



Volume 18 – 03

www.FlyingClub1.org

March 2018



The Privileged View

Steve Beste, President

John Williams. Visit all 66 public-use airports in Virginia and they give you a leather jacket. Cool! Except that I fly a trike. Some of those airports are a *long* way away. But then on that Kitty Hawk flight I met John Williams in Williamsburg. *He* flies a trike, and has done the 66 airports. *Twice!* *Two* leather jackets. So maybe this is more possible for you and me than I thought. I drove down to Williamsburg to talk to him about it.

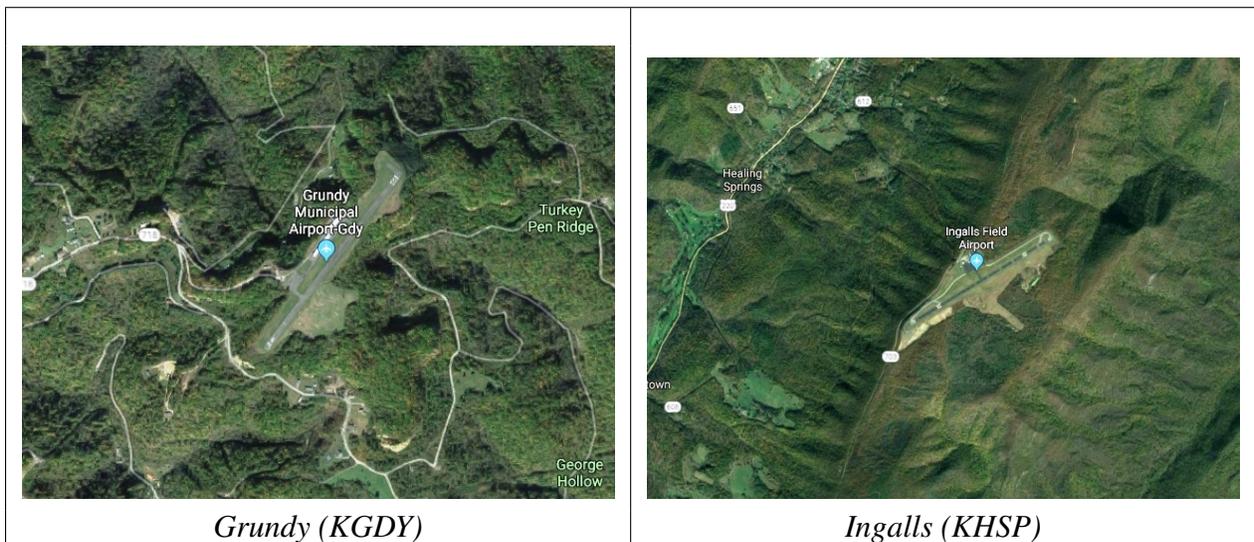


John Williams with his top-of-the-line Revo trike in Williamsburg. In the background is the RV-12 he built with a friend.

Long distance flying has never been a problem for John. He had a half-share in a Cirrus and an instrument rating when he got into trikes. He also had a motorcycle, which explains a lot since trikes are the motorcycles of the air. There's a time for the Lexus, and a time for the motorcycle. Likewise a time for the Cirrus and a time for the trike. But how did the 66 airports fall on the trike side? It began in 2006 when John bought his first trike - an Airborne XT-912 - and got his ticket from Wayne Bezner-Kerr in Ithaca, NY. The ink still wet on his license, John told Wayne he was setting off for Williamsburg straightaway. Alarmed at the prospect of this new triker going 360 miles over the mountains on his first flight, Wayne came along for the ride. John then ferried him home in the Cirrus. So John's been flying long distances in his trikes since the get-go. Along the way, he got his passport stamped at some of the northern Virginia airports. So he's also been doing the Ambassador program since the get-go.

The rest of the 66 airports took him a year and a half. Of course, he drove into Dulles and National, but he flew to the rest. They were mostly day trips (the Airborne cruised at 70mph), with one overnight to reach the far western fields. The main trouble he had was finding the stamp at each airport. The stamp for Tangier is kept at a restaurant in town. Many fields keep it in a terminal building that's not always open. At the big fields, it's at one FBO but not the other. He recommends calling ahead in every case.

I asked about the fields in difficult terrain - Tangier Island in the [Chesapeake](#) and [Grundy](#) and [Ingalls](#) in the mountains. These did not slow him down, though he had trouble finding Grundy. "My GPS was saying it was right *there*, but I'm flying down this valley and not seeing a thing. It was only when I climbed up out of the valley that I saw it. It's right on top of the mountain." I hope it was a calm day. I'm not sure I'm so bold as to fly those valleys on a windy day.



Some years later, a pilot friend was visiting, so they took off and did the circuit again in *2½ weeks*. They flew to 45 by air and drove to the far western fields plus Dulles and National.

