



Volume 18 – 07

www.FlyingClub1.org

July 2018

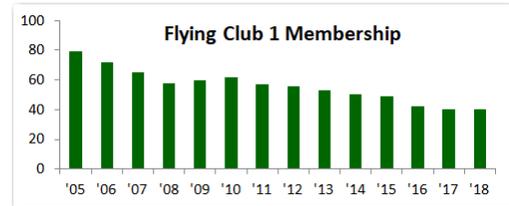


The Privileged View

Steve Beste, President

Goings and Comings. As we all know, interest in our sport is declining. But of course, within that larger trend, people are always coming and going. Here are some notable ones this season.

Going – Tom Simmons. Tom has ended 35 years of flying to go teach scuba diving in Key Largo, Florida. He was a member of the club since its beginning in 1984, was president at one point long before my time, and was always one of our most adventurous flyers. That culminated in his celebrated trip to the Statue of Liberty, which he planned for *years*. It required flying for an hour at low altitude over water. But he told me that he knew his airplane inside and out (he'd built it himself), he prepared meticulously, and in the end, what was life for if not to have adventures? Some risk was OK.



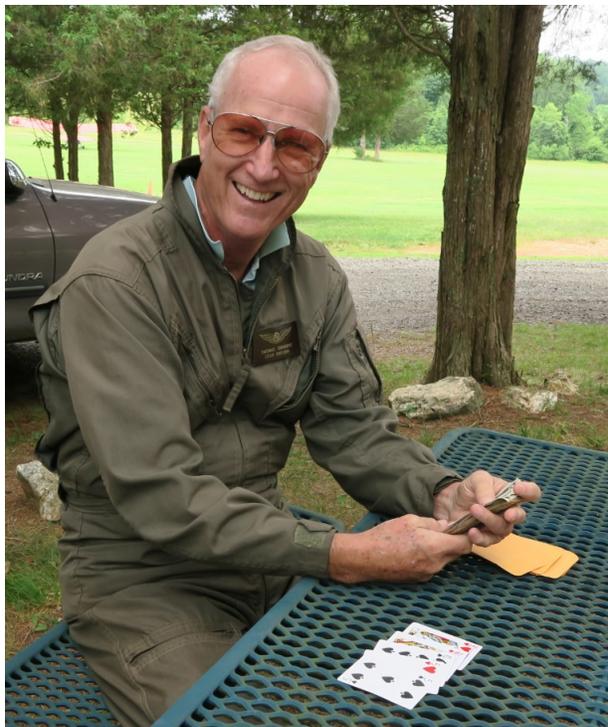
Flying to the Statue of Liberty, 2016

Have adventures, yes, but also share them. He loved giving rides to people, and he wrote up his experiences for the newsletter. You can read about his Statue of Liberty trip [here](#). His article about [Planning for the trip](#) is good advice for any of us planning a long unsupported trip in our kind of aircraft. Last fall he and I flew to Kitty Hawk. He was mapping out a trip to Niagara Falls for this summer when he changed his plans.

It was during the Kitty Hawk flight that I learned that Tom was also a screenwriter. In fact, he had a 6-part thriller mini-series under review by a producer in London and some famous director in Vienna. If it all fell into place, money would not be a problem. Unfortunately, after many months, the project collapsed, as most do. Tom's solo public relations business had finally dwindled away, and he'd been working as a bartender for the past year. His kids had now finished college; his wife was long ex; his feet hurt. It was time for something new.

Fortunately, he'd been a scuba instructor for years, and knew someone in Florida who was looking for an instructor. (You thought you knew him? See his amazing scuba credentials [here at his old site](#).) Accordingly, this spring he gave up his condo, sent his furniture to an auction house, and sold his Quicksilver (to Rob Kane - welcome back, Rob). With all his remaining possessions in his car, he boarded the AutoTrain on June 20th, headed for Key Largo.

But here's the thing: he says that from the time he decided to make the move, everything has fallen into place. A hard-to-find apartment in Key Largo showed up. A buyer for the plane showed up (actually several buyers). We've all had those times when the universe is whispering *YES* in our ear, when Providence moves too, creating "a whole stream of unforeseen incidents, meetings and material assistance which no man could have dreamed would have come his way." Tom's there. Don't weep for him. Instead, consider taking a scuba-diving vacation in Key Largo. Contact Tom at [Sail Fish Scuba](#) in Key Largo. He already has a good Trip Advisor review, as won't surprise any of us.



