



## The Privileged View

Steve Beste, President

**Back in the air.** As most of you know, I crashed my trike last November while landing at the Airpark. (See the account [here](#).) I'm happy to report that the rebuild is all done. The trike is now better than new, and Peter and I are back flying it. It took 9½ months, 80 hours hands-on at the hangar, 109 email conversations, and \$8,800, plus another \$4,300 in improvements, mainly the new wing. It also took help from many, many people, both here and overseas. We couldn't have done it without their help - and indeed without the internet and Skype. Here's the story.

**Alternatives.** In the days after the crash, I figured that I had four ways to go:

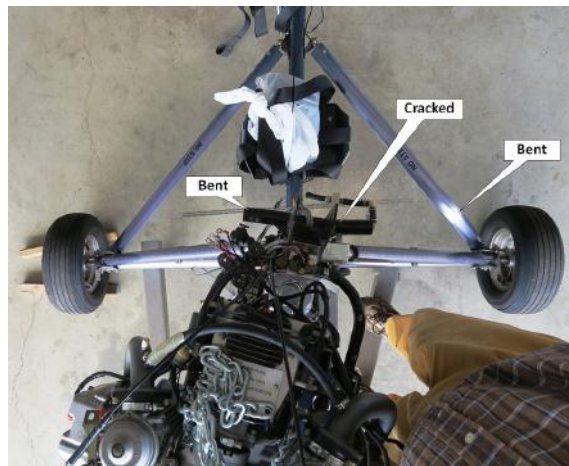
- **Quit.** Under the terms of our co-ownership agreement, I could have paid Peter \$8,000 for his share and sold off the engine. Net cost: \$7,000. But that would be the end of my flying career. I'm not ready to quit yet.
- **New single-seat trike.** Kamron Blevins of NorthWing trikes offered to build us a single-seat Maverick trike with a high-speed Pacer wing and an engine mount for our HKS. \$13,000. Of course, there would have been shipping and other costs. Figure \$14,500. But for slightly less money, we now have a two-seat trike.
- **A different carriage.** Scott Williams offered to sell us his Air Creation trike carriage for use with our HKS and our new wing. \$5,000. It's a fine carriage, but we would have had to re-engineer the motor mount, which is more than I know how to do. In the end, I spent about \$4,000 for repairs to the old carriage.
- **Rebuild.** This was always the preferred option since Peter and I both like our Aero trike Safari. But it hinged on the ability of the Aero trike people in South Africa to make the parts we needed. It took four months to get an answer on that - and a price. But once that was a go, I ordered the new wing (\$7,200) and propeller (\$1,300).

**What broke.** The trike's solid HKS engine checked out OK, but the mast, the engine mount, and lots of tubes were bent. The propeller was shredded, and the wing was trash. As you see below, trikes are pretty simple aircraft. The carriage is mostly tubes bolted together. Here you see the skeleton of the trike with the weight of the engine being supported by Scott Schreiber's engine hoist. (Thank you, Scott!)



*The skeleton of the trike revealed*

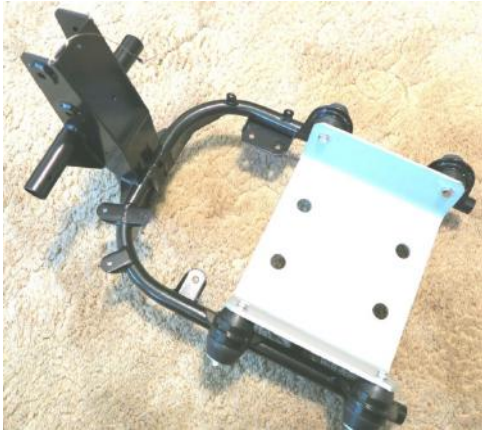
After hitting the tree, the trike slid down backwards until the engine hit a branch. The force of it bent the engine mount to the left and cracked it as you see below.



