



The Privileged View

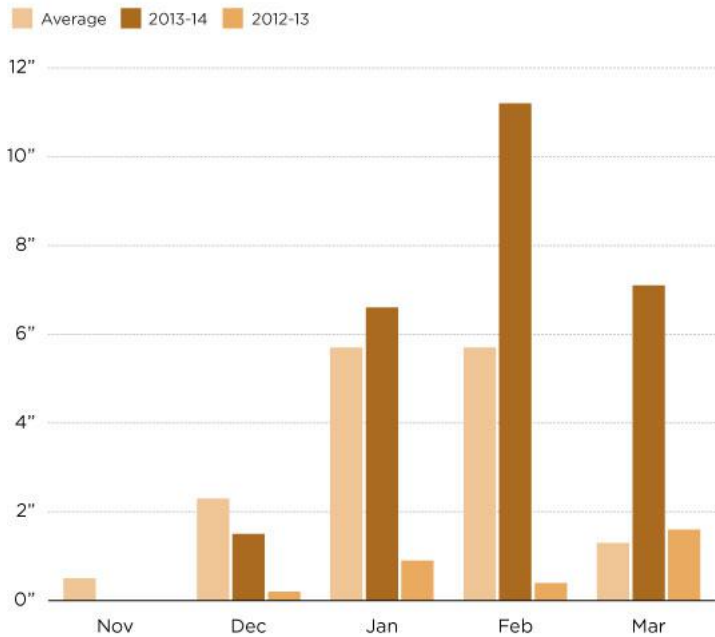
Steve Beste, President

Snow. As I write this on March 23, the forecast is for more snow! Two Sundays at 70°, followed by two Mondays with snow. Hopefully, our April 5th meeting at the Airpark will be on one of the 70° days. This chart from “data journalist” [Matt Stiles](#) says it all. We are way above average this year. And his chart doesn’t include snow after March 17th. Like the rest of us, he foolishly thought we were done.

How to get more people into the sport?

(Part 3) You’ll recall from last month that I’m hoping someone will buy an ultralight-type LSA airplane such as the [M-squared Breese](#), and then rent it out to instructors. Currently, when someone wants to try out “an ultralight airplane” I have no place to send them. I thought that maybe [Aviation Adventures](#), the flight school at the Warrenton-Fauquier airport might be interested in getting such a plane and going after this market. As luck would have it, I ran into Bob Hepp, the owner of the school, and we talked. Unfortunately, he has no interest. From his point of view, even his three Cessna Skycatcher LSAs represent the high-risk, low-margin end of his business. He believes that some pilots use the Sport Pilot rules to fly with

Snowfall in Washington, D.C.



medical conditions that may preclude them from attaining a medical certificate. He further told me that as soon as he believes he can no longer hold a Medical, he will join those ranks. For himself he can accept that risk. Corporately he cannot. That’s the high-risk part. The low-margin part is obvious: a 20-hour Sport Pilot license vs. a 40-hour Private license (not that anyone actually gets either license with so few hours). The upshot is that he has no interest in pursuing LSAs further,

much less with an open-air machine like the Breese. Interestingly, Bob says he once owned a Quicksilver, but that's not where his business interests are these days.

HKS calls it quits. Japanese engine maker HKS has stopped production of aircraft engines and is leaving the market entirely. Spare parts will be limited to whatever is in the pipeline. HKS will not be making any more. This follows last year's exit of Rotax from the 2-cycle engine market (except for the 582). Its certainly bad news for those like me who fly with an HKS.

I love the HKS. Its a jewel of an engine and reliable as they come. But it never captured the market. The 60-hp 700E engine was just a bit underpowered to compete with the 65-hp Rotax 582. Frank Porter, the U.S. distributor, tells me there are about 1,500 such engines in the U.S. The recently-introduced 80-hp 700T turbo (fuel-injected) might have given the Rotax 912 a good run, but it was not that much cheaper and it arrived too late. The 912 has an impregnable position now, with widespread use and support. Only about 40 700Ts are in this country.