Somewhere since then John moved up to the Revo trike that you see in the picture. With every possible option, including the fuel-injected Rotax 912 iS and the high-speed wing, it cruises at 90mph. He flew this on an extended trip to Texas and back with many stories along the way that you can read [here](#). 3,500 miles. 75 hours in the air. 45 trike rides (John gave rides wherever he went. He's amazingly generous.) "I kept the trike in a hanger every night. The two stops that



To visit four museums you'll probably have to visit Tidewater. Why not make a weekend outing of it? I recommend the Army Transportation Museum at Ft. Eustis and the Mariner's Museum where the salvaged Monitor is housed. After I visited John in Williamsburg, I drove around and had my passport stamped at six area airports, including Wakefield in case I don't get back to Region 6. I'm not quite as intrepid as he is.

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

Date	Event Description	Location	Distance from 7VG0
Sat, Mar 3 / 9-11:30AM	Lancaster Airport Fly-in Breakfast and Presentation. Breakfast until 10:30AM. Presentation 10:30-11:30AM ("I Flew Into a TFR").	Lancaster Airport (KLNS)	112 NM
Sat, Mar 3 / 7:30-10:30AM	Fly-in breakfast social at Suffolk BBQ Co.	Suffolk Executive Airport (KSFQ)	131 NM
Sat, Mar 3 / 8AM-1:30PM	Fly-in Breakfast and Poker Run - collect tickets from airports ahead of time! See flyer .	Bloomsburg Municipal Airport (N13)	154 NM
Sat, Mar 10 / 8AM	2018 Winterfest - Pancake Breakfast, aircraft prizes, live music, polar plunge (9AM), costume parade, pond skimming. NO FUEL.	Sky Bryce Airport (VG18)	47 NM
Sat, Mar 10 / 8-10:30AM	EAA 518 Fly-in Drive-in Breakfast	Mifflin County Airport (KRVL)	121 NM
Sat, Mar 17 / 11AM-12:30PM	EAA Chapter 1563 Monthly Meeting	Gordonsville Municipal Airport (KGVE)	35 NM
Sat, Mar 24 / 8:30-10:30AM	EAA Chapter 339 and Commemorative Air Force Old Dominion Squadron Fly-in pancake breakfast	Franklin Municipal Airport (KFKN)	125 NM
Sun, Mar 25 / 8AM	Stafford 5K Runway Runaway	Stafford Regional Airport (KRMN)	22 NM



WINTERFEST

Saturday, March 10, 2018

“Fly-in” | Prizes for Best Aircraft!

VG-18 | Pattern Altitude | 2,400 Feet, Left Turns

Runways 23 & 5

Monitor 122.8

Day VFR Only, NO Fuel

8:00 - 11:00 a.m. - Pancake Breakfast

9:00 a.m. - Polar Plunge

12:30 p.m. - Costume Parade

2:00 p.m. - Pond Skimming

LIVE MUSIC!



New on the Club Website

By Steve Beste

As your webmaster, I made three changes to the club's [website](#) that might interest you.

Wind speeds last year

On the website, click on [Wind Speeds Last Year](#) Then, mouse across the thumbnail maps to pop up each month.

NOAA publishes this map showing average windspeeds across the country in recent months. *Mean Sigma .995* means speeds at the surface and near-surface altitudes.

It looks like August is the least-windy month in Virginia. But July is the best month to fly to Niagara Falls, as Tom Simmons has talked of doing.

The screenshot shows the Flying Club website interface. On the left is a navigation menu with categories: Our Organization, Event Schedule, Flying in Northern VA, Weather, Flight Planning, and Resources. A red arrow points to the 'Wind Speeds Last Year' link under the Weather section. The main content area is titled 'Wind Speeds Last Year' and includes a NOAA map showing 'Monthly Mean Sigma .995 Wind Speed' for August 2017. The map uses a color scale from 2 to 18 Miles per Hour. A legend below the map shows the color scale in Meters per Second (1 to 8). The NOAA logo and 'National Centers for Environmental Information' are visible in the bottom right of the map area.

Where we live

On the website, click on [Members & their Aircraft](#) Then, click on the map to make it big.

This shows where we draw our members from - and how far they travel to the Airpark or the library. I'll keep it up to date as the membership changes.

