



Flying for Fun in Northern Virginia! [www.flyingclub1.org](http://www.flyingclub1.org)

Volume 14 - 02

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

February 2014



## THE PRIVILEGED VIEW

Steve Beste, President

**Are you a GPS-aholic?** “My name is Dave,” I said. “And I’m a GPS-aholic.” So begins a funny article in the January issue of *EAA Sport Aviation* by Dave Matheny. In the article, he’s in a 12-step program for habitual GPS users, trying to kick the habit and re-learn pilotage. You remember pilotage? You figure out where you are by following roads, transmission lines, and railroads on a kind of map called a “sectional”. It might be fun! Try it sometime. Turn your GPS to one of those screens where the writing is too small to read, and see if you can get where you’re going by following the map. Amazingly enough, it’s been known to work!

Not always, though. I flunked my first pilot exam back in 1966 over this. I laid out a cross-country course for the examiner, and off we went in a Cessna 150. After ten minutes, he asked me if I knew where I was. “Oh, yes!” I said, pointing to a spot on the map. “There’s this railroad track, and I’m pretty sure the highway we crossed awhile back was this one.” Only it wasn’t. We’d



gone 15 miles, and I was 15 miles off course. I was SO determined to ace the exam that I saw roads that weren’t there, lakes that weren’t there, and tracks that weren’t there. We see what we want to see. We hear what we want to hear. And the more badly we want it, the more badly we kid ourselves. It’s a lesson I’ve never forgotten, though I’ve sometimes had to re-learn it.

So turn off that GPS and fly by the sectional. Not only will it be fun, it will teach you to actually see what’s really so – a useful life skill in so many ways.



**How to get more people into the sport?** PPGs are doing fine. Trikes are doing fine. In both cases, we have an instructor who can give a demo ride and then instruction. We have people coming into the club flying those aircraft. Not so with airplanes. I get calls from people who want to go for a flight in a Quicksilver-type airplane. I have no one to send them to, and no instructor. At the February meeting, Tom Richards will talk about his ideas for fixing this. In this issue, I lay out my own thoughts. The key, I think, is having a Light Sport Aircraft like this M-Squared Breese available for rent in the area. Come to the meeting and let's get a conversation going.

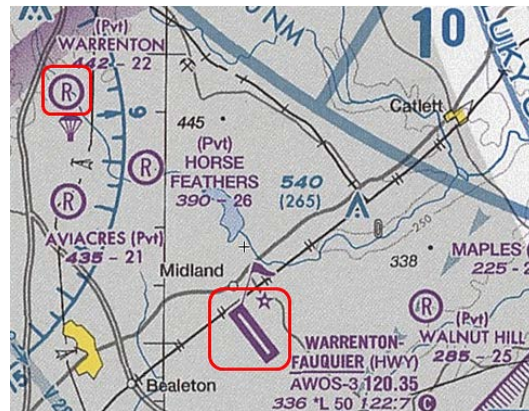
Fly safe,  
Steve



## Nearby Airports: Warrenton Fauquier (KHWY)

*By Dick Martin*

The Warrenton Fauquier County Airport (KHWY) is located six miles southeast of our Club 1 base at the Airpark. Located just outside the complicated Washington Special Flight Rules Area (SFRA), KHWY is a close, easy, safe, welcoming airport for our ultralights, light sport aircraft, and private planes to use.



KHWY has a single 5000 foot runway (33/15). It is not tower-controlled but traffic self-regulates on the ATIS frequency of 122.7. Weather conditions (AWOS) are broadcast continuously on 120.35. The same weather information is available continuously by phone (540-788-4078), which is useful for Club 1 members because it is the closest AWOS to the Airpark. AirNav reports that KHWY is home base for 103 aircraft, mostly single engine. It offers 3 maintenance shops, 2 flight schools, transient parking, avgas, and a small terminal with offices, computer, comfortable seating, rest rooms, and an outside covered picnic area. Old T-hangars (\$264 per month) are currently fully occupied with a waiting list. Bigger, more modern, more expensive hangars are also available.

