



Volume 15 – 05

www.FlyingClub1.org

May 2015



The Privileged View

Steve Beste, President

Gyrocopter man. Just when I thought I had nothing to write about this month, along comes some guy who lands his gyrocopter on the Capitol lawn and saves my bacon. Isn't this a wonderful world we live in? There's always something. You've all followed the story, so I'll skip that and get right to the parts that affect us light flyers.



The gyrocopter. BTW, notice that the gas tank is almost empty. Like Doolittle's Raiders, this guy was planning a one-way flight.

First off, the publicity. In the immediate aftermath, the head of Homeland Security was quoted as asking, “What’s a gyrocopter?” No more. Now *everybody* knows. A few of the airhead commentators are still calling it “a whirly-bird thingy” but that’s only because they have been told “you can’t call it a *helicopter*” and they can’t remember what the real name is. By day 2, nobody was calling it a helicopter. Meanwhile, at Auto Gyro USA at Bay Bridge Airport, “the phone has been ringing off the hook”, according to a report on [WBAL-TV](#). Indeed, sensitive to the moment, the Auto Gyro people made a point of saying that gyroplanes are often used by law enforcement.

Secondly, I think we light flyers are lucky that the pilot, Doug Hughes, is so unthreatening. A mailman. An older guy. White. Carrying petitions. *Stamped* petitions, no less. And his gyro has a U.S. Postal Service logo on it. This is almost a scene out of Mr. Rogers’ Neighborhood. That’s good because people are not scared. When people get scared, liberty dies as we have found over and over. The authorities have been badly embarrassed by this and want to *do* something, but the story is shaking out more as a continuation of the Secret Service Keystone Kops story than as something that actually scares people. That’s good news. Part 103 dodged a bullet here.

The third thing that caught my attention was the charges against Hughes. He was charged with:

1. **Violating restricted airspace.** This misdemeanor charge carries a maximum penalty of 1 year and a fine. Clearly, he’s guilty.
2. **Operating an unregistered aircraft.** This felony charge carries a maximum penalty of 3 years and a fine. I suspect this charge is going to fall apart when they weigh the gyro. If it’s less than 254 pounds, then he was flying an *ultralight vehicle* under Part 103 and had no obligation to register it. The book weight of a Bensen B-8M gyrocopter is 250 pounds. Still, if I were flying an ultralight, these are not the circumstances under which I would like authorities to be weighing my machine.

Those penalties surprise me. I would have thought it was the other way around, with the felony being the airspace violation and the misdemeanor being the registry failure. Be advised, any of you who have fat ultralights.

The last thing coming out of this story for me is my awareness of JLENS, an upcoming surveillance system. Basically, it will be a blimp flying at 10,000’ on a 1½” Kevlar tether over Aberdeen Proving Ground north of Baltimore. Inside the blimp will be radars capable of seeing 320 miles. Because they will be looking down, there will be no more “under the radar” flight. Mind you, I don’t know if the JLENS radars will be able to spot something so flimsy as a gyrocopter (or my trike). And if they can, will they be able to distinguish it from migrating geese - or the swarm of recreational drones that are likely to serve as JLENS chaff in the years ahead? The main target of this thing is cruise missiles.

Because of [big cost overruns](#), the Army has cut back JLENS to just the two blimps over Aberdeen which will go operational next December. I suspect that program supporters will be using the gyrocopter incident as a way to get more money out of Congress.

For us, the effect of JLENS is that we will no longer be flying under the radar if we’re west of the



JLENS “aerostat” (aka. “tethered blimp”).

Bull Run Mountains and under 1,000 feet. Not that we’re doing anything illegal there. Far from it. But for me, one of the pleasures of our kind of light flying is its freedom. I won’t be able to see the blimp from Northern Virginia, but I’ll always know that it sees me and is recording every flight I take. That’s a loss that I grieve for.

In the meantime, if you have a message for Congress, please do the rest of us a favor and DO NOT use your aircraft to deliver it.

Fly safely,
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 (about) 100 NM of the Warrenton Airpark which are occurring in the next month. Sources are: The [EAA Calendar of Events](#), the [AOPA Calendar of Events](#), www.flyins.com and the [Virginia Department of Aviation Calendar of Events](#).