The screenshot shows the website for Flying Club 1. On the left is a navigation menu with sections: 'Our Organization' (Home, Welcome, Past Newsletters, Join or Renew, Contact Us), 'Event Schedule' (Events & Meetings, Poker Runs, Volunteer Sign-up Sheet), 'Flying in Northern VA' (Video: Club 1 PPGs, Video: Club 1 Trike, Northern VA Airfields, Hangar Availability, Members & their Aircraft, Warrenton Airpark Rules, PPGs), 'Weather' (USAirNet, Wunderground, Intellicast Windcast, AvnWx, Balloonists' Wind Forecast, Wind Speeds Last Year), and 'Flight Planning' (SkyVector, AirNav (airports)). A red arrow points to the 'Members & their Aircraft' link. The main content area is titled 'Flying Club 1 Members & their Aircraft' with a sub-header 'Revised February 15, 2018'. Below the title is the instruction 'Click On Images For Larger Pictures'. The central feature is a map titled 'Flying Club 1 Members' showing member locations (pink circles) and home-base airports (green symbols) in Northern Virginia. A legend on the right explains the symbols: a green star for the Geographic Center of Membership, a red triangle for Centreville Regional Library, a red cross for Warrenton Airpark, a pink circle for Members, a green cross for Private airport, a green cross with a red dot for Private - a member's home field, a green cross with a blue dot for Public use airport, and a green cross with a blue dot for Public use - a member's home field. A scale bar at the bottom right indicates 0, 5, 10, and 20 miles. Below the map is the caption 'Members and home-base airports'.

Hangar availability

I updated this for the first time since 2011 after contacting airports from Shannon, to Orange, to Martinsburg. Shannon has six T-hangars available. No one else has a thing, and waiting lists are over a year.

On the website, click on [Hangar Availability](#). I've included prices and availability.

Debunking the Misconceptions in Flying Part 2

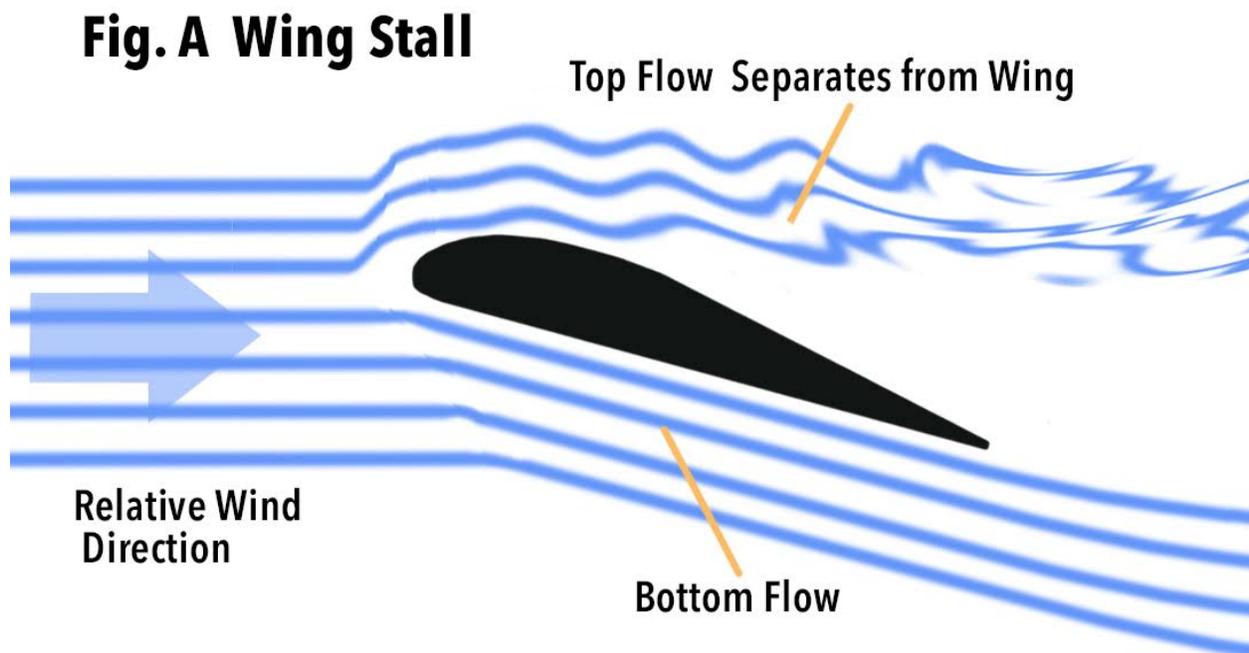
By Jim Heidish

This is the continuation of the article started in last month's newsletter: *Debunking the Misconceptions in Flying*. Through writing and illustrating, I am presenting some of the stand-out misconceptions, stating what is wrong, and then I will present what I see as the correct concept/principles and how they apply to our everyday flying. Last month was about how a wing creates lift. This part is about how lift is lost. The fearful stall!

NOTE, these are my conclusions based on years of study and knowledge acquired through experimenting and flying experience. If one does not agree or understand, it should always be questioned and/or made clear! Never taken for granted!

The Stall

Stall Misconception



Most flying manuals, textbooks and online information state: A wing stall happens when it reaches or exceeds its critical AOA (angle of attack) to the on-coming relative wind. This excessive angle causes the wing's top flow to stagnate, lose suction pressure, and because it can no longer stay attached, separate. This causes a loss in lift, big drag, a stall, and the wing drops because it can no longer counter gravity. (See Fig. A).