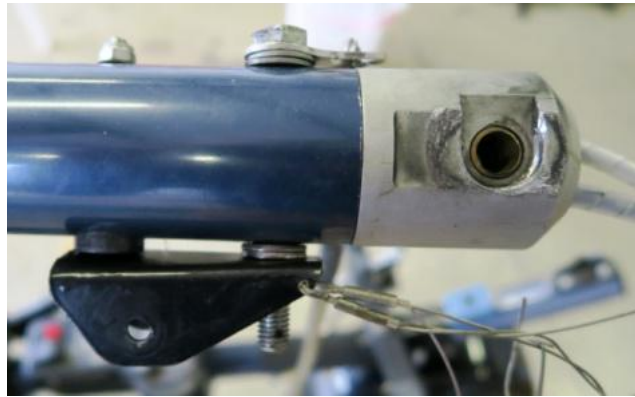
*Damaged engine mount*

As I took stock of the wreckage, the key question was always whether the trike's manufacturer in South Africa could get me some key parts: a new engine mount and a new mast head - the aluminum fitting at the top of the mast where the wing attaches. The wing would be easy, as Aeros in Ukraine still makes the same model we used to have. Lots of people sell propellers. But

Aerotrike in South Africa has not built a Safari trike in ten years. Indeed, the company has been sold twice since then.



*New engine mount*

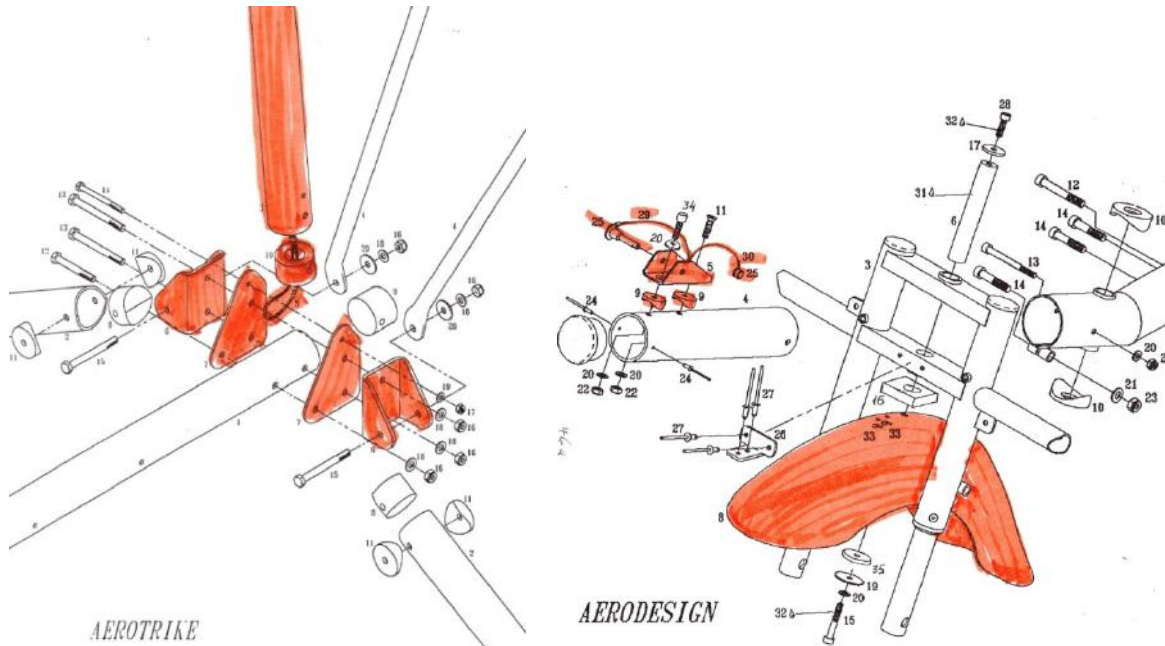


*Old mast head*

Fortunately, the successor company still makes airplanes. They have all the old drawings and even an inventory of some old parts. They were happy to make the parts I needed - and at low prices. That engine mount above cost only \$175. Plus another \$175 to have it shipped. In all, I spent \$2,500 for parts from South Africa. It took six months, but here is the crate of those parts that I picked up at Dulles. It was a happy day!



**The plans.** By great good fortune, we still have the original instructions for assembling the Safari from a kit. I used the drawings in the manual to communicate with the South Africans exactly which parts I needed. For instance, what I call a “mast”, they call a “pylon”. I colored the parts I needed in orange and emailed them off. That helped a lot.



