



Volume 15 – 08

www.FlyingClub1.org

August 2015



The Privileged View

Steve Beste, President

Danger Jet. Admit it. You want a second aircraft. No - you need a second aircraft. The evidence is everywhere. Lee Fox no sooner fixed up his X-Air, than he bought a Mooney. Scott Williams finally got his license and within a month bought a second trike. Tom Richards has an interest in 4 or 5 aircraft - more if you count that wingless mistress of a Mooney he discreetly keeps in a pied-à-terre on the other side of the field. But why stop at a Mooney? Let's get serious, people. You need something appropriately manly - like this Soviet L-29 jet trainer. Mach 0.75! \$300/hour fuel burn! Since it has two seats, I'm guessing it's not an ultralight.



This is the current project of my young friend Jake Riley. You may recall my writing about him. While still in school, he [rebuilt a Quicksilver](#) and a Challenger. After graduating, he converted the Challenger to [fly-by-wire](#) and then went to work as an engineer for Scaled Composites in Mojave, CA. There, he picked up the nickname "Danger" for reasons his mother doesn't want to hear about.



He's writing about this project [here on Twitter](#) under the tag Danger_Jet.
He found the jet in Las Vegas and trucked it to Mojave as you see above.



Panel needs some work



Spare engine

Needless to say, Jake is excited about the project and not at all daunted by how much needs to be done. Beyond the cool factor - how many 20-somethings own a jet? - he cites two wonderful things about the project. First, it's a glimpse into a completely different design aesthetic. The L-29 was built in Czechoslovakia from 1963 to 1974, the product of the Warsaw Pact aerospace industry. At every turn, the designers did things a little differently than American designers do. Remember when you first visited a foreign country? Everything from the electrical outlets to the dial tone to the signage - it was all different. Through those differences you began to see the parts of your own world that you took for granted and never saw before. Just so with young engineer Jake.

The other thing that's amazed him is the community of people who fix and fly these jets. It's a very small community of rich, passionate men who all know each other and swap parts and advice. One of them shipped him a box of parts last spring - "I had these lying around. You'll probably need them." Jake figured it was \$11,000 worth of stuff. "Don't worry about it. But since you're replacing the such-and-such bungees, I could use the old ones. Send them down, will you?" Of course. So the project has brought him into a community - the best kind of project.

Next? He says he'll have it flyable by next January. Then he'll fly it a bit, but at \$300/hour, not much. Then he'll sell it. Interested? I know you are. You need another aircraft, and this one comes with a spare engine. I'm talking to you, Tom Richards.

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, Aug 8 / 11 AM - 2:30 PM	Martin Aviation Museum Open Cockpit Day	Martin State Airport (KMTN)	76 NM
Sat, Aug 15 / 10 AM - 3 PM	Tappahannock - Essex County Airport Open House, Fly-In and Classic Car, Truck and Motorcycle Show.	Tappahannock-Essex County Airport (KXSA)	64 NM
Sat, Aug 15 / 8 AM - 1 PM	EAA Chapter 36 Breakfast and Lunch Fly in Drive in	Hagerstown Regional Airport (KHGR)	63 NM
Sat, Aug 22 - 23 / 8 AM - 4 PM	EAA Chapter 240 Pancake Breakfast and Air Show	New Garden Airport (N57)	117 NM
Sat, Aug 22 / 8:30 - 10:30 AM	EAA Chapter 339 and CAF Fly in Pancake Breakfast	Franklin Municipal (KFKN)	125 NM
Sun, Aug 30 / 9 AM - 1 PM	EAA Chapter 426 Fly in Drive in Breakfast	Greater Cumberland Regional Airport (KCBE)	73 NM

Log Books

By Steve Beste

Does anybody else hate the standard ASA-SP-30 paper log book as much as I do? Not likely. After all these years, my loathing is deep, nuanced and refined. Consider: the book has space for only seven flights per page, after which you have to manually do running totals for all the columns and then write the totals onto the next page. It gives you no help with the math. If a flight went from 7:42 am to 8:33 am, how long was it to the nearest tenth of an hour? Enough! This is what computers are for. It's time to go digital, people.