Half True!

This classic short explanation of a stall is correct as far as it goes. The wing will lose over half of its lift, but it does not explain what is happening with the bottom flow and the total circulation of the wing.

It does not address the many stages of a stall. The progressive stages from very slow flight, pre-stall, partial stall, complete stall, deep or stable stall. Most of these can be countered if the pilot understands and acts quickly. A stable stall is very hard to get out of.

What Happens in the Many Stages of a Stall?

First: Most aircraft do not want to stall on their own. It is really pilot-induced! If stalled, a stable and properly trimmed aircraft will come out of it if the pilot lets go of the controls. It will correct itself and keep flying in its pre-trimmed attitude. In the good old days many aircraft were very unforgiving in stalls and contributed to the classic stall/spin accidents. Today, most aircraft, from certified aircraft to kit-built ultralights are forgiving and some are almost impossible to stall or spin accidentally. But even with modern aerodynamic improvements and the many stall warning devices, a heavy handed pilot can force a stall out of any aircraft if fear takes over.

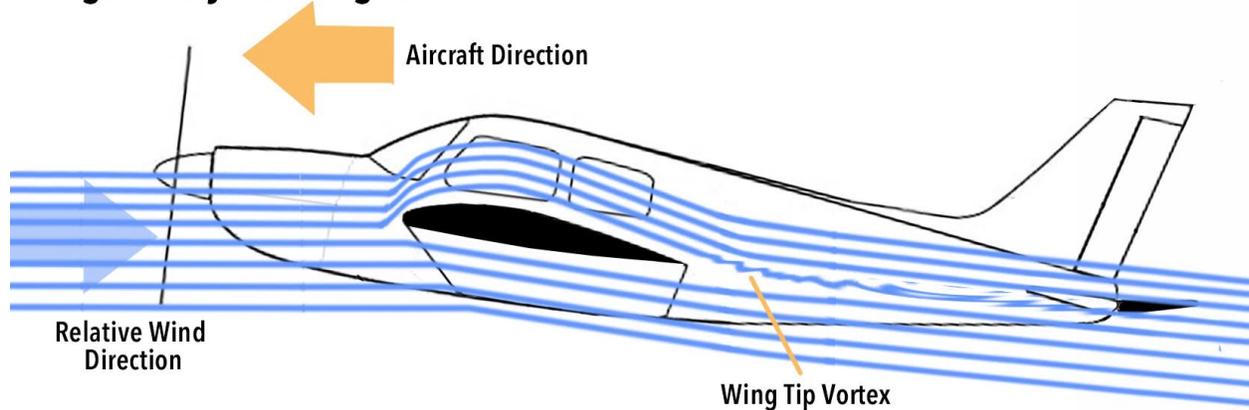
The word STALL has always put fear into pilots, especially when flying low and slow. In reality, every time a pilot takes off or lands they are in a slow flight environment and many see this as the high risk phases of their flight, and rightly so. That is why it is very important for a pilot to understand completely all the stages of a stall, what is happening, what are the warning signs, and what is the proper action to take. Then go out and practice them over and over to get the feel. With an understanding of stalls and proper piloting skills, there is no reason to fear flying low and slow. Just know and respect the limits.

Stages of a Slow Speed Stall

Slow Speed Stalls are different from *Power On/High Thrust Stalls* and *High Speed Stalls*. *Power On/High Thrust Stalls* have the thrust/propeller slipstream flow to keep the airflow over the inside wing panels energized and delay a stall. Any aircraft in a high thrust condition when stalled can come out of it fast without much loss in altitude because of the energy of the oncoming relative wind. on some STOL (short takeoff and landing) designs it is almost impossible to stall with the power on. *High Speed Stalls* are mostly caused by high G centrifugal force maneuvers in which the critical AOA is easily exceeded. ***Slow Speed Stalls***, the ones that happen in the low speed airport pattern, are from the lack of relative wind energy and slowly build up in stages, giving a lot of warning signs before exceeding the critical AOA and will be described and illustrated below.

Note: Illustrations/figure are based on a low wing aircraft with a thick symmetrical no-flap airfoil and with the elevator being held in a nose-high attitude and very high AOA through all stages. NO corrective actions taken! Even though the total airframe is in the flow field of the relative wind, only the flow around the wing and separation turbulence are shown in the blue lines for clarity.