Dave Darrah, the airport director, is a retired Marine pilot and professional airport manager. Dave has been making improvements since he took over 2 years ago, including new apron security lighting, a security gate, a new beacon, and negotiating the topping of neighbors' trees. He has made staffing changes to improve service for pilots. He has had to deal with an ILS problem that caused the glideslope to be removed (although a non-precision localizer, several RNAV (GPS) approaches, and a VOR approach permit safe instrument approaches and training). He is working on longer-term planning for the airport, including new hangars, a modern terminal, and sites for future corporate buildings.

Dave conducts himself as a business executive and makes effective use of modern management principles and tools. He has a large group of customers and convenes periodic all-hands airport user meetings to provide information and receive feedback. He emails pilots and customers almost every day with information about airport operations. Budgeting and funding is a constant challenge. The airport receives occasional small grants from the state of Virginia (AWOS maintenance, clearing fence vegetation) and from the FAA (paving and future infrastructure projects). Fauquier County owns and regulates the airport but operates it as an “enterprise fund” with no county funding. The airport must finance all of its operating costs with revenues it generates by the sale of services and fuel.

While the airport is busy a lot of the time, it is feeling the problems that are affecting general aviation nationwide. Airplanes have gotten prohibitively expensive and avgas is costly and threatened with being phased-out. Flight training is slow and the pool of general aviation pilots is shrinking and aging. Dave Darrah reports that gas sales, the lifeblood of local airports, are down. KHWY infrastructure is getting old, he reports, and maintenance costs are on the rise.

The pilot community at KHWY is friendly and active. An airport booster club supports activities and improvements. The annual “Women can fly” event offers free plane rides, promotional briefings for prospective woman pilots, food, and socializing. In September the airport hosts the International Aerobatic Club competition which is great fun to watch. Aerobatic planes and Flying Circus antiques often practice in the two aerobatic boxes alongside the runway. Interesting planes (see photo) drop by for special events. KHWY is a great place to fly and to hang out.



# How to Get Into Ultralight Airplanes

By Steve Beste

As club president, I hear from about a dozen people every year who say they want to maybe get into “flying an ultralight”. Some of these people have thousands of flying hours already; some are complete beginners. Most of them are fuzzy on what they mean by an “ultralight”, but they typically mean something that looks like this Quicksilver MX Sport.

- Out-in-the-wind
- Inexpensive
- Probably two seats, but maybe one.
- Fun to fly!



Unfortunately, I have no place to send them. Here in Northern Virginia we have plenty of airplane instructors, but none of them has an airplane like this. How can we solve this problem and open a door into our sport? Below, I’ve diagrammed the possibilities. But first, I need to clarify some distinctions.

**Part 103 vs. LSA.** The smallest (and cheapest) aircraft are governed by Part 103 of the Federal Air Regulations. Basically, the FAA has said, “If it’s just you, and the airplane is light enough, and if it stays away from built-up areas and airspace that the big boys use, then knock yourself out. We don’t care what you do.” That’s a **Part 103** airplane. The next step up is an airplane that’s either:

1. **LSA.** One of the new Light Sport Aircraft (LSA), or
2. **E-LSA.** A home-built Experimental airplane that meets the LSA limits, or
3. **LSA-spec GA.** Certain General Aviation airplanes such as older Piper Cubs that are light enough and slow enough to fit the LSA specs. I call these “LSA-spec” airplanes.

Since LSA’s can carry two people, the FAA has a lot to say about them. Above them in size and speed come GA airplanes, the Cessnas and Pipers. The FAA has a lot more to say about those. Taking just the light end, this table summarizes the differences.

