



Volume 17 – 02

www.FlyingClub1.org

February 2017



## The Privileged View

Steve Beste, President

I recently heard from a guy in Club 4 with a problem: he's been taking flying lessons in an Ercoupe but his instructor's plane developed a problem and will be grounded for the foreseeable future. He's looking to "rent, borrow, or steal an aircraft that qualifies as an LSA." Did anybody have any advice? You'll be interested in this reply from **Dan Wroe**, a member of Club 4 and an instructor at Chesapeake Sport Pilot at Bay Bridge Airport.

Fly safely,

Steve

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**Dan Wroe** writes:

Buy, rent, borrow, steal?

**Steal** - Rhetorical. Oh sure, the adrenaline rush is fun, but it distracts from the serious business of flight training. Save this for after you get your ticket. (kidding)

**Borrow** - In my experience, the most expensive airplanes that I have flown have been "free". This is coming from a guy whose fairly fat key ring consists about 90% of keys to other peoples' planes and property. Planes require maintenance and they degrade, whether they are flown or not. When someone loans you a plane, there is a natural assumption that you also take on at least some of the role of caretaker. How much of the role you are assumed to shoulder depends on the relative amounts that you and the owner will be flying it, and in this scenario you will almost certainly be flying it more or they would not have considered it a good idea "to have you help make sure it gets flown". It also depends greatly on the temperament of the owner, and I can tell you that those who can observe the natural decline of their plane and not hold you at least partially responsible are rare.

As for the upkeep, you can expect it to cost almost as much as owning the plane, and even more of your precious time (because of the necessary communication and negotiation with the owner).

**Buy** - The best thing about owning is that you have the maximum possible control over the condition and availability of the plane. The worst thing about owning a plane is that you have the maximum responsibility to arrange and fund the things required to keep it in flying condition. Face it, planes are expensive and time consuming.

When people are just getting into flying they stress over the purchase price, not realizing that it is just funny money. A plane is an asset like almost any other. It goes up and down in value with the market and the condition. The new “rules” have not completely stabilized after the economic meltdown of 2008, but it used to be true that if you bought a used airplane and maintained it in good condition, when you sold it you usually made back not just your purchase price but most of your operating expenses. In short, it was like you were loaning the purchase price money to yourself and you get it back, usually with interest, when you sell the asset.

For the planes that manage to live to antiquity, their value usually looks like a sawtooth overlaid on a bell curve. Their first (timewise) highest value point is when they are new. Their second highest value point is when they are a freshly and meticulously restored antique that still has good availability of spare parts for critical wear items. In between their value goes up and down with condition...mostly getting little spikes of value at engine and airframe overhauls, radio upgrades, etc. Needless to say, there is a fair amount of strategy and luck involved with buying and selling at the best points on the curve. On the luck side, accidentally getting saddled to a maintenance pig or some design with a serious flaw is part of the gamble. Zenith 601LTs were probably great until the wings started falling off, and may be again, after and if a good solution is applied.

### **Flying clubs** (halfway between owning and renting)

On paper, clubs look like a good way to distribute the fixed costs of ownership (hangar, insurance, base annual inspection fee, bank note), and better load on what is otherwise an underutilized asset. If everyone agrees with the mission, does their fair share, have personalities tuned towards cooperation, and have personal schedules that avoid scheduling hotspots on the plane, they can work -great-.

One hurdle is that everyone needs to agree on a plane type.

Another hurdle is that everyone needs to be able front their share of the purchase price, because, being a new entity, the club has no credit history to obtain a loan.

I'm not well versed on the details of flying club insurance, but I do know that it will go up greatly if the plane is being used for flight training, which will be just the first thing about that arrangement that will not sit well with the already-rated pilots in the club.

In your research into flying clubs, you may want to have a conversation with Helen Woods of Chesapeake Sport Pilot. When she was helping set up the CSP Flying Club (separate from the school), she found that AOPA was advocating things that were either impossible, illegal, or otherwise not based in the real world. They may have improved, I know she did a lot to educate them, but seriously, she would be a good one to talk to.

## **Flight schools**

The economics of a flight school are ... interesting.