**Doing the work.** Given the delays in the project, we were concerned that if we took something apart in April, we wouldn't remember how to put it together again in July. Therefore, we adopted a just-in-time policy: take it apart only when you have the parts to re-assemble it. Of course, sometimes we took things apart only to discover more trouble inside, with additional parts to be ordered. But keeping track of things was a big deal. These food containers helped. When we disconnected something, all the bolts and bits went into their own container with a note saying where they came from.





*Done! All the bins are empty.*

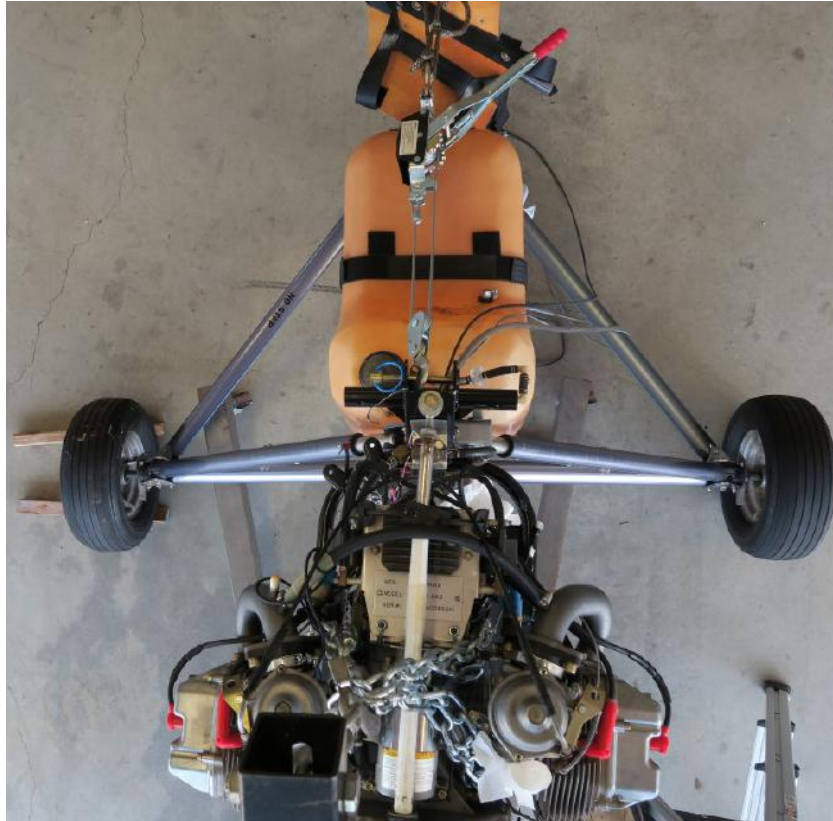


*Never re-use a Nylock nut*

We replaced every bolt we removed. Except for the bent ones, they looked pretty good for being 20 years old. We replaced them anyway. We learned a lot about bolts. Because it's from South Africa, everything is metric. That meant that AN bolts were out of the question despite their superior provenance. (There's no such thing as a metric AN bolt.) Like the old bolts, the new ones are "8.8" hardness. These are a little weaker than "12.8" bolts, but not so brittle. In a pinch, we pilots want the bolts that hold our planes together to bend rather than break. Hence 8.8.