Date	Event Description	Location	Distance from 7VG0
Sat, May 2 / 8:30 - 11:30 AM	Essex Skypark Fly in Pancake Breakfast	Essex Skypark (W48)	73 NM
Sat, May 2 / 10:30 AM - 6:30 PM	Wings and Scooters Fly-in Hosted by VA Lady's Riders	Wakefield Municipal Airport (KAKQ)	107 NM
Sat, May 2 / 8 AM - 10 AM	Lancaster Civil Air Patrol Fundraiser Breakfast	Lancaster Airport (KLNS)	112 NM
Sat, May 2 / 11 AM - 5 PM	ILG Hangar Picnic - potluck, Bellanca museum tours	New Castle Airport (KILG)	119 NM
Sat, May 2 / 10 AM - 3 PM	Wings, Wheels and Crafts presented by Lake Gaston Junior Women's Club	Mecklenburg-Brunswick Regional Airport (KAVC)	119 NM
Sun, May 3 / 8 AM - 12:30 PM	Lock Haven Fly-in Breakfast with real maple syrup	William T Piper Memorial Airport (KLHV)	150 NM
Fri, May 8 - Sun, May 10	Central PA Gathering of Titan Tornadoes. See website .	Centre Airpark (N16)	130 NM
Sat, May 9 / 9 AM - 3 PM	Seaplane Fly-in. Noon lunch.	Williamsburg-Jamestown Airport (KJGG)	99 NM
Sat, May 9 / 11 AM - 4 PM	Massey Chili Fiesta Fly-in, Massey Air Museum Tour	Massey Aerodrome (MD1)	100 NM
Sat, May 9 / 8 - 11 AM	EAA 518 Drive-in Fly-in Breakfast	Mifflin County Airport (KRVL)	122 NM
Fri, May 15 - Sun, May 17	Warbirds over the beach. Call 757-721-7767 at least 24 hours prior if flying in.	Virginia Beach Airport (42VA)	145 NM
Sat, May 16 - Sun, May 17	Seaplane Splash-in at Lake Anna. RSVP 703-785-1505	Closest airports: Lake Anna (7W4) - no fuel or Louisa (KLKU)	41 NM
Sat, May 16 / 7 AM - 5 PM	Horn Point Fly- in - Antique Aircraft Fly-in, judging until 2 pm, food and drink on field	Horn Point Airport (MD18)	77 NM

Date	Event Description	Location	Distance from 7VG0
Sat, May 16 / 8 AM - 3 PM	Fly-in Hot Dog Day - breakfast sandwiches, foot-long hot dogs, nachos	Sugar Hill Airport (DE17)	103 NM
Sat, May 16 / 11:30 AM - 4 PM	Angel Flight East's Wings FlyBQ	Wings Field Airport (KLOM)	147 NM
Sun, May 17 / 1 - 4 PM	Jimmy's Canteen Fly-in Drive-in buffet \$10	Indiana County Jimmy Stewart Airport (KIDI)	133 NM
Sat, May 23 / 10 AM - 6 PM	Cambridge Wings and Wheels - benefitting Warrior Aviation	Cambridge-Dorchester Airport (KCGE)	83 NM
Sat, May 23 / 8:30 - 10:30 AM	Franklin Fly-in Pancake Breakfast (EAA 339 and Old Dominion CAF)	Franklin Municipal Airport (KFKN)	125 NM
Sat, May 30 / 8 AM - 12 PM	EAA Chapter 240 Pancake Breakfast and Young Eagles Flights	New Garden Airport (N57)	117 NM
Sat, May 30 / 10 AM - 4 PM	Roanoke Valley Veterans Wings and Wheels Fly-in	Halifax-Northampton Regional Airport (KIXA)	140 NM
Sun, May 31 / 9 AM - 1 PM	EA Chapter 426 Fly-in Drive-in Breakfast	Greater Cumberland Regional Airport (KCBE)	73 NM

Also, it's not likely one that will be fun to fly into, but the Manassas Airshow is this Saturday, May 2nd.