YEAR 20__	AIRCRAFT MAKE & MODEL	AIRCRAFT IDENT.	POINTS OF DEPARTURE & ARRIVAL		AIRCRAFT CATEGORY		GROUND TRAINER	TYPE OF PILOTING TIME	
			FROM	TO	AIRPLANE SEL.	AIRPLANE MEL.		DUAL RECEIVED	PILOT-IN- COMMAND
CONDITIONS OF FLIGHT					NO. INSTR. APPR.	NO. LDG. DAY NIGHT	TOTAL DURATION OF FLIGHT	REMARKS, PROCEDURES, MANEUVERS	
DAY	NIGHT	CROSS- COUNTRY	ACTUAL INSTR.	SIMULATED INSTR.					

Columns in the ASA-SP-30 log book

You have three choices.

1. Stop logging. If you're never going to become an instructor or get an IFR rating or get a commercial or ATP ticket, then you'll never need to prove your hours to anyone. Therefore, you don't need a log book. I keep my old paper book as a place to record the bi-annual flight reviews. But those could actually be recorded anywhere.

Still, I keep a log of my flying for my own reasons, never mind the FAA. I like seeing my numbers go up, and I like looking back over the log to reminisce about memorable flights. I would keep a log even if I were flying Part 103 which has no logging requirements whatsoever. Stopping is not an option for me.

2. Subscribe to an online log book. You have many choices, LogTen Pro, ZuluLog, Safelog, and Logbook Pro being just some. Here are some issues to consider:

Customization. All of the commercial products I found are aimed at the professional pilot. That means they have all the fields that you and I don't use: instrument time, simulator time, night flight, and so on, though some advertise that you can customize the displays somewhat.

Platform(s). Ideally, you can fill out your log anywhere - on your smart phone (Apple or Android) or on your computer (Apple or PC). Most products do not support all four of those platforms. Therefore, start by figuring out which platform(s) you plan to use.

Downloads. The commercial vendors will store your data in the cloud, which is to say on their servers. (That's how they can give you access from either your desktop or your smartphone.) This is fine, and they back everything up better than you probably do, but companies do go out of

business, usually suddenly when they do. Therefore, I would want to download my data every few months in some kind of machine-readable format, such as a spreadsheet. Does the vendor support this? You'll want that download feature for another reason, too. Sooner or later you'll have to migrate to a different product. I've had my first log book for 50 years. No current vendor is going to be around in 50 years. OK, at this point, neither will I. But you see the point. If you want to keep your electronic data for decades, you're going to have to migrate it at least once. Go with a product that lets you do that.

Support. The computer world is constantly changing. One of the great advantages of a commercial product is that the vendor will make sure that their application will continue to work with the new stuff. A new version of the operating system? A new version of Java? You want somebody else to make sure it all works. All the vendors will do that. Not so with the home-grown solutions (next).

3. Build your own log book. If you have some computer skills, you can make your own log book just the way you like it. The downside is that you'll have to maintain it when things like the operating system change. The best technology is the one you know. Consider:

Excel. The simplest home-grown log book is an Excel spreadsheet. It will have only the fields you want and it will carry running totals for you. If you're a spreadsheet guru, you can program Excel to do much more. The downside of Excel is that it sits on your local PC only. You can't update your log from your smartphone. You'll have to wait until you get back to your PC.

Google Sheets. Think of this as Excel in the cloud. You get access from your PC and from your smartphone, both Apple and Android. You create a Google account (it's free), which comes with space to store Google Sheets. You can create a spreadsheet in Excel and upload it (to get started), or create it directly in Google Sheets. Here's a [pilot log template](#) to get you started. Just download that template into your own Google account, and customize it to suit what you want.

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
1	Date	Aircraft Type	Aircraft Ident	FROM	TO	# Inst. App.	Inst. App. Type	Remarks and Endorsements	# Takeoffs	# Takeoffs Night	# Landings	# Landings Night	Single Engine Land	Multi Engine Land	Complex	HP	Night	Instrument	S in
2			TOTALS			0			0	0	0	0	0	0	0	0	0	0	0
3																			
4																			
5																			

Google Forms. This is one step up from Google Sheets. It stores data in Google Sheets, but lets you easily create a data entry form for each sheet. That's convenient if your spreadsheet is getting too wide to use easily, which is the case with the template above.