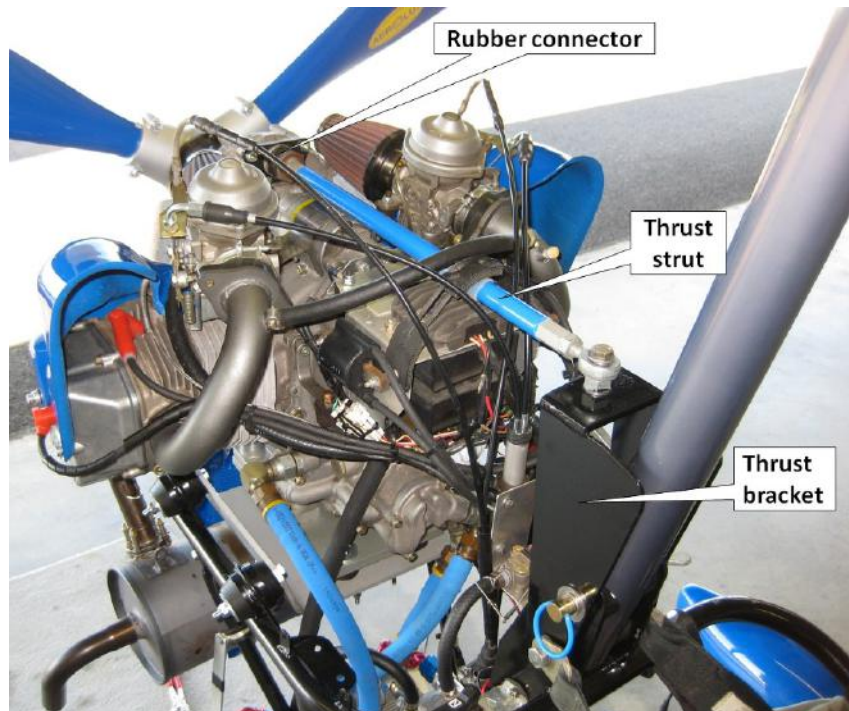
*June 8th - Point of maximum disassembly. Can we really get this back together with nothing left over?*



*New engine mount installed. The offset thrust line is part of the design.*

**Surprises.** As we dug into the project, we found expensive things that weren't broken but had to be replaced anyway. The biggest of these was the thrust strut and bracket.

Only three Aerotrike Safaris were ever built with HKS engines. All were done by customers, not by Aerotrike. People soon discovered that the HKS would eat the rubber mounts where the engine sits on the engine plate. The rubber mounts couldn't take the thrust. The fix was the thrust strut that you see here. It transfers the propeller's thrust



directly to the trike's frame. It works very well. Don Sheehan's Astra trike also has an HKS and also has the same design.

The strut and bracket survived the crash just fine, which was good news because Aerotrike knows nothing about those parts. However, we had to replace them anyway. It turned out that the new engine plate from South Africa is 1/2" shallower than the original one because they changed the design sometime between 1997 and 2006. This raises the engine 1/2". That meant that the existing thrust bracket was 1/2" too short. I had Luther Taylor fabricate a new one (he did a beautiful job). But then I found that the angles were such that the old thrust strut wouldn't reach the new bracket. So - a new thrust strut, too. Total unexpected cost: \$511 plus some spray paint. This is why projects cost more and take longer than you expect.



*New engine plate is 1/2" shallower than the old one*

**Propeller.** The old propeller was a Powerfin. The new one is an Aerolux. This added \$500 to the price but promises an extra 250 fpm climb. It also has a metal leading edge, so we won't get the nicks we got before.

Setting the prop pitch turned out to be *extraordinarily* fussy. We used a propeller protractor with a bubble level, but even so it took us seven tries to get it right. A half a degree changes the engine speed by about 100 rpm. On the protractor, an eighth of an inch represents 5°, so you're eyeballing that eighth inch into ten divisions. With each try, you must set the pitch equally on all blades, tighten and torque 12 bolts, and then do a test flight. The goal is to have the engine producing its maximum power (6,200rpm on the HKS) on takeoff. Now that we have it right, we are *never* loosening those blade bolts.



**Oil thermostat.** The HKS engine is cooled by both air and oil. On a cold morning, it takes ten minutes for the oil to heat up to flying temperature. One of the upgrades we installed was an oil thermostat. Like the water thermostat in your car, it cuts the radiator out of the circuit until the fluid gets hot. This should cut that ten minutes. You see the new thermostat just above the radiator in the picture below.

As you see, installation involved a lot of complicated plumbing in tight quarters. The hoses and fittings are part of the Aeroquip “socketless” system. It uses no hose clamps. But to press the hoses onto the barbed fittings, you have to freeze the fittings and boil the hose.



*Hose barbs in Peter's freezer*



*Boiling and softening the hoses*

After much effort, we finished the job all nice and neat. High fives all around. Next day, we discovered that the muffler collided with our handiwork. We had to cut everything out and substitute the 120° fittings you see here for the original 90° fittings. Fittings are back-ordered everywhere. Must order from three suppliers. Delay. Aggravation. \$\$\$.