On May 8th, many WWII Warbirds will fly over DC in the Arsenal of Democracy Flyover. Aircraft will be staging at Culpeper and Manassas Airports. See <http://www.ww2flyover.org/>.

2015 Shoestring Picnic/ Hangar Jam and Salsa Dance!

Saturday, May 30, 2015, Shoestring Airport (0P2), 14388 Ebaugh Rd., Stewartstown PA 17363



Join us for a good time of flying, gourmet vittles, live music, salsa dancing and camping under the stars.

Shoestring Airport is located just over the Maryland line in Southeastern Pennsylvania. The runway is 1000' with an additional couple hundred bumpy feet if needed!". Overnight tie-downs welcome. Transportation to nearby lodging will be provided. Admission is free but donations welcomed.

Please contact Pete Stern at 410-916-9844 or petestern@verizon.net
or Bernie White at 410-713-6556 or bernout13@netzero.com



Co-sponsored by the Shoestring flying community and Capitol Area Light Flyers

New Club Member Airplane

Congratulations to Monty Betts on his purchase of a beautiful pre-war Aeronca Chief!



Blakesburg Antique Aircraft Fly-in 2014

By Lucy Ooi

After missing Oshkosh due to a bad carburetor, Allen and I were looking for a different adventure for this summer. Allen suggested going to the Antique Aircraft Association (AAA)'s fly-in out in Blakesburg, Iowa. So it was that on a lovely day in late August, we found ourselves packing my 1947 Aeronca Champ ("Rudolph") with camping supplies and heading west. The flight to Upshur, WV (W22) was lovely, but unfortunately due to weather coming in, we didn't want to stop for lunch at my favorite restaurant. After that, the terrain smoothed out and went to corn. Miles upon miles of unending corn, broken only by the rare soybean field. For about eight hours into a stiff headwind.



An actual interesting portion of the trip - corn, soybeans and windmills!

We stopped for the night in Fayette County, OH (I23), very close to our destination of only a couple months prior - Middletown, OH (MWO). There, we crashed in the FBO for the night. They have a shower and keep the fridge stocked with food (even the pizza place 3 miles away won't deliver

to the airport). In the morning, we woke up and set off on our way. Our first stop was Indianapolis Executive (TYQ) for fuel. Our next stop was Rantoul (TIP). Here, we found a hidden treasure.



Rudolph with his air museum buddies on the ramp



Former Blue Angel A-4. It has my name on it, so it's mine. Right?

Rantoul is an old Air Force base (Chanute) which was closed back in the '90s. The airport has a feeling of disuse. We picked a runway, landed, and found the FBO. We were the only plane there, but were told that during the crop dusting season, they can't fuel the planes fast enough. From the ramp, we saw a fence with many old military planes languishing behind it. It turned out to be a VERY neat little museum. They have many exhibits about the history of the base, and a hangar filled with some unique planes and part of a missile silo in addition to those outside. If you're ever in the area, Rantoul is definitely worth a stop.



The marsh by the Mississippi River. Yes, that is all corn.



The mighty Mississippi.

Unsure of the fuel status at the Antique Airfield (IA27), we made one last stop at Pekin (C15) before heading into the field. We purposefully did not take on fuel in the wings to come in light, which proved to be very fortuitous. About halfway between Pekin and Antique, we crossed the

mighty Mississippi. This was a welcome sight. What I found to be most interesting is that we were crossing at an area where the river was braided, and in one place, corn had been planted on every little spit of land which was (my guess) dry enough to drive a tractor on.



Antique Airfield off the left wing.

We finally made it to Antique in the early evening, set up camp, and enjoyed the peace. The weather was perfect and it was a beautiful evening. This, unfortunately, was not to last. The AAA fly-in this past year was affectionately referred to as “Lakesburg”. After our first day there, it started raining and didn’t stop. Many planes were waved off because the runway had turned into a marsh, and we weren’t sure when it would be dry enough to leave. The whole place was a swamp. Once I gave up on trying to keep my feet dry and ran around barefoot though, it actually wasn’t bad. One guy with an especially large puddle in front of his plane put out a “No Diving” sign.