In the money - 2016 Poker Run



In his Quicksilver with the GPS that he finally gave in and bought

Going – Pat Tyler. One of the best pieces of writing in the newsletter is this 2011 [account by Pat Tyler of trike flying in South Texas](#). He and Linda have a “fishing camp” down there where they stay every winter, taking the dogs and his trike with them. The writing skill in the article won’t surprise you if you know that Pat used to be a chief correspondent for the *New York Times* and has written three books.



We haven’t seen much of Pat since he moved his trike from the county airport to Luray. That happened about the time he and Linda moved to a remote house in Paw Paw that used to be Ben Bradlee’s retreat. Then, they got tired of the long trip to south Texas, so he bought a Mooney, also now at Luray. He’s working on his instrument rating.



Despite this move into big iron, Pat has been our local trike instructor, flying out of Luray. When newbies ask about trike flying, I send them to Pat. Our website's online introduction to trike flying is this [video](#) that his son made of him.

Now, he has a new granddaughter living in the Chicago area. On a recent visit, he and Linda put a contract on a house and hangar in an aviation community in [Poplar Grove](#), 70 miles west of the Loop and an hour and a quarter from the granddaughter. He's also only 15 miles from the active center of triking in the Midwest, Mike Hudetz', [A&M Airsports](#) at the Rochelle airport.

He and Linda will be selling their aerie in West Virginia and moving to Illinois at the end of the summer with the Mooney, the trike, and the dogs. Wish them well.



Pat Tyler (left) NOT in the money - 2015 Poker Run



Pat and Linda's new airport home in Poplar Grove, IL. The hangar is 50' x 50'

Gone – Rob Doak. In May, I got this unexpected email from Rob Doak:

Hello Steve..
Steve, due to a few changes in my life direction, could you please remove me from the club membership.
Thanks and it has been a pleasure to have the opportunity to fly with Club 1.
Robert Doak

No one has been able to get in touch with him since, so we don't know why he's packed it in. But he'll be missed.

Rob burst onto the scene in 2014 when he learned to fly Part 103 through Tom Richards' Grass Roots Flyers program. He arrived with enormous enthusiasm and energy - just the kind of new member that every club wants. He bought the Hurricane that you see in the picture below and soon became the club's events chairman. He helped Tom at the Airpark, organizing tree-cutting work days and doing much of the work himself. He was always quick with ideas and eager to help. He leaves a hole that will be hard to fill. If you see him, wish him well from all of us.



Rob Doak at Front Royal on the Color Run, 2015



Poker Run 2016 - At the end, and with Tom Simmons at Greenhouse



At Rular on the 2017 Poker Run

Coming – John Lewis. As some members move on, others arrive. Few have arrived with more hustle than John Lewis. He has a farm in Essex County, 65 miles from the Airpark. He flies a Piper Tomahawk, but is selling that in favor of the Kolb III Classic you see in this picture. John came to our June meeting and got *lots* of advice on transitioning to Kolbs from guys who have that experience. (Like, *Don't stab the brakes when taxiing. There's no nose wheel to keep you from pitching forward onto the nose, which you will do.*) I put him in touch with Chuck Tippett, who spent three hours with him and gave him his tailwheel endorsement and BFR before the end of June. The Kolb arrived, and John is now practicing out of the Tappahannock airport.

His plan, though, is to keep the Kolb on his farm. To that end, he is converting his driveway into a 1,000' runway to be paved with recycled asphalt. He'll build a hangar for the Kolb, or at least a shed where it will fit with its wings folded.

He says we're all welcome anytime, and he hopes to fly into one of our summer meetings soon.