**The wing.** A given trike can be flown with different wings. You can buy a huge 19-meter wing (that's square meters of surface area) to fly slow with the geese or to carry floats. It has huge lifting capacity, but is ponderous. Or, you can get the hot 10-meter wing that goes 100 mph and cuts through turbulence because of its high wing-loading. Of course, the small wing requires 100 horsepower and requires a longer field. These are trade-offs that any PPG pilot will recognize.



*Quickly press the hoses onto the fittings*



Rather than experiment, I ordered the same wing that we had before - the 15-meter Profi TL wing from Aeros in Ukraine. It's a fine, proven mid-range wing, built like a tank by engineers from the Soviet-era aerospace industry. At about \$7,200, it's the most expensive part of the rebuild.



*The wing arrived at Dulles in this 150-pound box. Heavy for the two of us to unload!*



It was a sweaty ten-hour day getting the wing set up, mainly because we had to fish wires for the wingtip lights through various tubes. In the picture above, the circles show the hang block on the wing keel and the mast head fitting that will soon be connected with the all-important hang bolt. The left wingtip is not damaged; we just haven't tensioned the wing yet.

**Disposal.** Luther Taylor - who should know - told me that I couldn't expect more than pennies for scrap aluminum. So, Peter took the old wing spars to the local recycling yard - a sorry end to some fancy aluminum and a fine wing.

**Phase I.** The trike is certificated as an Experimental Light Sport Aircraft, E-LSA. This means that we can do anything to it. But if we do something major, like a new wing, we have to put it into "Phase I" again. We have to fly locally at Front Royal, at gross weight, and with no passenger. The purpose is to see if the wings fall off. Or, as the FAA puts it, to ensure that the trike is *controllable throughout its normal range of speeds and all maneuvers to be executed...* To get to gross weight, we keep 150 pounds of sand in the hangar. Here the bags are loaded into the back of the trike. Then off to flight testing - first crow hops, then around the pattern. Yes, I was a little anxious about that first flight.



**Money.** It cost \$8,800 to fix the trike plus \$4,300 in improvements, mainly the new wing. Trike wings are good for about 700 hours and cost about \$7,000. Fortunately, Peter and I set aside \$10 for this every hour we fly. The old wing was half used up when I crashed it, so the wing fund contributed \$3,800 towards its replacement. Other improvements were the better propeller, new seats, and the oil thermostat. Net new money: \$9,500. For that money, I'm still flying, and the trike is better than new. But it was an expensive accident.



Despite the aggravations and the cost, I thoroughly enjoyed the project. I learned so much, I like working with Peter, and I once again know every bolt and nut in this trike. I like that!

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](#), [www.socialflight.com](#) and the [Virginia Department of Aviation Calendar of Events](#).

Date	Event Description	Location	Distance from 7VG0
Sat, Aug 13 / 10AM - 2:30PM	Spot landing contest and hot dog lunch	Hanover County Municipal Airport (KOFF)	59 NM
Sat, Aug 13 / 8-10:30AM	Breakfast and Lunch Fly-in/Drive-in	Hagerstown Regional Airport (KHGR)	63 NM
Sat, Aug 13 / 12PM - 10AM	Flying musicians association music fly-in/Jam	Essex Skypark (W48)	73 NM
Sat, Aug 13 / 11AM-2PM	EAA Chapter 339 Fly-Out to Chesterfield (depart Chesapeake at 11, arrive at Chesterfield at 12)	Chesterfield County Airport (KFCI)	76 NM
Sat, Aug 13 / 8:30-10AM	EAA 1202 Egg and pancake breakfast	Farmville Regional Airport (KFVX)	84 NM
Sat, Aug 27 / 6-9PM	Movie night at AOPA's National Aviation Community Center	Frederick Municipal Airport (KFDK)	50 NM
Sun, Aug 28 / 9AM-1PM	EAA 426 Fly-in breakfast	Greater Cumberland Regional Airport (KCBE)	73 NM

## Happy Birthday Frank!



A very Happy 90th Birthday to Frank Thompson, owner of Horsefeathers airport! His birthday celebration was complete with a fly-by from Club 1's own Chuck Tippett!