	<b>Part 103 “aerial vehicles”</b>	<b>LSA / E-LSA / LSA-spec</b>
Aircraft limitations	<ul style="list-style-type: none"> <li>• Max <b>one person</b></li> <li>• Max 254 pounds empty</li> <li>• Max cruise speed of 63 mph (55 knots)</li> <li>• Max stall speed of 27 mph (24 knots)</li> <li>• Max 5 gallons of gas</li> </ul>	<ul style="list-style-type: none"> <li>• Max <b>two people</b></li> <li>• Max 1,320 pounds empty</li> <li>• Max cruise speed of 138 mph (120 knots)</li> <li>• Max stall speed of 51 mph (45 knots)</li> </ul>
Pilot requirements	<ul style="list-style-type: none"> <li>• No training required (though you would be a fool not to get training). Training is a little cheaper than LSA training because you don't need FAA exams or flight tests.</li> <li>• <b>No FAA license required.</b></li> <li>• <b>No medical exam required.</b></li> <li>• No driver's license required.</li> </ul>	<ul style="list-style-type: none"> <li>• Training with an FAA-certified flight instructor is required. About \$4,500 if you're starting from scratch.</li> <li>• An FAA pilot's license at the Sport Pilot level or higher is required.</li> <li>• <b>A driver's license is required.</b></li> <li>• No medical exam required.</li> </ul>
Flight limitations	<ul style="list-style-type: none"> <li>• Stay away from tower-controlled airports. (County airports are fine.)</li> <li>• Don't fly over built-up areas.</li> </ul>	<ul style="list-style-type: none"> <li>• Land at any airport.</li> <li>• Fly anywhere.</li> <li>• Fly VFR only (meaning daytime only and not in instrument conditions)</li> </ul>
Insurance	<ul style="list-style-type: none"> <li>• May be difficult to get liability insurance.</li> <li>• Hull insurance<sup>1</sup> is way too expensive. If you crash it, you absorb the loss. Buy an airplane cheap enough that you can afford this loss.</li> </ul>	<ul style="list-style-type: none"> <li>• Liability insurance is available.</li> <li>• Hull insurance is ~ \$3,000/year. Factory-built LSAs are more insurable than Experimentals.</li> </ul>
Factory-built?	<ul style="list-style-type: none"> <li>• <b>Yes.</b></li> </ul>	<ul style="list-style-type: none"> <li>• LSA: <b>Yes.</b></li> <li>• E-LSA: <b>Sold as a kit.</b> You have to build it or buy it used.</li> </ul>
Can legally be rented?	<ul style="list-style-type: none"> <li>• <b>Can be rented</b>, though I've never heard of any actually being rented.</li> </ul>	<ul style="list-style-type: none"> <li>• LSA: <b>Can be rented</b>, though I know of none for rent.</li> <li>• E-LSA: <b>Cannot be rented.</b></li> </ul>
Can be used for dual instruction?	<ul style="list-style-type: none"> <li>• No. These are single-seat airplanes.</li> </ul>	<ul style="list-style-type: none"> <li>• LSA: <b>Yes.</b></li> <li>• E-LSA: <b>Only if the student owns it.</b> Instructor-owned E-LSAs can be used only if the instructor has a special letter from the FAA, a “LODA”. These are hard to get.</li> </ul>