HKS was formed in 1973 in Japan as a maker of after-market auto products, especially exhaust systems, and turbochargers. They introduced the 700E in 1997 only to find that it had cooling problems, especially in a pusher configuration. It turned out that the engine had insufficient sump volume and the oil pump was only single stage. When climbing, the oil would pool in the "front" of the reversed engine, overheating it. They fixed this in 2001 and did something extraordinary: they replaced 100% of the engines for free. This earned the company an amazing reputation for customer service. Unfortunately, a Mr. Kato, the man behind the engine project, was forced out in recent years. At that point, "the bean counters ruled" according to Porter, and customer service went downhill. The company has branched out into being a supplier to the aerospace industry and their light engines are no more. Porter says that some people in Colorado are interested in obtaining the engine rights with a view to continuing production in this country. Naturally, I wish them well, but its early days on that plan.

What are the lessons from this? First, I hear the advice of my Uncle Sam from when I was a teenager. Uncle Sam was a machine-tool salesman, and his mantra was "Never buy a product in the first year its manufactured." I'm in the computer industry, and our take on that advice is this: Version 1.0 is buggy and incomplete because had to get it to market and start getting some revenue. Version 2.0 is the sweet spot they fixed the bugs and completed the product. Version 3.0 is bloat-ware.

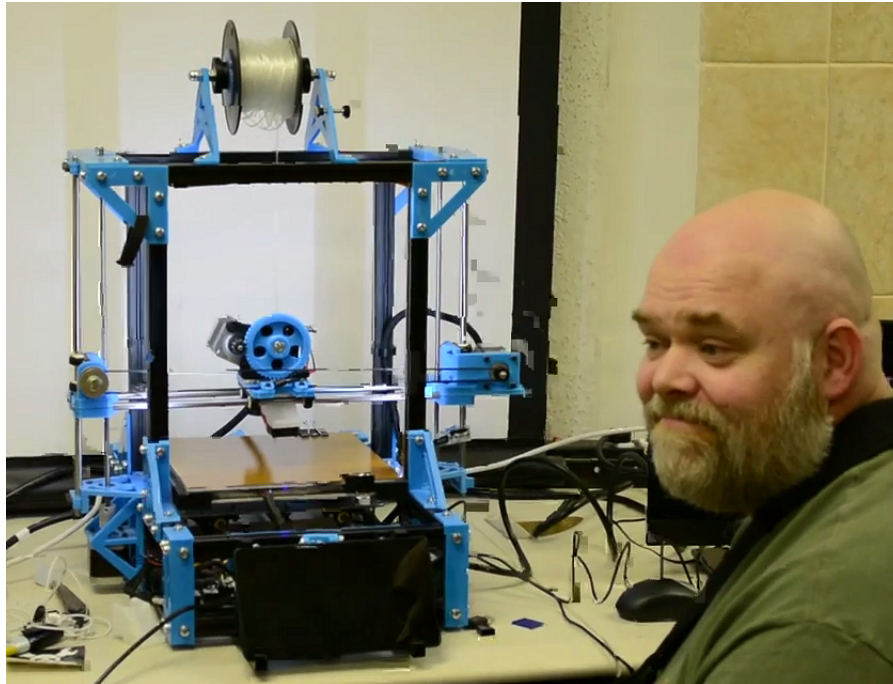
The second lesson is that our sport absolutely depends on people like Mr. Kato who do it for the

love of it. Nobody is getting rich selling products and services to those of us at the light end of aviation. Therefore, honor the people who put their hearts into it and keep us going. We are all so much in their debt.

Ravi the Aviator. One of those people is [Ravi the Aviator](#). Following up on an email from Jim Birnbaum, I went to a public lecture he gave in Manassas last month. He's a young motivational speaker trying to get more people to become pilots. I loved hearing him. He's as charismatic and enthusiastic as they say. Funded by Sennheiser and some other aviation companies, he's on a year-long tour of fly-ins, high schools, flight schools, and pilot groups making his pitch and getting people to talk about how we can get more people into aviation. At the end of the year, he will report back on what worked and what didn't. One thing he stressed to us pilots is that **we should invite our friends to go fly with us**. We all need to be more evangelical about the sport. Talk it up. Take them up. So let me ask you: who do **you** know who might be interested in joining us? Take the first step and invite them in.