As for the airplanes, the ones that made it in were beautiful. A family flew down from Canada in their 195 and unloaded a wonderful VW bus tent. It definitely made you look twice! There were many rare and beautifully restored antiques that did make it in. There was a good showing of Howards, Interstates, 195s, Luscombes, cabin Wacos, Stearmans and Aeroncas. One guy flew in



Airplanes lined up down the taxiway.

from Washington State in a polished aluminum Ryan SC-W, and proceeded to spend the remainder of the fly-in polishing it. My favorite airplane there was a Call Air. I had never heard of these before, but according to the owner, only about 15 were built, with ranchers in mind. It was a neat little plane and the owner was friendly and welcoming, even taping a “Please Touch” sign to the airplane’s side.



Ryan SC-W



The Call Air

Despite the dreary weather, the people were mostly happy and very friendly. We were told that the focus is usually on trading rides in unique airplanes with other attendees, but this was not possible due to the weather. Instead, everyone hung around and chatted. There was plenty of camaraderie. There was also plenty of time for checking out the AAA library, the aeromart (used airplane parts, some of them very rare) and browsing the wares of the few vendors. One day, the local church ladies brought pies to sell for a fundraiser which were divine. There is also a pub on the field.



It's a VW. Wait...



Camping with Aeronca Chiefs and trying to dry out our stuff during a break in the showers.

Overall, despite the weather, we had a good time. When it came time to leave however, there was some concern. We didn't know when the runway would dry out enough to get out. Finally, they began letting lighter planes go. I had the longest takeoff run I've ever had in Rudolph, being heavily loaded and in the muck. When we accelerated enough to get the tail up, the airplane surged forward and we finally made it off. I was glad we were light on gas - some others were not so lucky and drained and sold their excess gas for cheap.

We stopped for gas about 20 minutes out and continued on to Galesburg, IL (KGBG) where some people had already arrived for the Stearman fly-in, scheduled for the following weekend. About

15 or so planes were parked on the field. We took the courtesy car into town and had a nice lunch. Afterward, we walked around and saw another guy with an L-16 that we had met at Blakesburg. We chatted for a bit, looked and the Stearmans and headed out. Since we were in no hurry, our next stop was Danville, IL (KDNV) where Midwest Aero restores P-51 mustangs. We got to take a tour of the shop and admire the P-51 they are currently working on.



Some nice blue tennis courts on the way home.



Rain off the wing as we near home.

The rest of our trip home was fairly uneventful. We stopped for the night again at Fayette County. In the morning we went to Upshur (W22) and stopped for lunch at my favorite restaurant. We were disappointed when we pulled up and the place was deserted, but they leave the key to the courtesy car in the visor. When we got back to the plane, all the yellow parts were covered in tons of little beetles. We tried getting them off but they just kept coming back. We decided to take off anyway. Most were blown off and left on/near the runway, but some made it all the way back to county. Not wanting to import what were potentially nasty bugs, as soon as we shut down on the ramp, we made it our mission to stamp out the survivors. We then put Rudolph back in his hangar and went home for a very welcome hot shower and comfy bed.

The Danger of Towers to Our Aviation Community

FAA Safety Team

Reprinted from FAA Brochure: Towers: Unlit + Unmarked + Uncharted = Undetected. The Danger of Towers to Our Aviation Community. For more information, see www.FAASafety.gov It doesn't appear that we have many of these towers in our area. Information on meteorological towers in Virginia can be found at <http://wind.jmu.edu/data/meteorologicaltowers.html>. This article is a good reminder to keep an eye out for obstacles at our typical (low) altitudes though.



The Risk is Real

Construction of meteorological and other towers in rural areas throughout the United States is a concern to many in the aviation industry. Often these towers do not have lights or other marking devices, and they are just under 200 feet tall - falling outside FAA regulations governing tall structures. The dull color and small footprint can make these uncharted towers difficult to see. In addition, they can be erected in hours, making these vertical obstacles a major safety risk to helicopter emergency medical evacuation services, aerial applicators, law enforcement, aerial fire-fighting, predator control, pipeline patrols, aerial wildlife surveys, military operations, and others.