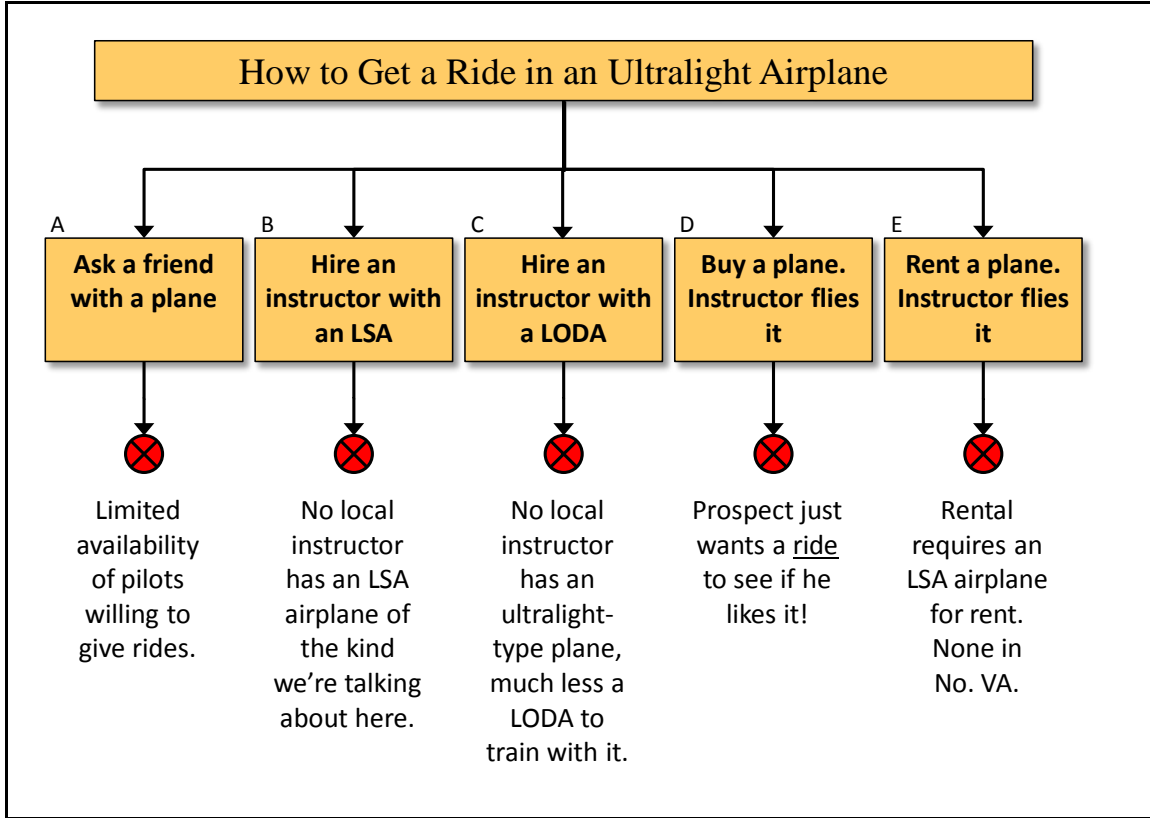
OK! With the Part 103 distinction well in hand, let's see what the newbie's path is to happy ultralight flying.

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<sup>1</sup> *Hull insurance* is insurance that covers repair or replacement of the airplane. This contrasts with *liability insurance*, which covers you for damage to people and other peoples' property. The term comes from the maritime world.

## 1. The Demo Ride

Before committing to anything, every new person wants a demonstration ride. Obviously, this is in a two-place airplane, which is to say not a Part 103 airplane. This means that the FAA restrictions in the above table do apply.



You see the problem: every possibility is currently blocked here in Northern Virginia. The most likely remedy is through boxes B or E. In B, one of the local instructors buys an LSA airplane. In E, someone – or some group of people – buys the plane and rents it out to the instructor or to others.

## 2. Dual Instruction

Assuming that the new person does not already have a pilot's license, how can he get instruction? Remember these FAA rules:

