the hazardous attitudes. These substitute attitudes are referred to as antidotes. During a flight operation, it is important to be able to recognize a hazardous attitude, correctly label the thought, and then recall its antidote (shown in Figure 3).

HAZARDOUS ATTITUDES	ANTIDOTES
<p><b>Anti-Authority</b> — Although he knows that flying so low to the ground is prohibited by the regulations, he feels that the regulations are too restrictive in some circumstances.</p>	<p><b>Follow the rules. They are usually right.</b></p>
<p><b>Impulsivity</b> — As he is buzzing the park, the airplane does not climb as well as Steve had anticipated and without thinking, Steve pulls back hard on the yoke. The airspeed drops and the airplane is close to a stalling attitude as the wing brushes a power line.</p>	<p><b>Not so fast. Think first.</b></p>
<p><b>Invulnerability</b> — Steve is not worried about an accident since he has flown this low many times before and he has not had any problems.</p>	<p><b>It could happen to me.</b></p>
<p><b>Macho</b> — Steve often brags to his friends about his skills as a pilot and how close to the ground he flies. During a local pleasure flight in his single-engine airplane, he decides to buzz some friends barbecuing at a nearby park.</p>	<p><b>Taking chances is foolish.</b></p>
<p><b>Resignation</b> — Although Steve manages to recover, the wing sustains minor damage. Steve thinks to himself, "It's dangerous for the power company to put those lines so close to a park. If somebody finds out about this I'm going to be in trouble, but it seems like no matter what I do, somebody's always going to criticize."</p>	<p><b>I'm not helpless. I can make a difference.</b></p>

Figure 3: The pilot must be able to identify hazardous attitudes and apply the appropriate antidote when needed.

*...to be continued next month.*

## How Quickly Plans Can Change

*By Lucy Ooi*

In October of 2010, I purchased a beautifully restored Aeronca L16 (7BCM) which was then located at Fox Field in Lancaster, CA at the Milestones of Flight Museum. This two seat aircraft was built in late 1947 and was used by the Civil Air Patrol in New Orleans. It has been upgraded with a larger 115 hp Lycoming O-235 engine (the original was 85 hp), electric starter, radio, transponder and lights, among other things. The big red spinner on the front decided the name for me: Rudolph.

Since this was to be a true cross-country trip, I ordered a stack of charts and received what appeared to be a large brick in an envelope in the mail. I had charts laid out on all available floor space in my studio apartment, and researched airports, restaurants, hotels, points of interest and in some cases even avgas prices. After weeks of planning I had a route charted which would take us to some more interesting airports with food and hotels nearby (along with some alternates). Alas, little of this was to be.



*Rudolph in the Milestones of Flight Museum at Fox Field*

The night before our scheduled meeting with the owner to sign paperwork, Allen and I flew commercial into Los Angeles (LAX). After a less than wonderful three hour ride in a shuttle van, we arrived in Lancaster and tried to get some rest for the big day. The plan was to sign the paperwork in the morning, then go on a few trips around the pattern to get accustomed to the different flying characteristics of the airplane. The plan then was to head to Death Valley (to

cross ‘fly below sea level’ off my bucket list) and then head on to Grand Canyon Caverns (L37) in Arizona for the night.

In the morning, the weather was absolutely perfect over southern California. The skies were clear, winds were light and visibility was fantastic over the high desert. The owner and his wife picked us up at the hotel and took us to William J. Fox Field (WJF) in Lancaster, CA. They treated us to Lancaster's musical road, which was very fun! The asphalt is grooved along a section of road so that if you drive over it at the right speed it sounds like music. When we arrived at the airport we checked out the plane. Allen's first impression was that she's pretty. I went up with Scott for a couple bounces and we discovered our first problem – the tower was not picking up a transponder signal from us. After troubleshooting the problem in the runup area and trying again, we decided to go back to the museum to figure out what the problem was. We took off the bottom engine cowling and discovered that the antenna had become disconnected (likely during the recent annual). It was an easy fix, once the problem was detected. Allen then got to fly to get used to the plane before we set off.



*An aerial view of the Milestones of Flight Museum at Fox Field in Lancaster*

Once we both felt comfortable with the plane, we fueled up and went back to the museum to pack up our stuff and head out of town. Upon calling Furnace Creek Airport (L06) in Death Valley, we learned that the airport would be unattended as of 3pm and there would be no fuel if



we landed after that. Deciding not to chance it since it was getting rather late, we decided to head due east and stop at Barstow-Daggett Airport (DAG) for fuel before heading off to Boulder City, NV (BVU).