Hackerspace. Do you need to build small parts for your aircraft? Have you been curious about 3-D printing? Do you know your way around a wood shop or metal shop? You should check out NOVA Labs in Reston. It's a "hackerspace", a volunteer collaborative where people pool their tools and expertise to make stuff for themselves and each other.



Here, one of the organizers, Robb Stacy, shows the T Max 2.0 3D printer that he built. It's a fully open-source 3D printer designed and built at NOVA Labs. In February, 25 brave souls got the chance to build their 3D printers as part of NOVA Labs fifth mentored build group. Intrigued? Read this [review](#) of the place. Or watch their own [video introduction](#). What? You thought there would be a printed handout? A text

page on the internet? How last century of you. They have a video. Watch it. Better yet, go visit them and let us all know what you find.

Come July, the kids will still be in school, making up their snow days. We, however, will be flying. I'll see you at the April meeting. It will be our first meeting at the Airpark this year. It's always well-attended. Don't miss it.

Fly Safe,
Steve



This Month's Fly-In Destinations

To encourage all of us to get in the air more, the following is a list of fly-ins I found within 100 NM of the Warrenton Airpark which are occurring in the next month or so. Sources are: The [EAA Calendar of Events](#), the [AOPA Calendar of Events](#) and the [Virginia Department of Aviation Calendar of Events](#).

Date	Event Description	Location	Distance from 7VG0
Sat, April 26 / 9-11:30 AM	Essex Skypark Fly-In Drive-in Pancake Breakfast - Fuel available - Pancakes, Sausage, Danish, Coffee, Juice, Tea. Cost - Donations	Essex Sky Park (W48) Note: Inside KMTN Class D	85 SM
Sat, April 26 / Noon - ?	EAA Chapter 524 Picnic - Annual chapter picnic. Hot dogs, hamburgers and drinks provided by the Chapter. Please bring a side dish.	Frederick Municipal Airport (towered) (KFDK)	58 SM
Sat, April 26	EAA Chapter 4 Young Eagles Flights - WX permitting - Help encourage future pilots by giving flights to interested young people ages 8-17	Tipton Airport (FME) Note: Inside SFRA	65 SM
Sun, April 27 / 9 AM - 2 PM	Fly-in Drive-in - All you can eat for one low price hot cakes, french toast, eggs, sausage, homefries, orange juice and coffee. \$7 / under 12 \$4. Young Eagle airplane rides available weather permitting.	Greater Cumberland Regional (CBE)	84 SM
Sat, May 10	Women Can Fly - See additional information below	Warrenton-Fauquier Airport (KHWY)	6 SM

I would also like to call special attention to an event that will be happening very close to our home base titled "Women Can Fly". The following information was provided to KHWY tenants by airport manager David Darrah:

Our second annual WCF event is scheduled for the Saturday of Mother's Day weekend, 10 May, from 1000-1500. I am again asking for your participation through volunteering to help us with the event on the ground as well as flying the young ladies who come out to get a taste of flying. Last year we flew 147 eager fledgling aviatrixes and had 20 volunteer pilots (multi-engine to 2

place aircraft) and had a great time. This year we hope to have a few more lady pilots fly the WCF participants to emphasize; well, women can fly! So, if you know of any female pilots interested in coming over to HWY to help out, have them volunteer at the link I will post shortly. We will also need ground participation help to provide check in and crowd directing, parking, etc. So far, the Booster Club has graciously offered to provide the barbecue and drink concession, John “Circus” King has agreed to be our air boss on the flying ramp and get a few of the Circus folks to help out. I hope maybe a Stearman or two on the ramp for static display would be great. We have the DC-3 decked out in Pan Am livery scheduled to be here also. There will also be several booths set up supporting aviation such as the Department of Aviation, Ninety-Nines, CAP, EAA, to name a few.

As last year, I will publish the course rules for the event a week or so before the event so you all will be aware of the no propeller areas and taxi routes to the runway to de-conflict pedestrians and turning props. Please talk this up during your weekend hangar flying sessions as I don’t know who is and is not getting this email. I need all of our tenants to be aware of the event as I don’t intend to restrict my tenants’ flying during the event.