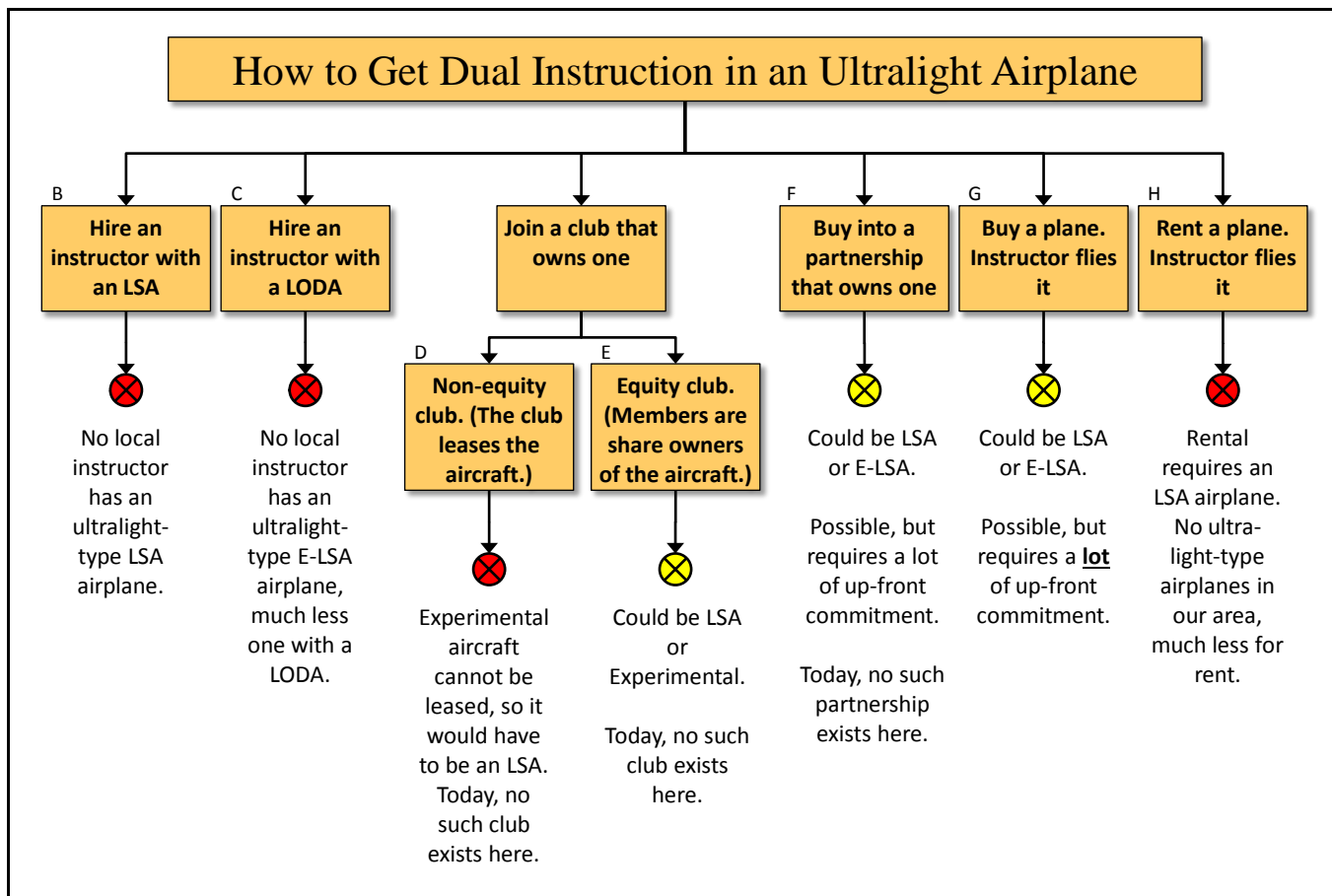
**For students aiming to fly two-place airplanes** – that is, not Part 103 airplanes:

1. The student will need a Sport Pilot license. Instruction must be given by an FAA CFI (certified flight instructor).
2. CFI training must be given in either:
  - An LSA airplane owned by anybody, or
  - Any LSA-spec airplane owned by anybody, or
  - An E-LSA airplane owned by the student, or
  - An E-LSA airplane if the instructor has a LODA from the FAA allowing it, or

- A GA airplane such as a Piper or Cessna. However, this doesn't get around the need for one of the above airplanes because:
  - The student will still have to come up with one of the above airplanes for the final FAA practical flying test.
  - To eventually fly an ultralight-type two-place airplane, the student will need the CFI's endorsement for "under 87-knot" (100 mph) airplanes. To get that training, the student will need one of the above airplanes.
  - In addition, to fly the Piper, the student will need a 3<sup>rd</sup>-class FAA medical certificate an expense and possibly a show-stopper.

**For students aiming to fly Part 103 airplanes:**

- Anybody can teach you. Your pilot friend Bob can teach you. But you would be smart to sign up with a CFI.
- Nobody can accept money for flying in a two-place airplane with you unless they are either a commercial pilot or a CFI. You can't pay your friend Bob for his time. You can split the operating cost of the airplane.
- If the CFI is accepting money for training, then the training must be given in an airplane as in 2 above.