The language you know. I'm a computer programmer who works a lot with Microsoft Access, so that's what I used to build my own electronic log book. I like the result, but it's no good to anybody else unless they know how to program in Access VBA so they can do their own maintenance. If that's you, I'll be happy to send it to you.

Let me brag about some of the features of my log as these might be something you'd want to look for in your own log, either purchased or home-grown.

Form-based data entry. I have more data on each flight than will fit on one line of a spreadsheet without scrolling. When you find yourself scrolling horizontally in your spreadsheet, that's when it's time for a form, as here.

Running totals. As you page up or page down through the flights, all the totals update. I don't have to run a separate report to see the totals.

Pick lists for local airports. In the screen shot below, I can enter either "Shannon" or "KEZF" and it will fill in both the code field and the name field.

Calculation of flight duration. I enter departure and arrival times in the format 24:mm. The software calculates the duration in tenths of a minute (here 1.8 hrs).

Automatic cross-country check. If the arrival and departure airports are different, the software automatically checks the cross-country flag.

Stephen Beste
PILOT'S LOG
 Version of November 29, 2014

Buttons: Datasheet View, Print, Delete, Setup, Log in Another, Exit, Previous Record, Next Record

Hours Total: 302.3 **PIC:** 277.9 **X-Country:** 184.2 **Dual Received:** 28.4
Landings Total: 808
Distance Total: 7,426

All Flights

N-Number: N42AT Aircraft: Aerotrike Safari HKS PageUp | PageDn
 Move between flights:

Flight Dt: 5/23/2015 Ctrl-R
 Copies last airport

From: KEZF Shannon Depart Time: 12:54 Ctrl-D
 Copies last date

To: KFRR Front Royal Arrival Time: 14:43 Ctrl-E
 Enters the degree sign

Landings: 1 62.5 miles 1.8 hrs 35 mph

Roles: Pilot In Command: Cross-country: Dual Received:

Comment: MISERABLE! I had to climb to 5,300' to avoid severe bumps. There, it was 41° with a 12mph headwind. Cold, slow, and bumpy. Yuck.

Record: 405 of 405 Unfiltered Search

Myself, I'll never go back to doing all the arithmetic in a paper log book requires.

Carbon Monoxide: A Deadly Menace

Medical Facts for Pilots

By G.J. Salazar, M.D.



Reprinted from a brochure prepared by the Federal Aviation Administration Civil Aerospace Medical Institute Aerospace Medical Education Division

An ‘Unconscious’ Landing

Plane Lands Itself in Hayfield as Pilot Slumbers

Physician Robert Frayser had lifted off in his Comanche 400 from the North Bend, Kansas, airport at 7 a.m., en route for a meeting in Topeka. He was flying alone, cruising at 5,500 feet on autopilot, with the sun coming up on a clear, beautiful day. Per established routine, he switched the fuel selector to the auxiliary tank and set up the navigation system for nearby Topeka.

About 90 minutes later, Dr. Frayser found himself in a hay field. The engine was silent. He was confused, disoriented, and groggy as he struggled to rouse himself from a deep sleep. His head was throbbing.

Thinking he was still in the air, he went through his landing checklist. As he became more oriented to his surroundings, a new reality dawned: The airplane’s right wing was nearly torn off from an impact with a tree, but the plane was otherwise intact. Aside from a fractured wrist, minor cuts, and bruises, he seemed to be relatively uninjured. But he had no idea where he was. He had no memory of landing.

Dr. Frayser stated that there were no early warnings or symptoms to alert him. “I just went to sleep.” The plane, trimmed for cruise flight and on autopilot, flew a perfectly straight course

over Kansas and into Missouri until it ran out of fuel, and then the autopilot gently brought the Comanche in for landing.

Since the engine had stopped, no one heard the aircraft glide to a landing on the open field. “I was alone, disoriented, injured, and had a severe headache and ringing in my ears,” he said.



The aftermath of a near-fatal accident caused by carbon monoxide poisoning.