Fig. B Very Slow Flight



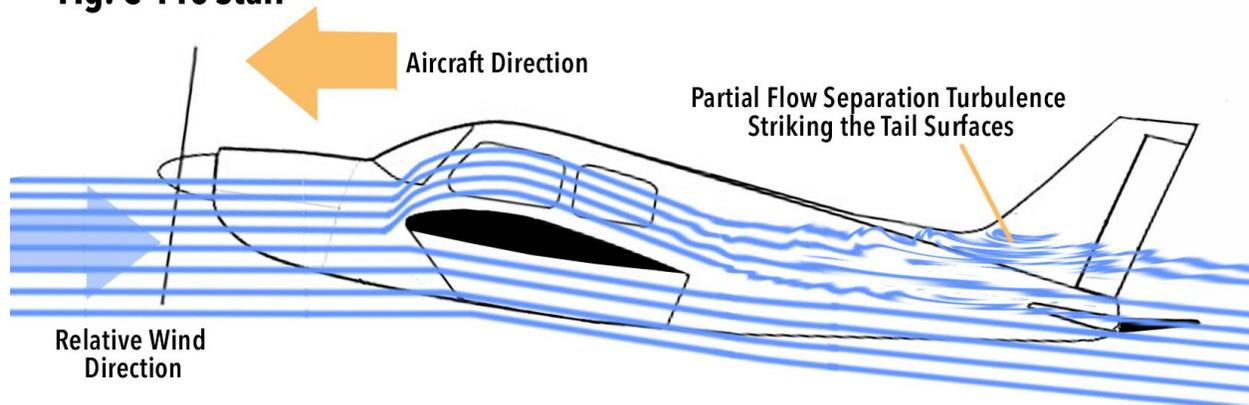
Very Slow Flight

We know the air speed of our aircraft is governed by AOA (angle of attack) to the relative wind and performance by the amount of thrust the engine produces. So at a very slow speed we have a very high AOA and just enough thrust to keep level flight (See Fig. B)

Warning Signs: Mushy controls, nose high attitude, low wind noise. Maybe a slight twitch on the controls from wing tip vortexes caused by the increasing induced drag.

Corrective Actions: Reduce AOA by forward control (nose down) and increase thrust!

Fig. C Pre Stall

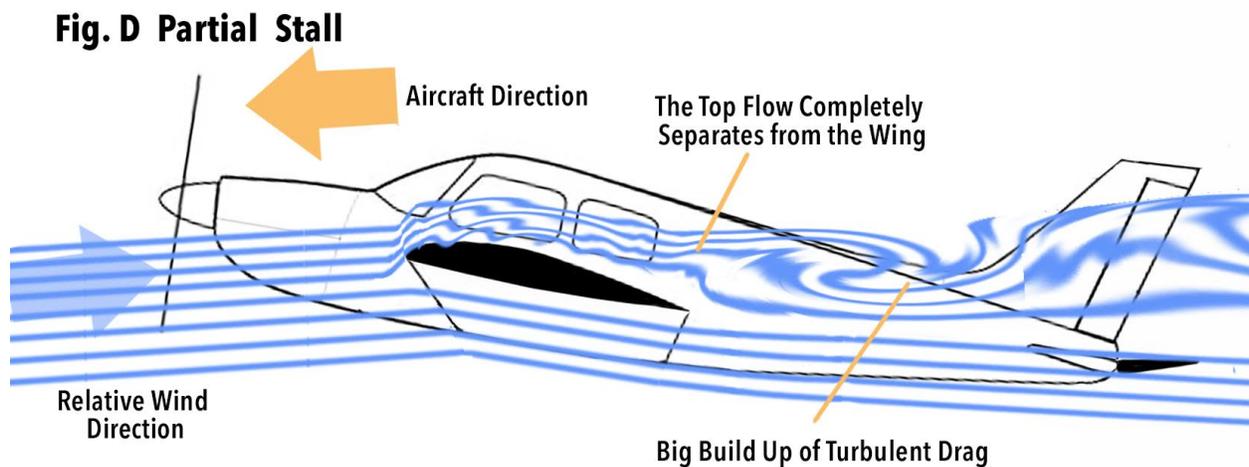


Pre-Stall

This is the most important phase to understand, the one that can keep you clear of a stall! Slowing more, as the AOA is increased close to the critical angle and still just enough thrust to keep level flight, the top flow of the wing starts to separate some. (See Fig. C)

Warning Signs: Mushier controls, higher nose high attitude, very low wind noise, and the Big One, in most designs the twitching and shaking felt on the controls and airframe from the partial flow separation turbulence striking the tail surfaces. Note: Any yaw could cause a SPIN!

Corrective Actions: Reduce AOA by forward control (nose down) and full thrust!