We headed east past Edwards Air Force Base, passing just south of Rosamund dry lake bed, with views of Rogers dry lake off in the distance. As we left the valley, we went into some interesting terrain, with ridges and mountains. We picked up the Mojave "River" and followed it to Barstow. The river had about as much water in it as the lakes at Edwards, but it still served as a great landmark. We landed in Barstow without incident, and were greeted by someone from the FBO who fueled the plane for us. After making a quick rest stop, we went back to the plane to fly on to Boulder City. This didn't happen. When we started taxiing we noticed that the plane was not as responsive as it had been. We stopped to check it out and discovered that the tailwheel was flat. We chocked the plane in the runup area and walked back to the FBO to get some help. The guy got a compressed air container, which he put in the back of his truck and drove out to the plane. We pumped the tire up and taxied it back to the FBO to take a closer look. Once there, we saw that it was leaking pretty badly. There weren't any replacement tires on the field (DAG is the definition of 'middle of nowhere') but he called nearby Apple Valley Airport (APV) for us, and luckily they had a replacement tube and tire. We then got back in the plane and started it up. The line guy pumped the tire back up for us, and we took off and flew to Apple Valley quickly. Allen did a wonderful wheel landing at Apple Valley and we taxied to the FBO without incident. We got a replacement tire and tube at the FBO and were able to fix it that evening.



*Ridgeline*



*Flying around in the desert southwest*

Since it was getting late, we decided to stay in Apple Valley for the night, but the evening was so beautiful we just had to take the plane up to fly around a bit in the last remaining light. When we returned to the FBO, we found a group of people gathered around a campfire and barbecue. Apparently, the flight school there was holding a special night flying event for people to get their required hours done, and to maintain currency. We met a very special group of aviators that evening. Everyone was extremely supportive and encouraging of each other, and contributed to the wonderful feeling of community. We never would have discovered this welcoming little gem if everything had gone according to the original plan.

In retrospect, buying an airplane that had been sold because the owner didn't fly it enough (40 hours in 5 years) and immediately setting off over some of the most hostile terrain in the continental US (Mojave Desert) may not have been the best idea. If I were to do it over, I would likely have planned to do more flying in the local area before setting off – maybe fly into the Mojave airport itself? Also, though we didn't stick to the original plan, all of the planning that I had done did help with my knowledge of the route and surrounding areas so that I was then able to adapt to changing circumstances quickly. This trip gave me a great lesson in owning and flying a small airplane long distances: be flexible.

# THE MASON-DIXON SPORT FLYERS PRESENT THE 24<sup>TH</sup> ANNUAL FATHER'S DAY FLY IN

AT SHREVEPORT NORTH AIRPORT  
380 KRALLTOWN ROAD  
WELLSVILLE, PA  
14-15 JUNE 2013

Free Admission

Welcoming Ceremonies 12:00 Saturday 15 June

Fun for the entire family

Airplanes - Ultralights - Helicopters

Show Tractors

Bear from the Air toy drop

Sports Cars

Food - right on the flightline

Flight Line Movies with free Popcorn

All you can eat Prime Rib Friday night

Airplane rides



Airport Info (62PA)  
40-02-10N/076-59-44W  
Elev 550' TPA 1500  
RWY 2600x70 Ft Turf  
CTAF 122.9  
Runway 6 - Left Trfc  
Runway 24 - Right Trfc  
Approach - Clear



# Meeting Minutes

## April 2013 Minutes

### Flying Club One Meeting

Saturday April 6, 2013

Warrenton Airpark

Warrenton, VA

### Selling of 50/50 tickets before meeting

#### Call to Order

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

20 members present.

## CONNECTIONS

### Visitors & New Members

**Rich Ramose** said that he just soloed a PPG thanks to the instruction of Brian Goff.

**Keith Parks** and his daughter **Katie** came to the meeting looking for advice in buying a Trike.

### Old members

**Steve Beste** said the flight in from Front Royal was turbulent, with more wind than he anticipated.

As for the wind this A.M., **Ami Abramson** said his PPG was really being blown along the higher he flew and when he landed he called Dulles tower and they said it was over 40 MPH up higher.

## 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 March Minutes were published in April Club Newsletter and were approved as published.

*Treasurer: Jim Birnbaum* reported March Income: \$112.00, Expenses: \$0.00, The Flying Club 1 Checkbook Balance: \$3123.97.

*President: Steve Beste* thanked Tom Richards for welcoming the Club to hold its warm weather meetings at his wonderful Airpark. Steve reported that his letter to the FAA requesting the FAA to re-instate waivers for weight-shift DPEs must have had a great effect because they are pulling the plug on the cut backs. Speaking up works! Way to go Steve! Also he passed around more of the 2013 VA Dept. of Aviation calendars that feature a photo of our Poker Run in it.