Extracting himself from the aircraft, he struggled a quarter of a mile through snow-covered fields for help, finally stumbling onto a farmhouse. Dr. Frayser was taken by ambulance to a hospital, where the emergency room physician put him on 100 percent oxygen to overcome near-fatal blood levels of carboxyhemoglobin.

Carbon monoxide poisoning from a cracked muffler had allowed the deadly, odorless gas to seep into the cabin through the heater and caused him to fall asleep. The crack, which had apparently opened after the last annual inspection, was concealed by the heat shield and could not be detected during the pre-flight inspection. “The crack could have been there for a long time, just waiting for someone to turn on the heater,” he said. Frayser did not have a carbon monoxide detector on board to alert him of its presence.

Another 30 minutes in the air might have been fatal. Carbon monoxide poisoning would have claimed another victim.

Overlooked Safety Issue

Carbon monoxide poisoning is a safety issue that pilots tend to ignore, even though it is the most common industrial poisoning accident in the United States. When carbon monoxide poisoning occurs, it can have significant and fatal consequences for aircraft occupants.

Carbon monoxide is a by-product of the incomplete combustion of carbon-containing materials. Aviation fuel contains carbon and is a ready source of carbon monoxide when burned. Expect carbon monoxide whenever an internal combustion engine is operating, and even though piston engines produce the highest concentrations of carbon monoxide, exhaust from turbine engines could also cause carbon monoxide poisoning. In addition, expect carbon monoxide whenever a fire occurs, as commonly happens in a post-crash environment.

Carbon monoxide is truly a hidden menace because by itself, it is both a **colorless** and **odorless** gas. An individual would not be aware of its presence until symptoms developed, or during treatment it was determined exposure had occurred. The least desirable situation would be incapacitation. In this case, the victim is powerless to do anything about the exposure. Fortunately, because it is a byproduct of combustion, carbon monoxide is frequently associated with other gases that do have an odor and color.

By avoiding an environment with known combustion fumes, you will also avoid carbon monoxide. The true problem comes when exposure is so gradual that you don't perceive it. You can become incapacitated before you can vacate the environment. In an airplane, the result most likely will be a fatal accident.

Why Carbon Monoxide Poisoning Should Concern Pilots

What is not known is the full extent of carbon monoxide poisoning in aviation. Analysis of toxicology samples from fatal U.S. aircraft accidents between 1967 and 1993 showed that at least 360 victims had been exposed to sufficient carbon monoxide before or after the crash to impair their abilities. Non-fatal carbon monoxide poisoning in aviation is likely a more common occurrence than currently believed. No one is sure how many times pilots or passengers became ill, not realizing they had been exposed to carbon monoxide. Because no significant incident or incapacitation occurred, the matter was not reported and, hence, not investigated. Symptoms that could be attributed to airsickness, altitude hypoxia, fatigue, or a variety of other conditions actually could have been carbon monoxide poisoning.

Exposure and symptoms may occur repeatedly over several flights until, finally, someone suspects carbon monoxide or, tragically, an accident claims a victim. No database presently exists that accurately collects or tracks non-fatal aviation carbon monoxide exposure information.

Toxicity Mechanism

Carbon monoxide has a very high affinity for hemoglobin, the molecule in blood responsible for transporting oxygen through the body. Carbon monoxide has affinity of 240 times that of oxygen. Carbon monoxide tightly attaches to the hemoglobin, creating the compound carboxyhemoglobin, which prevents oxygen from binding, thereby blocking its transport. The result is hypoxia but

through a mechanism different from that produced by altitude. However, with respect to symptoms, the end-effects can be very similar.

There should be little or no carbon monoxide in the blood of individuals who have not been exposed to smoke or other by-products of combustion. People living in polluted urban environments may have between 3-10% carboxyhemoglobin concentrations because of the carbon monoxide contained in the smoke and fumes they inhale, while a cigar smoker could have up to 15%. People in certain occupations such as foundry workers, welders, mechanics, firefighters, and tollbooth or tunnel attendants that expose them to products of combustion may also have elevated carbon monoxide baseline levels.

Symptoms

The most common symptoms of carbon monoxide exposure are shown in Table 1. These symptoms are typical for an individual with normal hemoglobin at sea level. You can expect these symptoms to worsen at altitude and/or appear sooner than they otherwise would. Wide personal variations may also occur, depending on the circumstances and whether or not the individual smokes.