Here again, the problem is that we have no ultralight-type LSA airplane available for training in Northern Virginia. This forces the trainee to buy one, either personally or in partnership or through membership in a club. (No such clubs currently exist.) That’s a high barrier to entry into the sport. The only good side is that the purchase choices do not require an LSA. A less expensive used E-LSA airplane would do (assuming it’s in good enough shape that the instructor is willing to fly in it. That has been an issue in the past).

The most likely remedy here is for someone – or a group of people – to buy an LSA. They would then rent it out to CFIs and students to defray their costs. The premium cost of buying an LSA instead of a used E-LSA would be justified by the additional money coming into the deal from students. Plus, an LSA must be professionally maintained, unlike an E-LSA. That would be attractive to some partners.

## The Bottom Line

Do we have anyone in Club 1 who would be interested in either:

3. Buying an LSA and renting it out to instructors and students. Or
4. Forming a partnership to do the above. Perhaps the partnership would include a CFI, but it would not need to.

So far as I know, the only ultralight-type LSAs on the market are these:

- The [M-Squared Breese 2 DS](#) (\$36,000 with a Rotax 582 2-cycle engine; \$53,000 with an 80-hp HKS 4-cycle fuel-injected turbo).



- A [Quicksilver Sport 2S](#). They are about to announce LSA approval with the Rotax 582 engine. Price not available yet.



## Meeting Minutes

### January 2014 Minutes

#### Flying Club One

Thursday, January 9, 2014

Centreville High School

Centreville, VA

#### Selling 50/50 tickets before meeting

#### Call to Order

*President, Steve Beste* called the meeting to order at 7:30 PM

12 members present.

#### CONNECTIONS

#### Visitors & New Members – none

#### Old Members

Not much flying in this very cold weather, but some of the members that went flying found hangar doors frozen shut or the frozen ground expanded so much that the doors wouldn't slide.

#### SERVICE PROVIDERS

Recap our standing list of service providers:

- PPG instructor and dealer: **Michael 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 December Minutes were published in the January Club Newsletter and approved as published.

*Treasurer: Jim Birnbaum* reported December Income: \$45.00, Expenses (EPSON Projector, Holiday Party and Gifts): \$576.45. *Note*, projector was purchased with the remaining

balance of the donated Library Fund. The Flying Club 1 Checkbook Balance: \$2,229.79.

*President: Steve Beste* said he had nothing to report, but started the sign-up list for volunteer cooks at our warm weather meetings that start in April.

*Safety and Training Director: Dave Riedel* said that he had nothing to report.

*Membership Director: Jim Birnbaum* is accepting 2014 dues. Also, be sure to give him any updates on your info for the roster. If the roster has 2014 by your name, you're in good standing.

*Warrenton Air Park Owner: Tom Richards* said when the D.C. Skydiving operation starts up this spring (1<sup>st</sup> of April) they will operate out of the big hangar at the far southeast end of the field. They will have their own entrance farther down Green Meadows Road and parking will be out of sight behind the tree line. He said the skydivers will have a new landing zone near the hangar and will not be landing on the main runway anymore. Tom said that he would like to give a presentation at the next meeting titled *Flying and Airplane Ownership*. It will focus on pilots and aircraft flying more and shared ownership.

#### Old Business – None

#### New Business – None

With good airmanship being one of the Club's goals, and the purchase of a new digital projector, we had a discussion about how we can share our collective knowledge with projected programs. **Pete Bastien** was going to start the programs tonight with *Airport Markings*. Some of the members volunteered to give programs in the next few months. It was suggested that we keep it going all year long and was pointed out that our high-powered projector was bright enough to be

used outside in the Airpark's picnic grove. The program subjects can be anything aviation, from instructional to YouTube videos of the latest aerial events. They can be many short subjects, or a longer in depth subject – anything the members want to contribute.