The number of meteorological, cell phone, wind energy, and other towers erected in agricultural regions throughout the United States has increased significantly during the past several years. Due to

the expected growth in the wind energy industry, the increase is projected to continue. Remember, adhere to 14 CFR 91.119 Minimum Safe Altitudes.

Four Safety Tips Help You Avoid Meteorological Towers

1. **Towers can be erected in hours!** Ag operators and pipeline flyers returning to a field after a few days or a few hours may find a tower that wasn't there earlier.
2. **Towers may have a small footprint!** The small size may leave little ground disturbance (footprint) to indicate the tower's presence. At times however, the footprint may be easier to spot than the tower itself!
3. **The tower color may be difficult to see!** Many towers are just under 200 feet tall, dull gray, and unlit, and they do not have markers to note any support cables. Check the internet to see if your state maintains a tower registry, and check your route as part of the preflight.
4. **Ferry above 5 and stay alive!** Aerial application's Professional Aerial Applicators' Support System (PAASS) safety program slogan reminds pilots to fly above 500 feet except when the operation requires flying at a lower altitude.

Meeting Minutes

April 2015

Flying Club One Meeting

Saturday, April 4, 2015

Warrenton Airpark

Warrenton, VA

The first meeting of the year at the Warrenton Airpark was held in Tom Richards' home because of the cold and windy weather.

Selling 50/50 tickets before meeting - not at this meeting

Call to Order

President, Steve Beste called the meeting to order at 11 A.M. and thanked Tom Richards for opening up his home for our meeting. 21 members present.

CONNECTIONS

Visitors & New Members

Visitor **Mossa** said he is a pilot and flies a Cessna 172, but would like to give the (motor on your back) PPG's a try and is looking for information. Visitor **Naga** stopped by the Airpark to look at the aircraft and came to our meeting so he could talk to pilots about flying. One time crop-duster **Bill Sullivan** flies a Super Cub out of the Airpark and also has the use of three aircraft at the Front Royal, VA airport.

Old Members

Lee Fox is looking for a partner in his newly updated XAir LSA located (aircraft/hangar) at

Shannon Airport. Many of the members said they were flying on the warmer days but ran into a lot of turbulence. Some older members commented that in the last 5 to 7 years their logbooks have noted the winds were much stronger, no matter the season. **Patrick Tyler** is now an instructor for Trike (weight shift) aircraft.

SERVICE PROVIDERS

Recap our standing list of service providers:

- PPG instructor and dealer: **Michael O'Daniel**
- Sport Pilot / LSA instruction: **Pete Bastien**
- Fixed wing instructor: **Chuck Tippett**
- PPG, Ultralight, LSA and General Aviation flight instruction: **Grass Roots Flyers**
- Welder: **Tom Kotsch**
- A&P mechanic (not at Airpark): **JD Ingram**

REGULAR REPORTS

Secretary: Jim Heidish reported that we did not have a March meeting, but the Minutes from the February meeting were published in the March Club Newsletter and approved as published.

Treasurer: Jim Birnbaum reported March income: \$60.00, Expenses: \$0.00 and the Flying Club 1 Checkbook Balance: \$3222.67.

President: Steve Beste - nothing special to report.

Safety and Training Director: Pete Bastien - nothing special to report.

Membership Director: **Jim Birnbaum** reported that he removed the names of members who have not renewed their membership from the published roster. Paid-up members should have (2015) after their names on the current Roster. We should have 53 members when all have renewed.

Warrenton Airpark Owner: **Tom Richards** said the Skydivers are back and just operating with the Cessna 182 until the weather warms up. In a few weeks they should have their big turboprop jump plane flying. With the Skydiving operation comes more traffic, he restated. For now, the traffic pattern is the same as it has been. See and be seen! Use your radios! Tom said he might have some hangar space opening up soon. He gave an overview of his Grass Roots Flyers instruction/shared aircraft operation. Tom said the reunion of the old glider club that was located at the Airpark for many years would be held at the field on May 16th.