Percent CO in Blood	Typical Symptoms
<10	None
10-20	Slight headache
21-30	Headache, slight increase in respirations, drowsiness
31-40	Headache, impaired judgment, shortness of breath, increasing drowsiness, blurring of vision
41-50	Pounding headache, confusion, marked shortness of breath, marked drowsiness, increasing blurred vision
>51	Unconsciousness, eventual death if victim is not removed from source of CO

Table 1: Carbon Monoxide (CO) Blood Levels and Possible Symptoms

Protection From Carbon Monoxide Exposure

First and foremost is pilot education and awareness. Pilots must understand the danger posed by carbon monoxide poisoning and should be alert to the symptoms. Any unusual cabin smell or sensation of illness should call for immediate troubleshooting:

- Turn the cabin heat fully off.
- Increase the rate of cabin fresh air ventilation to the maximum.
- Open windows if the flight profile and aircraft's operating manual permit such an action.
- If available (**provided it does not represent a safety or fire hazard**), consider using supplemental oxygen.
- Land as promptly as possible.
- Do not hesitate to let Air Traffic Control know of your concerns, and ask for vectors to the nearest airport.
- Once on the ground, seek medical attention.
- Before continuing the flight, have the aircraft inspected by a certified mechanic.

Safeguards

- The best protection against carbon monoxide poisoning is to avoid exposure.
- Aircraft operators and pilots must ensure that heating/ventilation systems and exhaust manifolds in their aircraft are all in good working order, as specified by the manufacturer and the Federal Aviation Administration.
- Certified mechanics must conduct all required inspections.
- Special attention should be paid to older aircraft because of corrosion or simple wear and tear.
- A certified mechanic should verify firewall and aircraft structural integrity and seal any defects.
- Finally, several devices are available to monitor for carbon monoxide. The least expensive are hand-held or stick-on colorimetric devices that change color in the presence of carbon monoxide. While effective, they are not perfect or foolproof. Powered detectors for aviation use are available as either portable or panel-mounted units and provide greater reliability.

Don't become a statistic. Learn to prevent and avoid this deadly threat to your flying safety.

Meeting Minutes

July 2015

Flying Club One Meeting

Saturday, July 4, 2015

Warrenton Airpark

Warrenton, VA

Selling 50/50 tickets before meeting

Call to Order

President, Steve Beste called the meeting to order at 11:05 A.M.

12 members present.

SERVICE PROVIDERS

Recap our standing list of service providers:

- PPG instructor and dealer: **Michael O'Daniel**
- CFI: **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**
- Light Sport Condition Inspections, Rotax Certified: **Tim Loehrke**

REGULAR REPORTS

Secretary: Jim Heidish reported that the Minutes of the June meeting were approved as published in the newsletter.

Treasurer: Jim Birnbaum reported the Flying Club 1 Checkbook Balance: \$2886.50.

President: Steve Beste - nothing to report.

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

Membership Director: Jim Birnbaum - nothing to report.

Warrenton Airpark Owner: Tom Richards reported on an ongoing shuffle of planes and hangars at the Airpark. Doors of two hangars are having wind damage repaired. Tom is writing the 80 year history of the Airpark.

Old Business

None

New Business

The Airpark gas grill is in need of repair or replacement. **Jim Birnbaum** volunteered to research alternatives and report back next month.

To commemorate July 4th Independence Day, the Declaration of Independence was read aloud by Club members.

Tom Richards eulogized **Dick Walker**, an active long-time Club member who died last month.

MONTHLY PROGRAM

None

50-50 Drawing

Winner **Jim Hill** was also this month's chef.

Adjourn

President, Steve Beste adjourned the meeting at 11:50 A.M.

Cook Out

Jim Hill served the club a fantastic lunch.

Submitted by **Dick Martin**, substitute secretary

Activities

2015 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 2015 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

Date	Activity	Location	Description
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.

Ultralight “Banty” 440 with trailer and spares \$6k. Contact Joe Carter (703) 938-3246.



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



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 2015 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.

2015 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