*Frank with Charlie Kulp*

## Scam

*By Abid Farooqui*

*Each of us thinks we're too smart to get scammed by con artists. But Abid Farooqui is smart, too, and he got taken. Abid is the owner of [Silverlight Aviation](#) and the developer of the new American Ranger gyroplane. He's been a huge contributor to our sport for many years. Here's his amazing story of how he got taken and how he got his money back. It's from a post on [Trikepilot.com](#). - Steve Beste*



Hi, all:

I wanted to warn everyone not to fall for a scammer advertising a brand new in crate Rotax 912ULS engine with serial number 6785467. Absolutely under no circumstances wire this person a deposit. You will never see your money back. This is a Nigerian scammer who takes pictures from other people of various ads and then after they have sold the engine or other items, advertises them under aliases and takes you for all you got. He gets all the pictures, details from the original legitimate poster so it seems really legit. He even supplies photos of brand new logbook and Rotax documentation. He also advertises some other avionics. They are all scams.

I unfortunately fell victim to his 912ULS scam on June 24, 2016. I wired him a deposit. Yes, pretty silly of me.

But once I realized it was a scam, I told him I will track him down and his best bet is to return my money. And I **did** track him down, no thanks at all to Police or FBI, who basically told me that I will never see my money again and they can't really do anything. Bank Of America where this account was could not give any information due to privacy laws. Here's how I got my money back.

**On my own.** First, I had to figure all of it out on my own and this guy has an extremely low public records or web records footprint but I found him and then found his family in Nigeria who have no clue what he is doing in the US and through them shamed him into getting my money back. I was a security analyst in my past life for one of the largest databases in the world and if it was someone else, they probably would have no chance of tracking this guy down. He lives in Dallas currently but moves every few months. Uses VOIP unlisted numbers and proxy servers so his IP address cannot be tracked. This was likely the first time he has been tracked down. Save yourself and your friends this hassle.

**Not fraud.** In the US banks are not allowed to give account information of anyone to anyone else unless it is subpoenaed via a judge. This can only happen if police wants it to happen or you hire an expensive lawyer and he/she can convince a judge for records. Both these things are unlikely to happen. A scam is done via social engineering where the victim is tricked into authorizing a transfer of funds etc. Hence it is technically not considered fraud by the bank.

**Finding him.** The first thing was to find out who was the real name behind the scam. I was given

the account name “XYZ” with an account at Bank Of America. That was a sole proprietorship that was in Kansas state. Kansas state in all its stupidity does not require a sole proprietorship to have a registration with the state so there is no public record there to figure out who is behind XYZs. I basically went to a local Bank Of America branch and took \$20 in cash out and filled out a deposit slip to deposit \$15 into this account but left the address empty and told the bank teller to look it up since I do not have it but I need to deposit this cash into my friend’s account. I had to do this twice to sneak peak the whole account address.

Now I had XYZ and at least a real address because the original beneficiary address given to me by the scammer belonged to an engineer at a large Aerospace company in Dallas who would be very unlikely to do this scam. It was obvious his address was just used in the scam.

Now with the address, I was able to find out who lived there. It turned out his ex-wife lived there and at one point he lived there till end of 2015 when he got divorced. Now I knew his real name.

I searched for his real name across multiple reporting sites and he has zero foot print except one record. That was his divorce. I was able to get one photo of his and his wife there. Now I knew what he looked like. Then I found his wife on Facebook. I sent her a FB message asking if she used to be married to him. Next day she replied yes and what was up. I did tell her. I had already ran reports on her and was quite sure she was not directly involved and she was not in touch with him. She told me she was not in contact with him and he used her to get citizenship and that he would be gone for months on business but would never really tell her what the business need was to go away for months at a time. She told me some addresses where he lived before and those revealed some aliases he had used. Going through the aliases he had used, I was able to find reports on him from my sources that revealed another alias and when I searched social media again, I found him using one of these aliases. All FB page of his filled with Jesus and Lord talk with his family in Nigeria. I had already seen his picture so I could figure out that was him. Then searching for all his aliases I found a report that revealed that he was living in Dallas in an apartment. Now I had his address.