*Safety and Training Director: Dave Riedel* said he would like to thank **Jim Birnbaum** for passing along (via email) the FAA Safety Info. to the membership. Also, with all the cutbacks at the FAA, some of the local control towers are closing. Be sure to look at the NOTAMs for up-dates. This may affect GA pilots more than the light flyers, but if any pilot is flying into or out of a former towered field be alert for the big mix of aircraft, keep in radio contact and See & be Seen.

*Membership Director: Jim Birnbaum* is still looking for 2013 dues. He said that we have 41 members that are paid-up. He said if you do not have a membership nametag be sure to tell him and he will have it for you at the next meeting.

*Warrenton Air Park Owner: Tom Richards* said that he postponed a zoning hearing with the county. He gave us an up-date on the

problems he is having with the county on the newer construction at the Airpark. Everything from new hangars, to restrooms, to the relocation of the Skydiving operation is in jeopardy because of permits, zoning and possible fines. The one visible change is the big portable/trailer johns that replaced the closed restrooms. He said that in the end he may have to take down some of the hangers and that would be a real shame because he put them up to accommodate the aircraft that came from Wittman's Strip.

### **Old Business**

**Dave Riedel** reminded Members about the *Gotta Fly* event that the Club is helping to hold on May 11, 2013. The *Gotta Fly* Wounded Warrior Project (WWP) 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 and 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, Light Sport Aircraft, to the Flying Circus open cockpit biplane. The group will be treated to a BBQ lunch and even a moon bounce will be provided for the WW's children. Club Members can sign up to fly Warriors, have static display of their aircraft or just help out with one of the many tasks the event will have. An up-date: We have more local Wounded Warrior Alumni coming, have private and corporate sponsors to cover the cost of putting on the event and everything is coming together. Also the D.C. Skydivers will not participate in this event but may hold a

special one for the WWP later in the year. Volunteers are needed and every task should be worked out by the next Club meeting, so keep informed. For any questions about the event or to volunteer see Dave.

The Memorial Fly-In on May 4th that **Jim Heidish** volunteered to set up will be postponed until the August 3rd meeting because Jim will be helping out at the VA Festival of Flight in Suffolk that weekend. The event will be held as we did last year with a landing and bomb drop contest. Jim will post details about the contest in the July Newsletter and also mark the field with the lines and bull's-eye target a week earlier so pilots will have time to practice. Similar to last year there will be separate PPG and fixed wing events.

### **New Business**

None

### **MONTHLY PROGRAM**

None

**50/50-Winner Peter Richter** donated it to the Club.

### **Adjourn**

*President, Steve Beste* adjourned the meeting at 11:45 AM.

### **Cookout**

**Jim Birmbaum** was the first great cook of our summer meetings.

Submitted by Jim Heidish, *Secretary*

## Activities

### 2013 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>
Sat, May 4th, 11am	Club Meeting, & cookout	<a href="#">Airpark</a>	Monthly meeting 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 8th	Wounded Warrior flights, rain date		By invitation only. Club-sponsored flights for wounded military veterans.
Sat, June 15th	Father's Day Fly-In at Shreveport North (62PA) <a href="#">Description. Flyer. Video. 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 <ul style="list-style-type: none"> <li>• 8:30am – Memorial Fly; flying games</li> <li>• 11am – Club meeting and cookout</li> </ul>	Memorial, Club Meeting & cookout	<a href="#">Airpark</a>	Memorial ceremony and cookout at Warrenton Airpark
Sat, September 7th, 11am	Club Meeting	<a href="#">Airpark</a>	Monthly meeting and cookout at Warrenton Airpark
Sat, September 14th	Club 1 Fly-out to Trikefest East at Shreveport North (62PA)	<a href="#">62PA</a>	Club1 Fly-Out from Warrenton Airpark

<b>Date</b>	<b>Activity</b>	<b>Location</b>	<b>Description</b>
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> 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.

---

**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 — Taylorcraft BC-12D (1946) -** available. sale to club members only for a 10% discount from the \$22,500 asking price. Aircraft is hangared at Warrenton Airpark. The Taylorcraft is flown about 65hrs/year and should be flown more. Please contact Tom Richards ([703\) 568-3607](tel:7035683607); [warrentonairpark@yahoo.com](mailto:warrentonairpark@yahoo.com) or Jim T. Hill for details.

---

### FOR SALE — XAIR "H"



Two Seat Dual – Built in Radio – ELT – Wing Strobes  
FAA Numbered – Experimental  
Airframe has 26 hours and Engine has 1 hour  
Engine – Jabiru 2200A Aircraft Engine – Air & Oil Cooled  
85 HP.  
Annual: Current.  
\$18K  
Contact Jim Birnbaum [703-361-7478](tel:7033617478) - Email [N973XH@verizon.net](mailto:N973XH@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 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)**