If you are interested in participating in any way, please go to this link: www.womencanfly.org. The home page will have a bar about half way down the page with the following information: About us, Warrenton, Lynchburg, Hampton Roads, Charlottesville, Volunteer. To see what is going on at each venue, click on the appropriate airport. To volunteer, click on Volunteer and you will see Pilot or Ground Activities. Volunteer as you desire by filling out the form that pops up. If you want to sign up for a free ride, go to the venue of choice (Warrenton) and it is obvious where to navigate to next.

Doris Gatewood is the primary POC for the event and I am responsible for the logistics and facilities support. Either one of should be able to answer any of your questions. The key thing is we need you to volunteer via the website so we can track how many folks we have volunteering and how many want the free flight. The website facilitates the remaining administrivia necessary to conduct the event and Doris gets an automatic email from the website with your volunteer info.

Please consider helping out and make this another successful event for the future of aviation and General Aviation in particular. We will need help getting out the flyers and handouts shortly. Let me or Doris know if you can help with spreading the word.



Nearby Airports: Stafford Regional Airport (KRMN)

By Dick Martin

The big news from Stafford Regional Airport is its new terminal. Opened in January, the spacious, ultra-modern building is imposing yet comfortable, functional yet beautiful. There is a large passenger waiting room, a separate pilots' lounge, a well-equipped flight-planning room, offices, retail space, a fixed-base operator (FBO) headquarters, airport offices, and large conference rooms. Inside and out, the terminal is graceful, light, and airy. The terminal physically sits between general aviation planes on one side and corporate jets on the other, welcoming pilots and passengers from either world to work or relax.



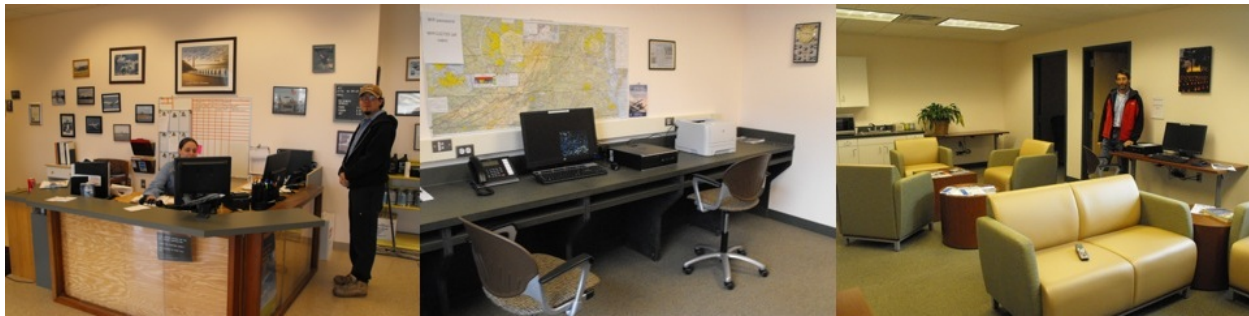
The passenger area of the new terminal

Stafford Regional Airport is 25 nautical miles southeast of the Warrenton Airpark. If you choose to detour around the Military Operations Area (Demo 1 & 3 MOAs), it's 33 miles. It has a single 5,000 foot paved runway, 40 T-hangars that rent for \$425 a month, 60 tie-downs that cost \$65 a month, and leased hangars for corporate jets. Seventy planes are based there. At present, aviation gas is available but no maintenance services. Aviation Adventures is opening a flight school.



New Stafford terminal as seen from the street (top) and ramp (bottom)

Stafford is a regional “reliever” airport designed to serve corporate and private customers who would otherwise clog Reagan National and Dulles airports. The airport was established in 2001. It is owned and operated by the Stafford Regional Airport Authority made up of Fredericksburg, Stafford, and Prince William municipal governments. The manager is Ed Wallis, who has overseen development and never-ending improvements during the airport’s entire 13 years. Besides the Regional Airport Authority, the Virginia Department of Aviation supports projects at KRMN, including partial financing of the new terminal. The FAA supports the airport with land acquisition, pavement, and removal of obstructions. Staff includes 3 permanent administrative people and 5 FBO employees who take care of aircraft and pilots. Hangar rentals and fuel sales support most of the airport’s operating expenses and the budget is in the black despite the fact that the public subsidies it receives are small.