**Getting my money back.** From his FB page, I found his friends, one was his sister and I sent her a friend request which she accepted. I sent her FB messages telling her what I think her brother was doing here in the US and that family seems a nice middle class family and he will bring shame to them if I involved the police and put him in jail. Next morning, I had messages from her to not involve the police and there must be some mistake and that he will contact me. He did and started telling me that he did receive money into his account but was not sure how it got there etc. He told me he must have been a victim of identity theft and had lost his wallet for 10 hours 2 months ago. I told him, I will believe his story if he returns my money that was sent to his account 12 days ago. Long story short he did and asked me to explain to his sister and ex that his account was used and he himself was a victim of identity theft etc. He had an African accent but he was not the guy that I had talked to on the phone who pretended to be “ABC” owner of the engine I wanted. Ironically enough, when he went to the Bank Of America branch in Dallas and handed the phone to the bank employee Mr. G who was to confirm that he is authorizing reversal of wire to Bank Of America, it was in fact Mr. G who sounded much more like the guy I talked to.

I believe this bank employee was in on the take and part of the ring.

I have obviously shortened and simplified this quite a lot but you get the idea.

The scammer has done a good job of basically cleaning out public records on himself and he uses proxies to browse so his IP addresses are hard to trace back but those things are fairly normal for people like him to do. His main fault was that he was in the US scamming me (also within the US) and he knew that banks by law cannot give me anything about him or his account legally and that police and FBI do not do anything to help people with this issue but he discounted the fact that I can also play a social engineering trick and trick Bank Of America teller into unknowingly giving me his address which is fairly easy to do as well. He also discounts how important that one single record of his divorce that he simply cannot hide is also. It is the leaf that opens up the whole tree.

To be honest if he was not in the US, I would have never fallen for sending him money in the first place, so I guess being in the US is necessary to scam me anyway.

**Escrow.** Looking back, my advice when buying something from someone you don't know or who are not established legit businesses, is to use <http://www.escrow.com>. It costs \$188.50 flat fee but it's worth it for expensive items for sale. If the person is not willing to use this service, you need to wonder about him/her.





## Meeting Minutes

*July 2016*

### *Flying Club One Meeting*

Saturday, July 2, 2016

Warrenton Airpark

Warrenton, VA

#### **Selling 50/50 tickets before meeting**

#### **Call to Order**

*Vice President*, **Dick Martin** called the meeting to order at 11:10 A.M.

21 members present.

#### **CONNECTIONS**

##### **Visitors & New Members**

Retired FAA - ATC, **Matt Walker** has a 46-foot wingspan motor glider and will be moving it to the Airpark soon. New member **Hugh Caldwell** flies RC planes and is looking to move up to full scale. **Jeff Nolan** has his red and white ultralight at the Airpark now and it should be flying soon.

##### **Old Members**

**Bob Eaheart** said because he carries his PPG rig on the back of his car he always gets a lot of interesting questions. The most recent was a RC person that stopped him and asked about flying the bigger stuff. On the RC subject, some of the members say they have seen the small quad drones close by their flight path and others noted that there are a few RC flying fields in the area and you will probably start seeing a lot more drones (Look out!). **Dick Martin** said

even though the weather was not sunny everyone had a good time flying the **Poker Run**. They had 5 aircraft and 6 pilots participating.

#### **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 June minutes are not published yet, but should be in the July Club newsletter and will be reviewed at the August meeting.

*Treasurer:* **Jim Birnbaum** reported June Income: \$53.00, Expenses: \$102.07, the Flying Club 1 Checkbook Balance: \$2749.87.

*President:* **Steve Beste** - not at meeting.

*Safety and Training Director:* **Pete Bastien** - not at meeting. **Tom Richards** said that Pete is very busy as a CFI and also flying commercial multi-engines for a charter outfit and cannot fill the Club's *Safety and Training Director* position

any more. We will need a qualified member to fill this position!

*Membership Director:* **Jim Birnbaum** reported that we have 51 paid-up members and it should be up to 60 in a few months.

*Warrenton Airpark Owner:* **Tom Richards** reported that a lot of movement is going on between hangars. With some openings now, owners can move their aircraft to better locations. He is also working on setting up a special hangar for PPGs. Tom said he would like aircraft to try not to land on the newly seeded section in the middle (center line that has top soil showing) of the main runway so it has time to grow. You can land just 15 to 20 feet to the left or right where the grass/ground is still smooth.