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, Jul 14 / 9AM-12PM	EAA 186 Young Eagles Rally	Manassas Regional Airport (KHEF)	13 NM
Sat, Jul 14 / 10AM-12PM	Seeing New Horizons! How Blind Aviator Dr Barry Hyde Views Aviation Safety	Orange County Airport (KOMH)	27 NM
Sat, Jul 14 / 8:30-10:00AM	Farmville Fly-In Breakfast	Farmville Regional Airport (KFVX)	84 NM
Sat, Jul 14 / 10AM-4PM	Wings and Wheels! A Car, Truck, Tractor and Motorcycle Show and Air Show	Ingalls Field Airport (KHSP)	105 NM
Sat, Jul 14 / 12:30-4PM	Beaverdam Annual Fly-in	Beaver Dam Airpark (VA33)	108 NM
Sat, Jul 14 / 8-10:30AM	EAA 518 Fly-in Drive-in Breakfast	Mifflin County Airport (KRVL)	121 NM
Sat-Sun, Jul 14-15 / 9AM-7PM	12th Annual Wings and Wheels Extravaganza	Grimes Airport (8N1)	130 NM
Sat, Jul 21 / 10:30AM-2:30PM	Massey Biplane Fly-in and Rally	Massey Aerodrome (MD1)	100 NM
Sat, Jul 28 / 8:30-10AM	Chase City Monthly Fly-In, safety program at 9AM	Chase City Municipal Airport (KCXE)	117 NM
Sat, Jul 28 / 8:30-10:30AM	EAA Chapter 339 and Commemorative Air Force Old Dominion Squadron Fly-in pancake breakfast	Hampton Roads Executive Airport (KPVG)	129 NM
Sat-Sun, Jul 28-29	Westmoreland County Air Show	Arnold Palmer Regional Airport (KLBE)	123 NM
Sun, Jul 29 / 9AM-1PM	EAA Chapter 426 Fly-in Drive-in Breakfast and Young Eagles Rides	Greater Cumberland Regional Airport (KCBE)	73 NM
Sat, Aug 4 / 8AM-1PM	Breakfast and Lunch Fly-in Drive-in	Hagerstown Regional Airport (KHGR)	63 NM

Date	Event Description	Location	Distance from 7VG0
Sat, Aug 4 / 7:30-10:30AM	Fly-in breakfast social	Suffolk Executive Airport (KSFQ)	131 NM

Also, don't forget that EAA Airventure Oshkosh is this month from July 23-29! It is a mere 580 NM from the airpark!

What I'll Remember

By Tom Simmons

The 2018 Poker Run had been brilliant. It was a calm, beautiful morning. We had a mixed bag of five planes and a couple of new airports, just to keep things fresh. I knew this would be my last weekend of flying and it just couldn't have been a better one. So I was feeling pretty good as I started loading up my car.

At the parking area, I met a couple walking toward me who were obviously lost and confused. "Is there an event here today?" the man asked. "We were just driving around and found this place on the Internet."

I explained that we'd had a monthly club meeting and a Poker Run, which was now over. But they could watch the skydivers if they liked.

"Can we look at the airplanes?" the woman asked. Sure, I told her and off they went, with tentative smiles.

For me it was the end of the day, and the end of 35 years of flying, so that was on my mind. But there was something about these two that struck me. They were more than just interested in planes; they were on some kind of a mission.

As I was wondering if I should offer to take the woman for a flight (the man was too heavy for my plane), Tim Loehrke jogged over to my hangar. "Hey Tom, you want to take someone for a ride?" Sure, I said, and I waved her over.

Offering someone a ride usually elicits a smile, but this girl cried. She was overcome with emotion. "I'm Ashley," she said, an odd combination of shy and formal. "I can't believe this is really happening." She dabbed her tears.

We buckled up and took off. I warned Ashley that anything she dropped would drop to the ground but she was busy taking a billion pictures on her iPhone: selfies, landscapes, video. Non-stop.

I noticed that her hands were shaking so I kept things pretty tame. About five minutes in, the shakes were gone and there was only a broad smile. Beaming!

We did a couple of low flybys so her husband could get pictures. Still that smile. Incredible. When we landed, Ashley told me that she had never been in a plane before. Any plane. Not even commercial. She said she'd had the time of her life.

And it wasn't over yet. Allen Whatley took Ashley for a ride in his Aeronca Champ. Buzzing the cloud cover, coming in for a beautiful slip landing. It was turning into quite a day for this couple.

It turns out that Ashley has some serious health issues: major surgery in February and an unfortunate result from blood work done during the past week.

Planes have always fascinated her, even though she's never been close to one before. They decided to spend the day taking their mind off a less than positive prognosis. They visited the Air & Space

museum but Ashley was disappointed when she found out she couldn't touch the planes. Well, at Warrenton Airpark, you can touch the planes. Hell, you can fly the planes!

She was having such a good time that I suggested we take another flight. This time, there were no trembling hands; just that broad smile. "We're going to go up and over," I told her. I did a soft wing-over. I glanced over: still smiling.

I don't need much more encouragement than that so we did another wing-over. Then a nice tight spiral dive - five rotations - ending with a hop over the trees and a below tree-line base and final. I've never had a passenger who enjoyed flying more than Ashley did. "This is the best day of my life!" she said, more than once.

"Being up there and seeing the clouds with the ground below," she told her husband. "It was like being close to heaven and the angels!"