You probably chose your Ercoupe instructor because he was close, relatively cheap, and personally responsive to you. Some of these things are usually only attainable by going with a sole operator or small operation that has not yet realized they are working with an economically non-viable model. Case in point: his plane is down, so your instruction and rental money is not coming in, so he is out of pocket for whatever the (major, I assume) maintenance is. It is probably also a fair bet that there has been no maintenance nest-egg set aside, even if he has had enough business to fund one, which is also doubtful. Given the cost of both personal flight instructor insurance and flight training insurance on a plane, there is a fair chance he was running naked on one or both of those.

Since downtime due to major maintenance is an inevitability with airplanes, it just being a question of when, you were just not lucky enough to complete your training during the up-cycle of the one airplane that he had available.

A larger flight school, built on a slightly more sustainable economic model, would probably also offer depth in both the aircraft and instructor pools, and you would not be facing your current interruption in training. Unfortunately, that flight school would probably not be as cheap, and it would have to be geographically located to get the highest concentration of students (while at the same time trying to avoid the ramped up costs of getting -too- close to major metropolitan areas). That may mean that the school is not close to you, personally. CSP gets students from all over the world (seriously), but admittedly it is usually for shorter-duration specialty training like seaplane training and RV-12 check-outs. Now, depending on the caliber of instructors that the school hires, you may actually be able to get nearly the same personal attention.

Flight schools usually rent the planes and pimp for the instructors. Usually, because the planes only pay for themselves while flying and there are not always enough students to keep them busy, the school also rents to rated pilots. What your other flight school owner [cited in a [Flying Club 1 newsletter](#)] was being too politically correct to say, directly, was that some folks should not be flying. He was calling out the lack of medicals as the issue, but the real problem is pilots with bad initial training, pilots who have let what skills they did have get dangerously rusty, and the small sub-set of people who would like to fly, but lack the capacity, either thru natural or age-induced deficiencies in motor skills, mental processing, and reaction times, or just plain bad judgment.

## **Flight schools and light-sport**

A mid-time, mid-condition C-172 probably costs in the mid-\$40Ks. Even a new RV-12 S-LSA is fairly cheap at about \$130k. Most of the European ones are more.

After a few hundred hours, they will both be in about the same ballpark for maintenance issues. The parts will be relatively cheap for the RV, but the bulk of the cost - the labor hours - will be about the same.

Manufacturer support is hit and miss with some of the low-production number and European model LSAs.

Then there is the -perception- that the lighter 2-seat LSA is somehow a lesser plane than a C-172, even though it usually outperforms it in every useful measure except total useful load. Consequently, you can rent the 172 for \$158/hr and the LSA for \$130. Add to that the fact that the insurance is probably equal or greater for the LSA because most of the new LSAs actually require a little flying skill and you can't just crash them onto the runway and call it a landing (Ercoupe notwithstanding, sorry). ...And the fact that not all the schools have been able to keep the pilots who should not be flying in the first place from banging up their expensive LSAs. The light-sports are, well, ... lighter ... so when they do get banged up they are more often totaled (though fewer injuries I think, due to less inertia).

The actual difference in rental hours for light sport vs. private is negligible. Especially since the graduates often go on to rent planes from the school, in either case.

### **Flight schools and open-air LSAs**

Helen and I have been around and around to try to figure a way to make this work. Cost is one issue, because the maintenance hours are sometimes not that different, but people balk at the idea of renting a Quicksilver-esque machine for \$130+/hr. Climate is a big one, because the usage for an open plane is very seasonal in this area, but the fixed costs are not. We run into this with our SeaRey, which gets relocated to Florida for the winter.

Seriously, Chesapeake Sport Pilot would absolutely love to provide open-LSA and Part-103 training, and if we can ever find a way to not lose our ass doing it, we will.

Compounding this is that Part-103 type flyers (myself included) are notoriously cheap bastards (myself included) and are unwilling to pay a viable rental or instruction rate and are unwilling to travel...no matter how good the training or how badly they need it. Those who do have a passion for it and are willing to pay to play are usually well enough off to travel to Florida and send the wifey and kids to Disney World while they go get as safe as they can in 4 days, or whatever.