FBO office with employees Kieva Adair and Mike Urbina (left); the well-equipped flight planning room (center); Airport Manager Ed Wallis in the pilots’ lounge (right)

KRMN is 3.2 miles outside the complicated Washington Special Flight Rules Area (SFRA). The nearby Military Operations Area (MOA) is “intermittent by NOTAM.” It is seldom “hot” and some pilots just go through. Alternatively, you can call Potomac Approach (128.525) in flight and ask for the MOA status. Or do what I do and just go around it and forget all about F-16s. There is no control tower; the CTAF is 122.725 and the AWOS is 126.325.

Ultralights, light sport aircraft, and experimentals are welcome. The airport has a car available that visiting pilots may borrow for an hour and a half to visit nearby restaurants. There are some fun activities to attract weekend visitors. EAA is sponsoring a 5K run to help 3 young people attend the EAA Academy. The “Wings and Wheels Festival” on October 18th will be a major air show this year with the Flying Circus and other attractions. EAA Chapter 1099 is very active, with pancake breakfasts and movie nights.

Stafford Regional is a new airport that is building toward a prosperous future. While designed mainly with corporate operations in mind, it also offers an easy and pleasant destination for recreational pilots like us.



Flying the T-6 and Mustang

By John Corradi

This month, I decided to mix it up a bit and include an article written by a local pilot on his experience flying something on the opposite end of the single engine piston spectrum from most of our aircraft. John Corradi owns and flies a Waco UPF-7 and can often be found over at the Flying Circus. Here, he describes his experiences flying the T-6 Texan and TF-51 (two seat P-51D) Mustang in Florida.

Friends have asked what it was like to fly the T-6 and the Mustang, so I've set my thoughts down.

Taming the 'Six' was WORK! I didn't begin to enjoy it until about the third flight (of six). It's just a VERY demanding airplane to fly well, and it was designed that way! The Army Air Corps and the Navy wanted to be sure that when those Aviation Cadets graduated from the T-6 and got their Wings of Gold, they could fly anything, so it was designed to be a handful. It's big, and it feels clumsy, and the narrow landing gear makes it challenging in a crosswind. You wind up being very thankful that the landing gear is built so tough! The wing has the nastiest stall characteristics of any airplane WWII pilots were likely to encounter, certainly nastier than any airplane I've ever flown. As you slow down, holding the nose up, most airplanes will shudder or buffet approaching the stall speed, which is where the wing is simply going too slow to generate enough lift, and you fall out of the sky. Not the Six! The controls get a little mushy, and then, completely without warning, it snaps over on its back, slamming the stick over, and taking your hand and arm with it! Doing a 'Humpty Bump' which is a snap roll at the top of a loop, is easy in a Six; all you gotta do is jerk the stick back going over the top, and shell snap right on around! I suppose that sort of instability is handy when dogfighting, but you learn NOT to get that slow in the landing pattern, or it'll kill you. They called the T-6 the "Pilot Maker," because if it DIDN'T kill you, it made you a heck of a good pilot. Eventually, I got it sorted out, of course, but it took me longer than anticipated. From now on, when I see someone flying a Six, I'll have LOTS more respect for them!



After I passed my T-6 checkride at Warbird Adventures, I walked across the ramp to Stallion 51 and treated myself to a flight in a P-51 Mustang YAHOO!! What a difference! Everyone who has ever flown a Mustang says it's the easiest Warbird of them all to fly, despite its tremendous horsepower (almost 2000!) and now I have to agree. I suppose it's like driving an Indy car, or a Gran Prix race car you can motor about in it, and it seems easy enough, but when you open the throttle, you quickly realize that you don't have anywhere near the skills necessary to exploit its full potential. I think I could get there, and in fact I think it would be an easier transition than flying the T-6, but I didn't worry about that at the time; I just LOVED flying it! You won't believe

this, but they knew I hold a formation card (which means I'm considered qualified to fly formation) and there was another flight going up at about the same time (Stallion 51 actually has four TF-51 Mustangs, which are two-hole P-51s) so my instructor arranged for us to take off as a two-ship!