I'm going to miss flying. But when I reminisce about my decades of piloting and the last ten years at the Warrenton Airpark, I'm sure I'll remember Ashley on that last day, and the years I spent with a community of treasured friends in a magical place where, every now and again, dreams come true.



Debunking the Misconceptions in Flying Part 6

By Jim Heidish

This is the continuation of the series of articles that has appeared in past months' newsletters; *Debunking the Misconceptions in Flying*. Through writing and illustrating I am presenting some of the stand-out misconceptions, stating what is wrong, and then presenting what I see as the correct concept/principles and how they apply to our everyday flying. This month is the continuation of **Weight and Balance** (W&B) and illustrates Center of Gravity (CG) problems in the Rans S-12 heavy ultralight/LSA. If you did not read **Part 5 of *Debunking the Misconceptions in Flying*** on W&B in the last newsletter, it may be needed to understand the terminology and get a clear idea of how the balancing act of the aircraft's weight is played out between Center of Gravity and the Horizontal Stabilizer/Elevator Trim Force with the Center of Lift as the fulcrum.

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

Classic Weight and Balance Problem in Pusher Ultralight/LSA

In my 50 some years of flying I never encountered any W&B problems in GA aircraft, but in the last 20 years of flying ultralights, W&B problems came up quite frequently. A good example is the one-time very popular *Rans S-12* 2-seat trainer/heavy ultralight (now a LSA). The S-12 was very prone to shifting of the center of gravity, sometimes outside of the CG range, because of the changes that take place with pilot/passenger weight differences (they are very much a balancing force in pusher engine ultralights) and the extra weight and location of the many optional engines and equipment. And don't forget the high thrust line pitching moment with power changes. Even though I did not own a S-12, I had an opportunity to fly three different models, each with different engines and added equipment (the Rans S-12 that I flew were all powered with the Rotax 582 64 hp 2 cycle or the Rotax 912UL 80 hp 4 cycle engines). I personally experienced W&B problems in all of them flying solo, as did some of their owners. It mostly surfaced with a lighter weight pilot (solo) flying the aircraft or if both pilot and passenger were on the light side and the optional equipment (such as a recovery parachute or heavier engine) was located far behind the center of lift. The problem was simple. It would get tail heavy as the CG shifted towards or over the aft range limits and pitch control became very light and unpredictable, so-called squirrely. No positive pitch stability!

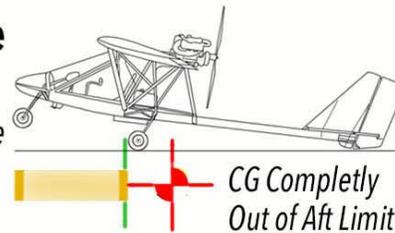
Note: The W&B section of the Rans S-12 manual indicates that weight should be added to the seating area with a light weight pilot (solo) for positive pitch control: *A solo pilot should use 50 or 75 pounds of ballast when operating this aircraft. Failure to do so will impose severe limits on the amount of nose down force available even with full forward stick.* This and other W&B procedures were overlooked many times by some S-12 pilots!

Center of gravity shifts in the Rans S-12 with the Rotax 582 64 hp 2 cycle engine, with pilot/passenger, solo pilot and added optional equipment.