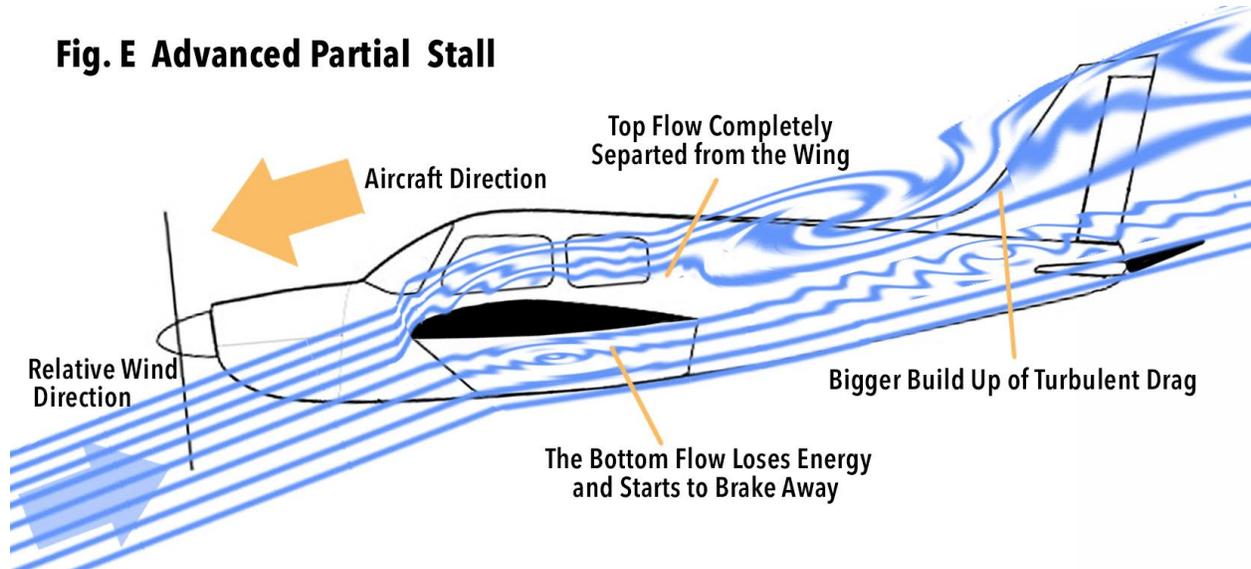
Partial Stall

With no corrective actions taken, this is the phase that most call a stall, but it is just the airflow over the top of the wing stalling. The bottom is still producing some lift. Slowing more, as the AOA is increased past the critical angle and still the thrust is the same, the top flow completely separates from the wing, causing a loss of over half of the total flow circulation, a loss in lift, and a big build-up of turbulent drag. (See Fig. D)

Warning Signs: Very mushy controls, nose drop (nose drop and/or nose rising gyration on stall resistant designs), very low wind noise, continued twitching and shaking felt on the controls and airframe from the top flow separation turbulence striking the tail surfaces. Note: Any yaw could cause a SPIN!

Corrective Actions: Reduce AOA by forward control (nose down) and full thrust will have the top flow re-attach quickly!

Fig. E Advanced Partial Stall



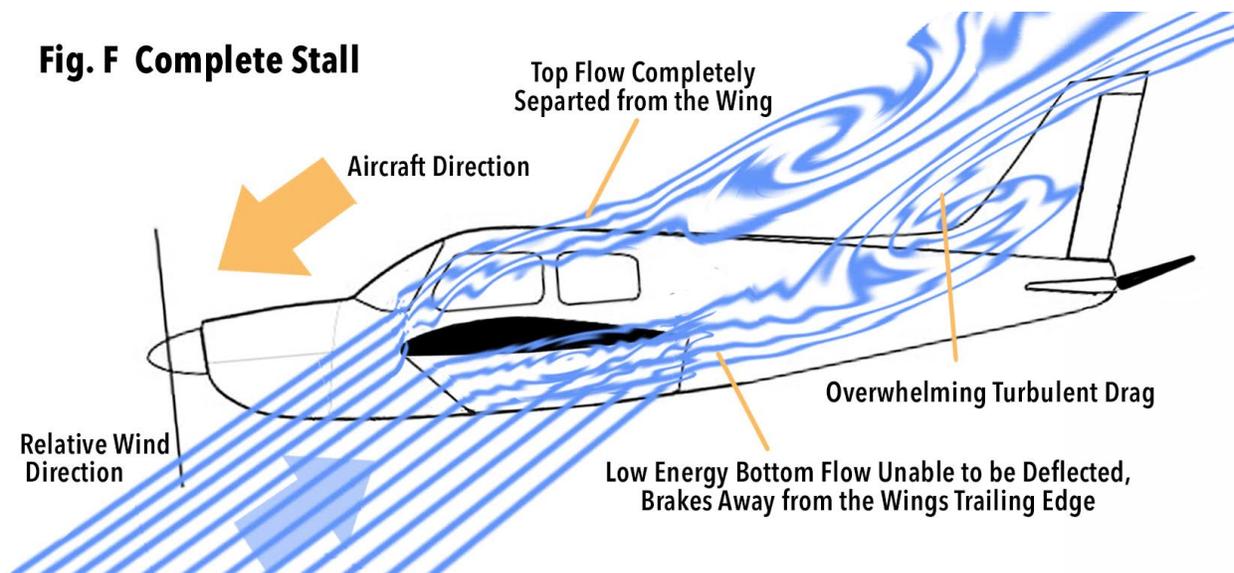
Advanced Partial Stall

With no corrective actions taken, the aircraft slows, drops, and the flow on the bottom loses energy, starts to break away, and is sucked up into the separated vertical turbulent top flow. This causes more loss of lift and a greater build-up of turbulent drag. (See Fig E)

Warning Signs: Very mushy controls, airframe dropping, low wind noise, continued twitching and shaking felt on the controls and airframe from the top flow separation turbulence and now some of the bottom separation striking the tail surfaces. Note: Any yaw could cause a SPIN!