### **LSAs and useful load**

Performance-wise, they can all do the job. Well, most can.

Unfortunately, many cannot fly -legally- with two normal modern males and full fuel on board. Skycatcher can't. SportCruiser can't. I don't think any can that use a Lycoming or Continental, except maybe a few of the hand-prop no-electric antiques (I fly a 1939 Luscombe 8A, among other things). I weigh 230, so I can fly with most folks in either our Tecnam Eaglet or the RV-12, but I'm limited to about 160 lb students in the Sky Arrow. The real Big Macs have to go with one of the lighter instructors.



*Sky Arrow*



*Searey*

A small/sole operator may be willing to ignore the weight and balance during training, but then you have a dilemma when checkride days comes, because the examiner cannot, even if they wanted to.

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I don't know if any of these ramblings help put things in perspective or help you formulate a plan to go forward, but I hope they do.

One thing that might work would be to offer to make a big investment of money and personal time and effort into helping your instructor fix his plane. You will learn more about what really makes aviation happen, and might set yourself up with a plane to fly after you get your ticket.

Good luck with your effort. You would be more than welcome down at CSP, but I understand that the drive is not for everyone.

Dan Wroe

PP-ASEL&S, SPI-FWL&S 4400 hours GA, 500 hours Part 103



**Dan Wroe** is the former president and current newsletter editor for Experimental Aircraft Association Chapter 571 and the central Maryland Challenger kitplane dealer. He has also been the test pilot for the first flight of numerous homebuilts. After a number of years providing occasional ultralight flight training, Dan got his Sport Pilot Instructor rating in 2010. When he is not instructing, or helping out in the CSP maintenance shop, you will usually still find him wrenching on a variety of homebuilt and ultralight aircraft, or flying them into places without airport identifier codes, or even runways.



## 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, Feb 4 / 9-11:30AM	Lancaster Airport Fly-in Breakfast and Presentation. Breakfast until 10:30. Presentation at 10:30 - interactive forum led by Phil Gesumaria, Harrisburg controller.	Lancaster Airport (KLNS)	112 NM
Sat, Feb 11 / 8-10:30AM	EAA 518 Fly-in drive-in breakfast	Mifflin County Airport (KRVL)	121 NM
Sat, Feb 25 / 12-3PM	EAA 186 17th Annual Chili Cook-Off	Manassas Regional Airport (KHEF)	13 NM
Sat, Feb 25 / 8:30-10:30AM	Old Dominion Squadron / EAA Pancake Breakfast	Franklin Municipal Airport (KFKN)	125 NM

## Born Again

*By Jim Heidish*

Many things in history have their days in the sun and never see the light again. But every now and then some are reborn, some times again and again.

German aviation took a hit after the end of WWI. The Treaty of Versailles placed prohibitions on Germany building warplanes or any powered aircraft that could be used for military purposes. The treaty did not specifically prohibit the building of gliders/sailplanes and soon German aviation was concentrated on designing, building and flying them.

The high meadows of the Rhön Mountain range in central Germany, not far from the town of Fulda, soon became a slope launching area for their new creations. The highest of these ancient volcanic eruptions was the 3200 ft Wasserkuppe and it soon became the Mecca for enthusiasts. The 360 degree view from Wasserkuppe was spectacular with many high peaks and sweeping valleys dotted with small villages, but what made it ideal for gliders was its expansive and long-sloping meadows where the potential energy of height could be transferred into the kinetic energy of flight.



*The Fafnir glider of the late 1930s was designed by famed German aerodynamicist Alexander Lippisch.*



*Early glider being pulled up the Wasserkuppe by horse in the 1920s.*



*1930s primary glider flying off the high meadows of the Wasserkuppe.*

For almost 20 years, until the late 1930s, these high meadows were fertile ground for developing some of the most advanced glider designs and flying techniques. In 1922 Arthur Martens became the first glider pilot to use an updraft rising along a mountain slope to stay aloft for a lengthy period. He then founded the world's first glider pilot school at the Wasserkuppe. Virtually every