Old Business

None

New Business

Jim Heidish rolled out the 10 x 3 ft. Club Promotional Banner he produced. It features images from a cross section of Club members' aircraft. The banner can be put up at any of our events or rolled up and taken to any fly-in around the area. It can be used as a good reminder that every one that loves flying is welcome in our Club. If any member would like to take the banner to an event or fly-in, you can get it from Jim at the monthly meetings.

The date of the Club's Annual **Poker Run** / June Meeting conflicts with the local big AOPA event on June 6th. The membership was asked if they

would like to move the Poker Run and Meeting to June 13th. The members agreed.

The membership was asked if we should drop the Honorary Members that have had no contact with the Club in many years. The members agreed.

Lucy Ooi has set the Flying Club up with a Facebook Page. She said the purpose of the page is to get the word out. If you have Facebook, you can keep up with and/or post meetings, fly-outs, events and photos. If not, you should still be able to view the page without a Facebook account. You can find the page at:

<https://www.facebook.com/flyingclub1>.

MONTHLY PROGRAM

None

Adjourn

President, Steve Beste adjourned the meeting at 12 noon.

Cook Out

Robert Doak put on a grand pork barbecue lunch in Tom's home.

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, May 2nd	Club Meeting	Airpark	Monthly meeting and cookout at Warrenton Airpark
Sat, June 13th ●6:15 am - PPG Poker Run ●7:30 am - Airplane & Trike Poker Run ●11 am - Club meeting	Poker Run	Airpark	Poker Run
Sat, June 20th	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 4th, 11 am	Summer BBQ and Club Meeting	Airpark	Monthly meeting and Summer BBQ at Warrenton Airpark
Sat, August 1st, 11 am	Club Meeting	Airpark	Memorial table, monthly meeting and cookout at Warrenton Airpark
Sat, September 5th, 11 am	Club Meeting	Airpark	Monthly meeting and cookout at Warrenton Airpark
Sat, October 3rd	Club 1 Fly-in and meeting	Airpark	Monthly meeting, Club 1 Fall Fly-in and cookout at Warrenton Airpark
Sat, October 24th	Club 1 Color Run Fly-out	Airpark	Club 1 Color Run fly-out at Warrenton Airpark
Thu, November 5th, 7:30 pm	Club Meeting	CVHS	Conversation, club business meeting and program.
Sat, December 5th, 5 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.

Hangar Sale See list of items on next page. Contact Larry Walker 540-347-7609. Larry will be at his hangar after the May 2nd meeting to show/discuss all items.

FOR SALE — Airborne T-Lite trike T-Lite trike base for sale with 22 HP four stroke Bailey engine (it has only 15 hours on it but does not start). \$6500 OBO. Fernando Alvarez 703-589-4202



Hangar Sale Item List		
Floor Fan 48"	Small Tool Box, 2 Tier	Large Toaster
Pedestal Fan 36"	Bench Drill Press	Small Toaster
Air Compressor, Very Good	Large Vice	Refrigerator, Dorm Size
4 wheel Cart with Steel Grate Bed	Gas Welder, tanks, cart, welding & cutting torch	Older Air Compressor, good compressor & motor
Gas Caddy 30 Gal, UL Listed with 12V Pump & Retractable Ground System	55 Gallon Steel Drum Rigged for Filling and Emptying	Cable Winch, 110 Volt remote control for Pulling Plane into Hangar
Craftsman Bench Grinder	Gas Pump lever Type	Gas Filter
Large Tool Box, 2 Tier	Shop Vac w Hose & Nozzle	Small Tool Box
Small Microwave	2ea Canister Vac w Hose	Large Work Bench
3ea Tables	6ea Chairs	4ea Continental 0200 Cyls
3ea Wall Lockers	Large Storage Locker	Continental 0200 Crank
Large Parts Cabinet	3ea Small Parts Cabinet	A/C Cylinder Wrenches 1/2 in & 3/16 in

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 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



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.

2015 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: Larry Walker 540-347-7609

Director At Large: Pete Bastien 703-568-5778

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: Pete Bastien

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

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

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