Corrective Actions: Reduce AOA by forward control (nose down) and full thrust!

Fig. F Complete Stall

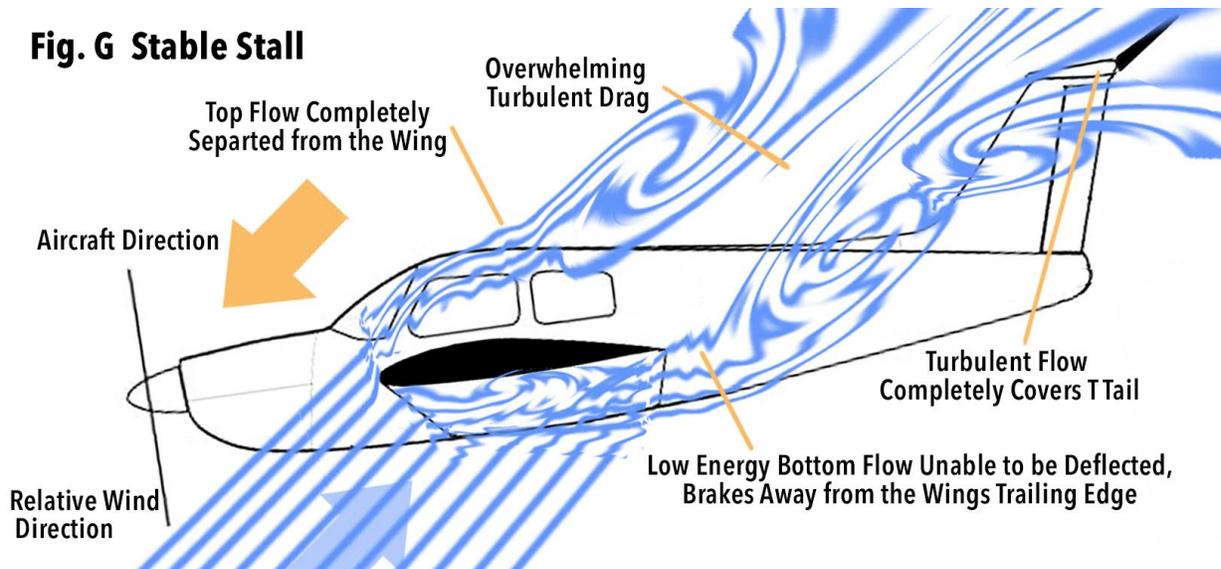


Complete Stall

With no corrective actions taken, this is a complete and total stall. Dropping rapidly as the AOA is almost perpendicular to the wing and still the thrust is the same. With the top flow completely separated and the low energy bottom flow unable to be deflected, the flow breaks away from the wing's trailing edge causing a complete loss of total flow circulation and complete loss of lift. The attached build-up of turbulent drag is overwhelming. (See Fig. F)

Warning Signs: Very mushy controls, airframe drop, low wind noise, continued twitching and shaking felt on the controls and airframe from the total flow separation turbulence.

Corrective Actions: Reduce AOA by forward control (nose down) and full thrust! This will take a lot of altitude to come out of, plus full thrust to just overcome all the drag!



Deep Stall or Stable Stall

This stalled condition mostly occurs in aircraft with high T-tails (horizontal stabilizer/elevator on top of the vertical fin) where the turbulent flow of the stall can completely cover it and there is not enough energy in the flow for the elevator to force the nose down. Even though this is seen more in T-tails, and more so in heavy T-tailed jets, it could happen in any configuration given the right circumstances. (See Fig. G)

Warning Signs: Almost no control, airframe dropping in a stable attitude, twitching and shaking from the total flow separation turbulence striking the whole aircraft.

Corrective Actions: If possible? Reduce AOA by forward control (nose down) and full thrust! If equipped with a ballistic parachute, now is the time to use it.

Meeting Minutes

February 2018

Flying Club One Meeting

Thursday, February 1, 2018
Centreville Regional Library
Centreville, VA

Call to Order

President Steve Beste called the meeting to order at 7:30 P.M.

11 members present.

CONNECTIONS

Visitors & New Members

Flying farmer, **Caleb Nissley** finally got his GA pilots license. It was a long road from his first flight in an ultralight in 2007 to flying a Piper Cherokee today.