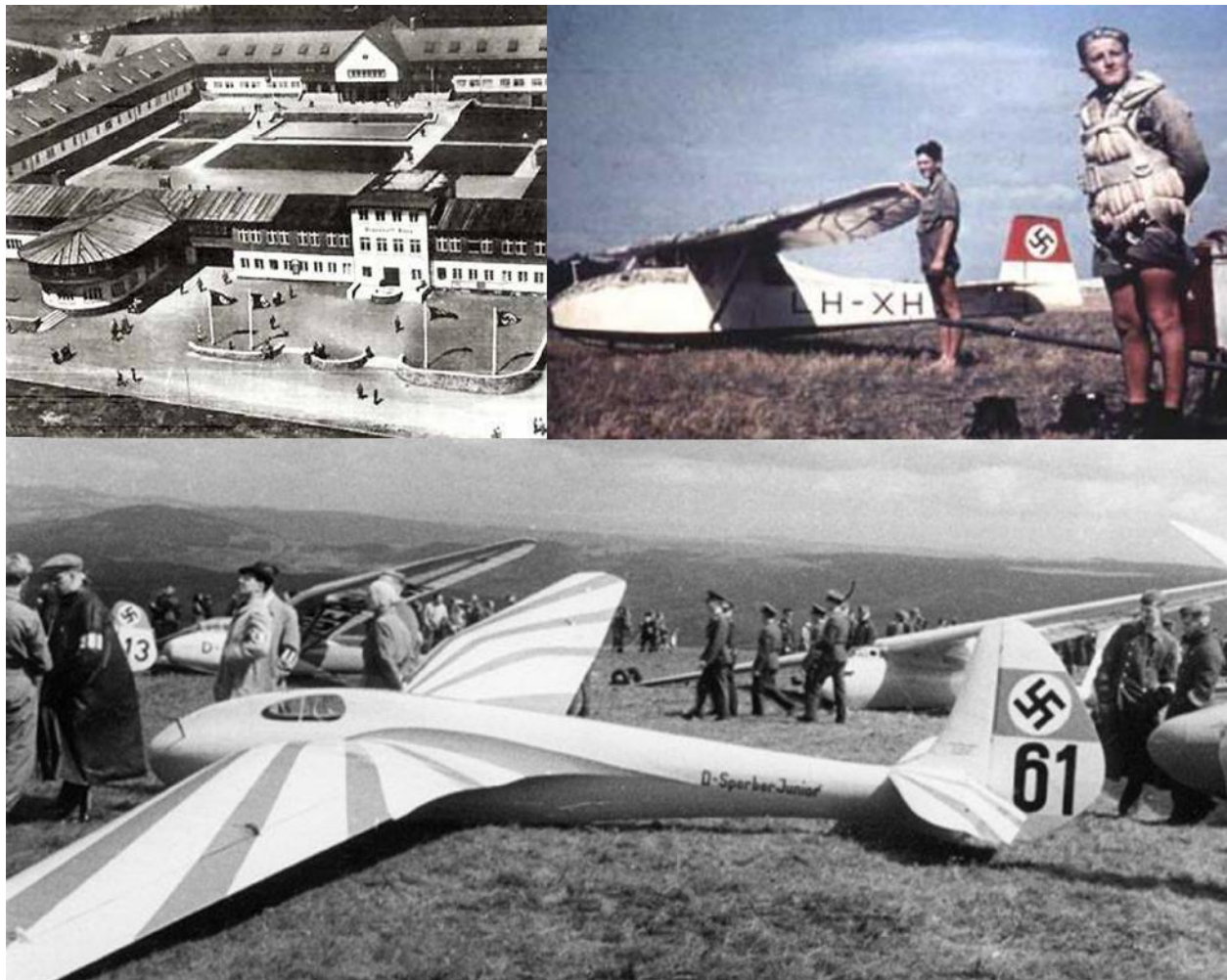


German aeronautical engineer and test pilot of note during the 1920s and 1930s spent time building, testing, and flying aircraft at the Wasserkuppe, notably the Günter brothers, Wolf Hirth, the Horten brothers, Robert Kronfeld, Hans Jacobs, Heini Dittmar, Alexander Lippisch, Willy Messerschmitt, Hann Reitsch, Pter Reidel and Alexander Schleicher. This period saw great advances in new technologies such as flying wings and rocket-powered flights. In 1927, Alexander Schleicher established his wood and fabric sailplane manufacturing in the village of Poppenhausen at the foot of the Wasserkuppe and their high-performance gliders are still made there to this day.