*Events Coordinator:* **Robert Doak** gave a safety report on AN (Army/Navy) bolts and hardware that are used and specified on most aircraft and it is best to look in your aircraft manuals to make sure you are using the ANs for replacements. Robert also suggested for one of our flying events that we hold our September meeting at Shannon Airport and fly or drive down the short distance (see new business).

### Old Business

None

### New Business

**Robert Doak** suggested for our September meeting that the club members could fly or drive down the short distance to Shannon Airport in Fredericksburg, VA. We could hold our meeting, have lunch in their restaurant and tour the airport. The members agreed. More details to come.

The Club talked about filling the position of *Safety and Training Director*. This position comes with a lot of responsibility and needs to be filled by a member that not only has the knowledge and experience, but one that has the enthusiasm to get members involved. We plan to continue the discussion at our next meeting again.

### MONTHLY PROGRAM

None

### 50-50 Drawing

Winner **Dick Martin** donated his winnings to the Club.

### Cook Out

**Allen Whatley** was chef for the day and prepared a great lunch.

### Adjourn

*Vice President,* **Dick Martin** adjourned the meeting at 11:55 A.M.

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

## Activities

### *2016 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 2016 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

Date	Activity	Location
Sat, August 6th, 11 am	Memorial table, monthly meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, September 3rd, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, October 1st	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, October 22nd	Club 1 Color Run Fly-out	Airpark
Thu, November 3rd, 7:30 pm	Conversation, club business meeting and program	CVHS
Sat, December 10th, 5 pm - 8 pm	Monthly meeting and Holiday Party	Airpark Club House

## 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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**Challenger 2-place kit.** Fuselage and wings are complete, the rest is 90% complete. Includes sails, doors, instruments, parachute, ceramic-coated muffler, and other goodies. Everything new. Asking \$7,000, which is less than half the current kit price. Located near Wheaton, Maryland. Bring a 20-foot flatbed trailer and two helpers. Call Don Wulfinghoff at 301-946-1196 or email [DW@EnergyBooks.com](mailto:DW@EnergyBooks.com)

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**Quicksilver instrument pod and support bracket.** Replaceable face plate is set for four instruments and a Tiny Tach: \$30. 3¼" altimeter, eight years old, good working condition: \$100. 3¼" ASI, eight years old, good working condition, \$100. Contact Tom Simmons 540-454-7751.

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**FOR SALE: iFly 720 GPS.** Three years old, like new. The best GPS going because it's a moving-map sectional. Sharpen your pilotage while you navigate. Shows altitude, groundspeed, time to destination, airport information, fly-direct and lots more. \$70/year for VFR subscription. Downloads updates over wifi. \$700 new: selling for \$400 with bracket and wall plug. External battery: \$99 new, selling for \$50. Panel dock (holds GPS and battery) \$129 new, selling for \$75. Contact Tom Simmons 540-454-7751

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**FOR SALE - Airfield in southern Maryland - 70MD.** I am the sole owner of a private airport (70MD) on 80 acres - 1 mile off the Potomac in Charles County, MD - across the river from Quantico (2,400 foot turf runway), inside the SFRA. I am listing the airport for sale at \$565,000 for a quick sale, well below the 2012 appraisal conducted by Airport & Aviation Appraisals, Inc which was \$830k. I am hoping that this is ultimately purchased by someone who wants to use it as an airport. Information: [www.washingtonfield.com](http://www.washingtonfield.com). Contact Sean Miller, 202-320-8102, [millersean@icloud.com](mailto:millersean@icloud.com).

## 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 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.

### 2016 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

Events Coordinator: Robert Doak 703-897-4989

Director & Past President: Len Alt  
703-945-9314

Director At Large: Pete Bastien 703-568-5778

Director At Large: Lucy Ooi 585-410-5573

### 2016 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](mailto:Ooi.Lucy@gmail.com)

Web Master: Steve Beste,

[president@flyingclub1.org](mailto:president@flyingclub1.org)

*A club is only as good as the members who volunteer to support its activities. The follow-*

*ing 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](mailto: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)**