Old Members

Just like last month, cold and windy winter weather is keeping most of the members on the ground. Some members said they try to fly even with the cold if the wind is not blowing. Ones flying from frozen grass strips on warmer days said they have to time it just right before the turf thaws and turns to mud.

REGULAR REPORTS

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

Treasurer: Jim Birnbaum reported that January income was \$150.00, expenses were \$0.00 and the check book balance is \$2777.73.

President: Steve Beste - nothing to report

Membership Director: Jim Birnbaum reported that 2018 dues are still coming in and paid up members are always listed with (2018) after their name in the monthly email roster.

Warrenton Airpark Owner: Tom Richards reported that his home, the one we use as a Club House now and then, is cold this winter because of heating problems. he said the field has stayed frozen most of this cold winter, but with the little snow and rain we have had so far it may not be as muddy when the warm days arrive. Tom also passed out papers with information on the numbers of engine-outs (2-stroke and 4-stroke) pilots that fly out of the Airpark have experienced over the years. It tied-in with the program presented by **Jackie George**.

Events Coordinator: Robert Doak - nothing to report

Old Business

None

New Business

None

MONTHLY PROGRAM

Jackie George gave an informative and entertaining presentation on his experience with 2-stroke engine-outs over his many years of flying ultralights. Jackie said he had 8 and each one was an adventure. He explained what to expect with an off field/emergency landing, how to deal with the property owners, and the recovery process. He reminded the members, if you have an engine-out and are searching for a landing spot, the best place to land may be behind you, so take time to look back!

Note: To keep this theme going, **Caleb Nissley** is scheduled to present a program at our March meeting on *Field Crops*. From the time they are planted, growth and height and harvest. He will point out the dangers when attempting an emergency landing on top of any of them.

Adjourn

President, Steve Beste adjourned the meeting at 8:45 P.M.

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

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

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 2018 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

Date	Activity	Location
Thu, March 1st, 7:30 pm	Conversation, club business meeting and program (You've landed out. Now what?)	Centreville Regional Library
Sat, April 14th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, May 12th	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, June 9th, 8:00 am	Poker Run	Airpark
Sat, June 9th, 11:00 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, July 14th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, August 11th, 11 am	Memorial table, monthly meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, September 8th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, October 13th	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, October 24th	Club 1 Color Run Fly-out	Airpark
Thu, November 1st, 7:30 pm	Conversation, club business meeting and program	Centreville Regional Library
Sat, December 8th, 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) when the ad is no longer needed.

For Sale: ½ ownership of Fisher Celebrity Biplane

Powered by new Rotec R2800 radial engine.
110 horsepower, 7 cylinders. Made in Australia.

All wood construction except for landing gear which is Grove one piece aluminum.

Hangared at Warrenton Airpark.

Aircraft is about 80% completed.

2 place open cockpit plane cruises about 80 MPH.

Qualifies as light sport.

I am offering my half of this fine project, but if buyer desires, entire aircraft may be purchased.

Call for further info or to make appointment to see this beautiful taildragger.

Gil Coshland - (703) 618-3422

Jim T. Hill - (703) 659-8336

Weight-Shift Enthusiasts - Your prayers have been answered! A very nice up-scale trike at an affordable price...

Specifications: NorthWing Navaho (strut braced - no king-post), 2-seat Tandem

Engine: Rotax 582 blue head with C- Gear-Box and just under 300 hours total time (never overhauled)

Well-maintained - dacron fabric and everything else looks brand new.

Many extras including Radio, GPS, Landing Lights, wheel pants, hydraulic disc brake system, wide tires, 3-blade IvoProp, 2017 Virginia License, 1,050-lb BRS parachute for safety and extra parts.

Photo below was taken at Shannon Airport. This Trike is owned by Kiho Bae, and has recently moved to Warrenton Airpark. Kiho Has asked me to advertise this at an asking price of \$18,500. Incidentally, Kiho is an experienced pilot who flew C-46 Commanders in the Korean Air Force, and now flies a Robinson R-44 Helicopter and single-engine fixed-wing as well as weight-shift aircraft. He would be happy to take you for a demonstration ride. Kiho is willing to fly it to your location.



Special Price \$18,500

Call Tom Richards (703) 568-3607 or Kiho at (703) 314-6262

Airfield and house for sale. Dr. Bob Karmy has long been a friend of the Club, letting us fly into Karmy's (67VA) for years. He's now retired and is selling the place. It includes a large house, with a hangar and an 1,800' grass strip just south of Woodstock in the valley. This would make a great training field. And do notice the hot tub in its own little house. The listing and pictures are [here](#). Asking \$899,000.

Contact the realtor, Shirley French. Shirley@funkhousergroup.com 540-325-4444.



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.

2018 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 At Large: Pete Bastien 703-568-5778

Director At Large: Robert Doak 703-897-4989

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.

2018 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

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 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 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