*Launching with big bungee cords. Ground crew holding glider down as bungee is stretched. Later a truck powered rope tow winch became popular.*

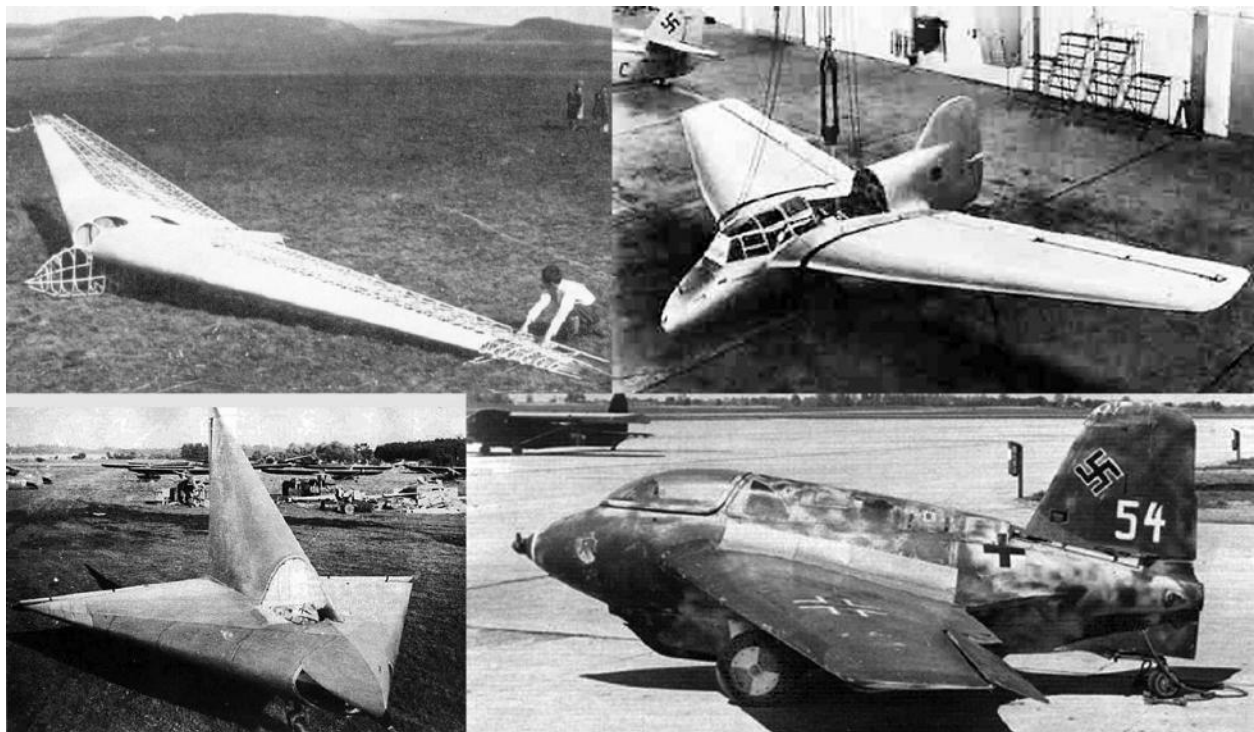
With WWII in the wind, Germany turned to building military aircraft and the Wasserkuppe became a flight training area complete with housing. The Hitler Youth and many of the younger Luftwaffe pilots were introduced to their first flight lessons using gliders. Lippisch flight tested his proof of concept tailless DFS194 glider here and it would go on to become the Messerschmitt ME163B rocket powered interceptor. The Horten brothers' flying wings were turned into futuristic jet fighters. The Germans also built the large Wildflecken Army base and training area on the adjoining mountain range. During the war, advancing American troops destroyed most of the gliders and all flying stopped. Right after the war ended, the whole area around the Wasserkuppe and the Army base was turned into a displaced persons' camp. Aircraft, including gliders were again forbidden to be built. It was not until the early '50s that the restriction was lifted.