My first-ever takeoff in a Mustang was in formation with another one! I flew wing on him for a few turns and wingovers(!) before we swapped lead, and after I flew lead for a few minutes I gave the bird to Steve, my instructor, so I could just look out the canopy at the mind-boggling sight of a shiny P-51 Mustang flying at my four o'clock, our wingtips overlapping!! Like I said, words fail me...

Then we broke off and I did a few stalls, which were a non-event (except for the carbon-monoxide fumes from those short-stack exhaust pipes entering the cockpit.) And then I died and went to heaven as we accelerated and I flew loops and rolls and barrel rolls and Cuban Eights and Reverse Cubans all the stuff I do in my Waco, and to my delight, I was pleasantly surprised that my Waco flies aerobatics just as sweetly as a Mustang!



The P-51 rolls a little faster, and the loops scribe these gigantic vertical arcs at least a mile high, but it handles about the same it feels about the same as my Waco. We are blessed to have a legendary WWII pilot, Al Tucker, hang out with us at The Flying Circus. Al actually flew P-38s and P-51s in combat, and whenever he flies with me, he says my Waco “handles just as sweetly as a P-51!” I always thought he was just being nice, but now I know its true! Coming back, Steve let me fly a Sierra Hotel (Shit-Hot, sorry) overhead pattern, like we do at the Circus, only this one was at 300 knots! I made a decent break and pattern, and turning final I said to Steve, “OK, you got it.” But he surprised me by letting me make the landing! “You can land a Six, you can land this thing.” So I did. What a day.

Meeting Minutes

March 2014

Flying Club One Meeting

Thursday, March 6, 2014

Centreville High School

Centreville, VA

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

Selling 50/50 tickets before meeting

Call to Order *President, Steve Beste* called the meeting to order at 7:40 P.M.
12 members present.

CONNECTIONS

Visitors & New Members None

Old Members

Like all of this heavy winter, not much airtime, but some braved the weather. **Lucy Ooi** flew her Aeronca Champ down to the Tidewater area and landed at Hummel Field (W75), said they have fuel and a restaurant. **Janet Richards** is back flying her blue and white C-150. **Dick Martin** landed at friendly Gordonsville Municipal (GVE) and discovered that the woman that always had the great weekend hospitality lunch was not there anymore. **Jim Birnbaum** said that his new Aerolite, factory built Ultralight with a hot 55 HP fuel injected 2-cycle engine, will be shipped from Florida later this spring.

SERVICE PROVIDERS

Recap our standing list of service providers:

- PPG instructor and dealer: **Michael O'Daniel**

REGULAR REPORTS

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

Treasurer: **Jim Birnbaum** reported December Income: \$160.00, Expenses: \$0.00, The Flying Club 1 Checkbook Balance: \$2,420.75.

President: **Steve Beste** reported that he received a call from former member **Brian Goff** about a PPG flying into the restricted area (SFRA). Not sure who it was, but reminded everyone to be alert and navigate. Also, the April meeting will be the start of our warm weather, first Saturday of the month, meetings and cookouts at the Warrenton Airpark. **Dick Martin** will present a program on ADS-B (Automatic Dependent Surveillance Broadcast), the new FAA traffic system. This will be presented on our new (outside) projection system.

Safety and Training Director: **Dave Riedel** – not at meeting.

Membership Director: **Jim Birnbaum** said he is signing up a new member and now we have 53 members, but not all are paid up. Get your 214 dues in or you will be dropped from the next roster update. As a reminder, if (2014) is after your name on the roster, you're paid up!

Warrenton Airpark Owner: **Tom Richards** said that he had good news from the County on his

building permits and without the many restrictions. The old 1963 special use permit for the Airpark is still in effect. Now he can go on with his building plans. The D.C. Skydiving operation that starts up this spring (1st of April) will be in the same location as last season. The planned move to the far southeast end of the field and a new landing zone near their hangar will be delayed until later in the year. The jumpers touching down will still be on the main runway. Tom said that he would NOT be changing the landing pattern. He is still thinking about creating a less conflicting traffic pattern (because of the skydiving operation) and will inform everyone if an official change takes place.