### **MONTHLY PROGRAM**

Using our new digital projector, **Pete Bastien** gave an in depth program on Airport Signage Systems. He said because there is so much information, that he would have this evening's program only cover Ground Markings (all the words and graphics that are on the surface of

taxi and runways) and have the other signage presented at a later date. Pete's outstanding presentation (with many photos and graphics) gave the membership the information they need to safely move about a large airport.

### **50-50 Drawing**

**50/50** – **Dave Riedel** was the winner and donated it to the club.

### **Adjourn**

*President, Steve Beste* adjourned the meeting at 9:00 PM.

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

## Activities

### 2014 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>
Thu, February 6 <sup>th</sup> , 7:30 pm	Club Meeting	<a href="#">CVHS</a>	Conversation, Club business meeting, and program.
Thu, March 6 <sup>th</sup> , 7:30 pm	Club Meeting	<a href="#">CVHS</a>	Conversation, Club business meeting, and program.
Sat, April 5 <sup>th</sup> , 11 am	Club Meeting	<a href="#">Airpark</a>	Club meeting and cookout at Warrenton Airpark
Sat, May 3 <sup>rd</sup> , 11 am	Club Meeting	<a href="#">Airpark</a>	Club meeting and cookout at Warrenton Airpark
Sat, June 7 <sup>th</sup> <ul style="list-style-type: none"> <li>• 6:15 am – PPG Poker Run</li> <li>• 8:30 am – Airplane &amp; Trike Poker Run</li> <li>• 11 am – Club meeting</li> </ul>	Poker Runs and Club Meeting	<a href="#">Airpark</a>	Poker Runs departing from Warrenton Airpark, followed by club meeting
Sat, June 14 <sup>th</sup>	Father's Day Fly-In at Shreveport North (62PA) <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 5 <sup>th</sup> , 11 am	Summer BBQ and Club Meeting	<a href="#">Airpark</a>	Monthly meeting and Summer BBQ at Warrenton Airpark
Sat, August 2 <sup>nd</sup> , 11 am	Club Meeting	<a href="#">Airpark</a>	Memorial Table, monthly meeting and cookout at Warrenton Airpark
Sat, September 6 <sup>th</sup> , 11 am	Club Meeting	<a href="#">Airpark</a>	Club meeting and cookout at Warrenton Airpark
Sat, October 4 <sup>th</sup>	Club 1 Fly-in and meeting	<a href="#">Airpark</a>	Monthly meeting, Club 1 Fall Fly-In and cookout at Warrenton Airpark
Sat, October 25 <sup>th</sup>	Club1 Color Run Fly-Out	<a href="#">Airpark</a>	Club 1 Color Run Fly-Out at Warrenton Airpark

<b>Date</b>	<b>Activity</b>	<b>Location</b>	<b>Description</b>
Thu, November 6 <sup>th</sup> , 7:30 pm	Club Meeting	<a href="#">CVHS</a>	Conversation, Club business meeting, and program.
Sat, December 6 <sup>th</sup> , 4:30 pm – 8 pm	Club Meeting / Holiday Party	<a href="#">Airpark Club House</a>	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). 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 — 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; [warrentonairpark@yahoo.com](mailto:warrentonairpark@yahoo.com) or Jim T. Hill for details.

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**FOR SALE — MaxAir Drifter built 1989.**



Electric Start Oil-Injected Rotax 582. 1083 TT engine and airframe. 16 hours TT since engine rebuild. 10 gallon fuel capacity w/4.5 gallon reserve behind front seat. 3-Blade Ground Adjustable Warp Drive Prop. (2) Comtronic Helmets W/Radio. Mounted ICOM A21 Radio PTT Switch On Stick. Dual EGT. Tach. Hourmeter. Voltmeter. VSI. Fuel Pump Press. Turn Bank Bubble Indicator. Airspeed Ind. Mounted GARMIN GPS Pilot III. Tundra Tires. External Mounted BRS Chute. Always Hangared. Lots of Spare Parts. Based at New Quarter Farm Airport, Gloucester VA. \$4,000.00.

Contact Richard Moore 804-815-0730  
[drifterpilot@cox.net](mailto:drifterpilot@cox.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 - 2014



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)**