*The Hitler Youth and Luftwaffe pilots learned to fly at the big Wasserkuppe complex.*



*The Horten brothers first tested and proved their tailless flying wing gliders from the slopes of the Wasserkuppe. With WWII they went on to produce very futuristic designs, including flying wing jet fighters.*



*During WWII, the designs that Lippisch had tested on the Wasserkuppe, like his DFS194 glider, would go on to become the Messerschmitt ME163B rocket powered interceptor.*

In 1951, the soaring center was rebuilt and gliders were flying, but its rebirth was short-lived. The Cold War was on and the Iron Curtain that separated East and West Germany was just four miles away from the Wasserkuppe. The mountain and the big Army base at Wildflecken became the so-called high grounds and natural fortress for the defense of the notorious Fulda Gap. The U.S. Army moved into the big base and the U.S. Air Force built four weather-proof radar domes at the Wasserkuppe summit, their white geodesic shapes like beacons that could be seen from a great distance. The soaring center once again coexisted with the military, but it made flight very restrictive.

In the middle of the long Cold War, I served in the U.S. Army Infantry (1963-1966) and was stationed at the big mountain base of Wildflecken. The Wasserkuppe's white radar domes were always in view when my scout/recon platoon was patrolling along the 5K zone close to the border. Even though there were gliders on the ground near the big complex, I never saw one flying. The border was a no-fly zone; the only thing flying were our helicopters and reconnaissance aircraft. Our Army Hawk SAM sites around the base were also more than ready to let fly at anything not identified.



*G.I. looking towards the Wasserkuppe from atop high volcanic basalt on the grounds of the big Wildflecken U.S. Army base in 1965. Red arrow points to radar domes.*



*Flight testing Schleicher's first plastic composite glider, the AWS 12, below the radar domes on the Wasserkuppe in 1966.*

After the fall of the Berlin wall and re-unification of the two Germanys, many of the U.S. military bases were closed or turned over to the German military. The USAF radar facilities at Wasserkuppe were deactivated and the complex was turned over to civilian authority. It did not take long to re-make it into a modern soaring center complete with paved towplane runways, training areas, restaurants, a glider museum and even a hotel. The mountain and many of the surrounding ones also became great winter ski areas. To pay tribute to all who had served and as a marker to a turbulent time in history, they retained one of the radar domes in place, even holding special light and music shows inside.

Today the sleek high-tech composite gliders are flying above this ancient mountain, but in this rebirth of the soaring mecca a very new breed was also flying - the Paraglider - and with it the gift of flight for the common man.



*With the re-unification of the two Germanys, the Wasserkuppe was reborn into a modern soaring center.*



*Today, world class glider/sailplane competition is held at the Wasserkuppe.*



*The Wasserkuppe's glider/sailplane museum has a collection that spans the history of Germany's enthusiasm in the sport.*



*A new 2016 Schleicher AGS 32 MI self-launching, retractable power sailplane with the Wasserkuppe in the background.*



*Colorful paragliding has become a popular year-round sport.*

*Note: for anyone interested in the gliders/sailplanes of the Wasserkuppe and the Rhön Mountain area of central Germany, these two websites have a lot of information and great images:*

<http://www.alexander-schleicher.de/en/>

<http://www.rhoenline.de/rhoencams.html>



# Meeting Minutes

*January 2017*

## *Flying Club One Meeting*

Thursday, January 5, 2017  
Centreville Regional Library  
Centreville, VA

### Call to Order

*President, Steve Beste* called the meeting to order at 7:40 P.M.

10 members present.

### CONNECTIONS

#### Visitors & New Members

New member **Paul Gainsback** has an Avid Flyer. He bought it in Indiana and fixed it up. It is currently based in New Market while he is looking for a hangar closer to Warrenton.

#### Old Members

**Robert Doak** has been flying with his 720p sunglasses. He will bring them to a meeting for us to see. These are sunglasses which also capture HD video. **Don Sheehan** is getting wing parts from the manufacturer and should be flying by spring.