Old Business

None

New Business

None

MONTHLY PROGRAM

Again, with the help of our new digital projector, **Jim Heidish** gave two short subject presentations titled **Did You Know?**. The first was about the *Horizon Line* and explained that it never moves and is ALWAYS at your EYE LEVEL. It is the foreground that moves. The foreground drops away as we go up and rises as we come down. Anything that appears on the Horizon Line is at the same altitude that you are; above, higher than you; and below the Horizon Line, lower than your altitude. The second was about *Trimming Drag* and explained about the two major components of Drag - Profile and Lift Induced

(trailing vortex). There is little we can do to reduce Profile Drag because it is the result of the aircraft's design, but we can reduce Lift Induced Drag by trimming the AOA (angle of attack), the angle that the wing meets the oncoming air at. No matter the power setting, the lowest AOA you can achieve (stick forward/nose down trim) with out losing altitude, the less drag you will have.

50-50 Drawing

Allen Whatley was the winner and donated it to the club.

Adjourn

President, Steve Beste adjourned the meeting at 8:55 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 2014 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

Date	Activity	Location	Description
Sat, April 5th, 11 am	Club Meeting	Airpark	Club meeting and cookout at Warrenton Airpark
Sat, May 3rd	Club Meeting	Airpark	Monthly meeting and cookout at Warrenton Airpark
Sat, June 7th ●6:15 am - PPG Poker Run ●8:30 am - Airplane & Trike Poker Run ●11 am - Club meeting	Poker Run	Airpark	Poker Runs
Sat, June 14th	Father's Day Fly-In at Shreveport North (62PA) Description . Flyer . Video . Another video .	62PA	The largest ultralight fly-in in the mid-Atlantic states. Club 1 fly-out from Warrenton Airpark.
Sat, July 5th, 11 am	Summer BBQ and Club Meeting	Airpark	Monthly meeting and Summer BBQ at Warrenton Airpark
Sat, August 2nd, 11 am	Club Meeting	Airpark	Memorial table, monthly meeting and cookout at Warrenton Airpark
Sat, September 6th, 11 am	Club Meeting	Airpark	Monthly meeting and cookout at Warrenton Airpark
Sat, September 14th	Club 1 Fly-out to Trikefest East at Shreveport North (62PA)	62PA	Club 1 Fly-out from Warrenton Airpark
Sat, October 4th	Club 1 Fly-in and meeting	Airpark	Monthly meeting, Club 1 Fall Fly-in and cookout at Warrenton Airpark
Sat, October 25th	Club 1 Color Run Fly-out	Airpark	Club 1 Color Run fly-out at Warrenton Airpark
Thu, November 6th, 7:30 pm	Club Meeting	CVHS	Conversation, club business meeting and program.

Date	Activity	Location	Description
Sat, December 6th, 4:30 pm - 8 pm	Club Meeting / Holiday Party	Airpark 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) 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. (South-EastLSA.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 BF-12D (1946) 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 65 hrs / year and should be flown more. Please contact Tom Richards (703)568-3607 or <mailto:warrentonairpark@yahoo.com>.

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 with 4.5 gallon reserve behind front seat. 3-blade Ground Adjustable Warp Drive Prop. (2) Comtronic Helmets with radio. Mounted ICOM A21 radio PTT switch on stick. Dual EGT. Tach, hourmeter, voltmeter, VSI, fuel pump pressure, turn and bank bubble indicator, airspeed indicator, mounted GARMIN GPS Pilot III. Tundra tires. External mounted BRS Chute. Always Hangared. Lots of spare parts. Based at New Quarter Far Airport, Gloucester, VA. \$4000.00

Contact Richard Moore 804-815-0730

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 will 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 2014 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 Birmbaum
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.

2014 CLUB OFFICERS AND 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 & Past President: Len Alt
703-945-9314

Director At Large: Dave Riedel 703-815-4924

Director At Large: Larry Walker 540-347-7609

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.

2014 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)

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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.

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

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

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