### REGULAR REPORTS

*Secretary: Jim Heidish* - not at meeting. Steve reported that the December minutes were published in the January club newsletter and were adopted as published.

*Treasurer: Jim Birnbaum* - not at meeting.

*President: Steve Beste* reminded everyone of the Poker Run on the first weekend in June. Get your airplanes flying! He also brought up that the members section on the Flying Club 1 website is out of date. He would like everyone to send him a nice head shot or a picture with (part) of your airplane. Remember that the pictures on the website will all be fairly small and portrait-shaped!

*Safety and Training Director:* - Vacant. We will need a qualified member to fill this position!

*Membership Director: Jim Birnbaum* -not at meeting.

*Warrenton Airpark Owner: Tom Richards* - not at meeting.

*Events Coordinator: Robert Doak* will be happy to discuss cameras with the members and bring his for people to see.

### Old Business

None

### New Business

Our use of the high school library was arranged by **Bill Dohm** which worked well for years, but changes at the school are making the use of this space more difficult. Steve proposed using the Centreville Library as our permanent cold-weather meeting space. The members approved.

Steve is looking for program ideas for our remaining cold-weather meetings (February and March). Rob will bring the glasses and some videos for everyone to see and will also discuss other ideas he has tried for small cameras.

Dick Martin proposed viewing 360° camera video of Chuck Tippett and Joe Bender wing walking at the flying circus.

Paul proposed a maintenance theme for the March meeting. Steve will ask around for someone who can give a short presentation on this topic.

## **MONTHLY PROGRAM**

**Martin Walker** gave a program on Class D airspace for light flyers and the ATC services that ultralights (FAR part 103) can use. He is a former air traffic controller and FAA Academy instructor. Be aware of the rules as most controllers are unfamiliar with part 103!

## **Adjourn**

*President, Steve Beste* adjourned the meeting at 8:50 P.M.

Submitted by **Lucy Ooi**

## Service Providers

Recap our standing list of service providers:

- **PPG instructor and dealer:** Michael O'Daniel, 540-270-8855
- **Aircraft instructor - CFI:** Pete Bastien, 703-568-5778
- **Trike instructor:** Pat Tyler, 202-746-4687
- **Aircraft instructor - light sport and seaplane:** Chuck Tippett, 540-905-5091
- **Ultralight (Part 103) instruction:** Tom Richards' Grass Roots Flyers, 703-568-3607
- **Machinist:** Luther Taylor, 540-222-3927
- **Welder:** Luther Taylor, 540-222-3927
- **A&P mechanic/IA (not at Airpark):** JD Ingram, 513-388-6312
- **Light Sport Condition Inspections, Rotax Certified:** Tim Loehrke, 703-618-4005

## Activities

### *2017 Flying Club 1 Activities Schedule*

Designated Club meetings will be held the first Thursday of each month in the Centreville Regional Library, 14200 St. Germain Drive, Centreville, VA, at 7:30 PM. Others will be held at 11:00 AM at the Warrenton Airpark as shown in the 2017 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

Date	Activity	Location
Thu, February 2nd, 7:30 pm	Conversation, club business meeting and program	Centreville Regional Library
Thu, March 2nd, 7:30 pm	Conversation, club business meeting and program	Centreville Regional Library
Sat, April 1st, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, May 6th	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, June 3rd, 7:30 am	Poker Run	Airpark
Sat, June 3rd	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, July 1st, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, August 5th, 11 am	Memorial table, monthly meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, September 2nd, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, October 7th	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, October 21st	Club 1 Color Run Fly-out	Airpark
Thu, November 2nd, 7:30 pm	Conversation, club business meeting and program	Centreville Regional Library
Sat, December 9th, 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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**To place an ad in the newsletter, contact [ooi.lucy@gmail.com](mailto:ooi.lucy@gmail.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.

### 2017 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 Emeritus & Past President: Len Alt

Director At Large: Pete Bastien 703-568-5778

Director At Large: Lucy Ooi 585-410-5573

*ber 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.

### 2017 CLUB VOLUNTEER STAFF

Safety & Training: Vacant

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 following listed activities with the club require mem-*

**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)**