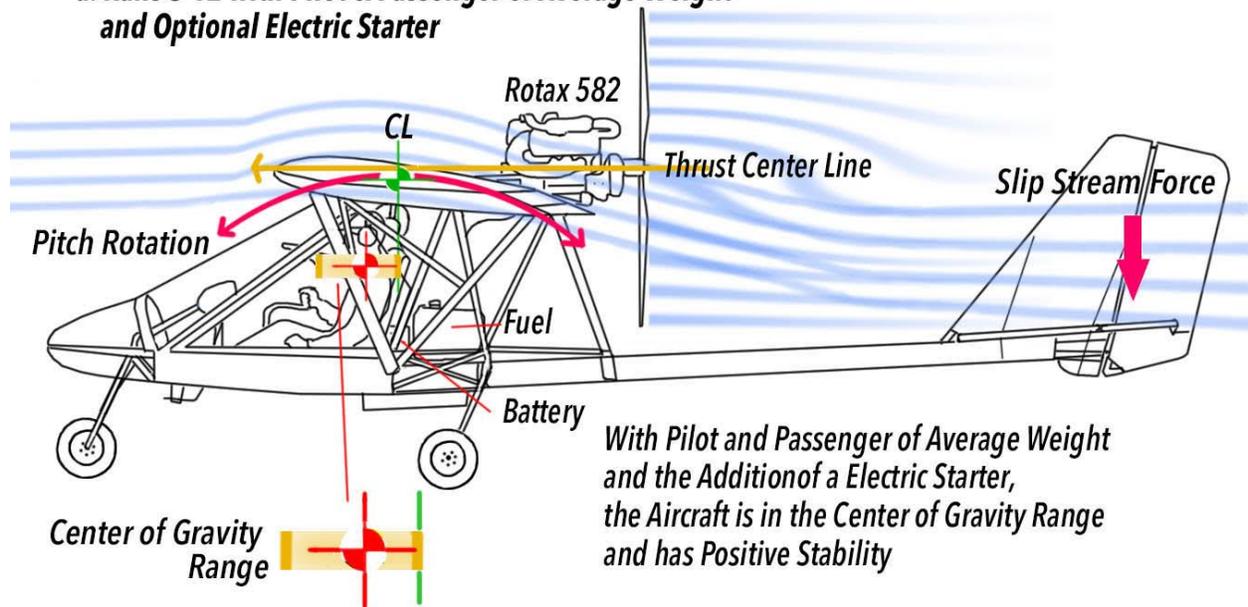
I will explain and illustrate what caused the center of gravity problems in the S-12 and show the shift of CG inside and outside the center of gravity range. I will also describe what kind of handling problems one would expect as the center of gravity shifts. (See Fig. H: a, b, c & d).

Fig.H (a,b,c & d) Center of Gravity Shifts in the Rans S-12 with the Rotax 582 64 hp 2 cycle Engine

The Pilot and Passenger are very much a Balancing Force in the S-12. Without them the Aircraft is Tail Heavy!

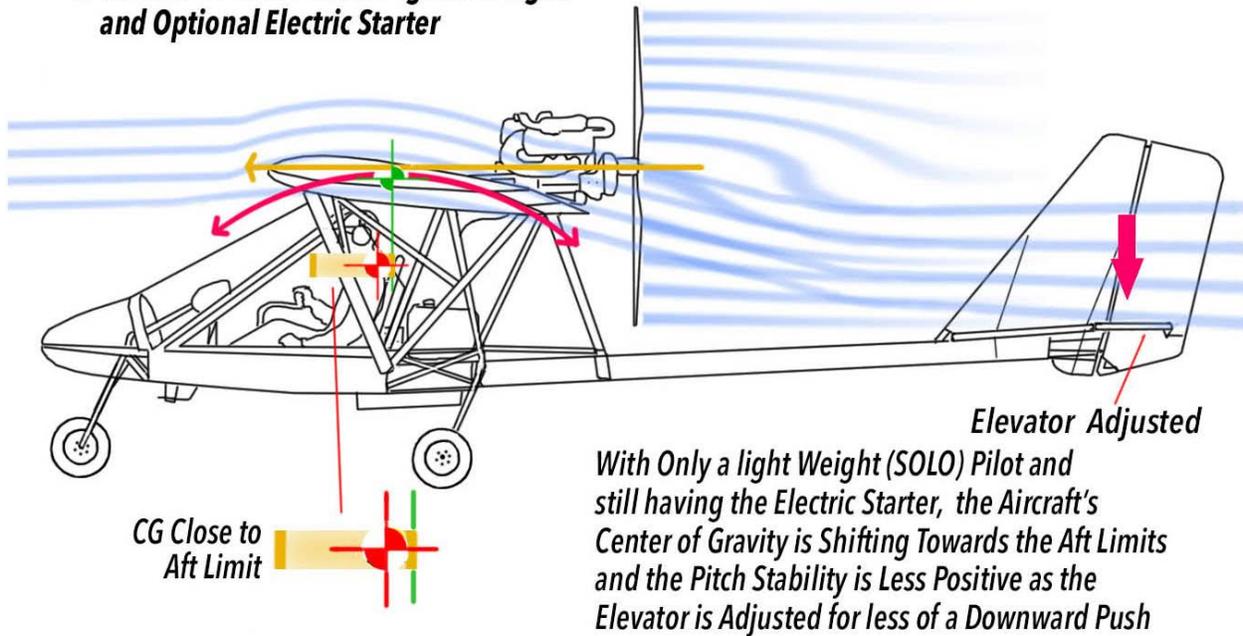


a. Rans S-12 with Pilot & Passenger of Average Weight and Optional Electric Starter

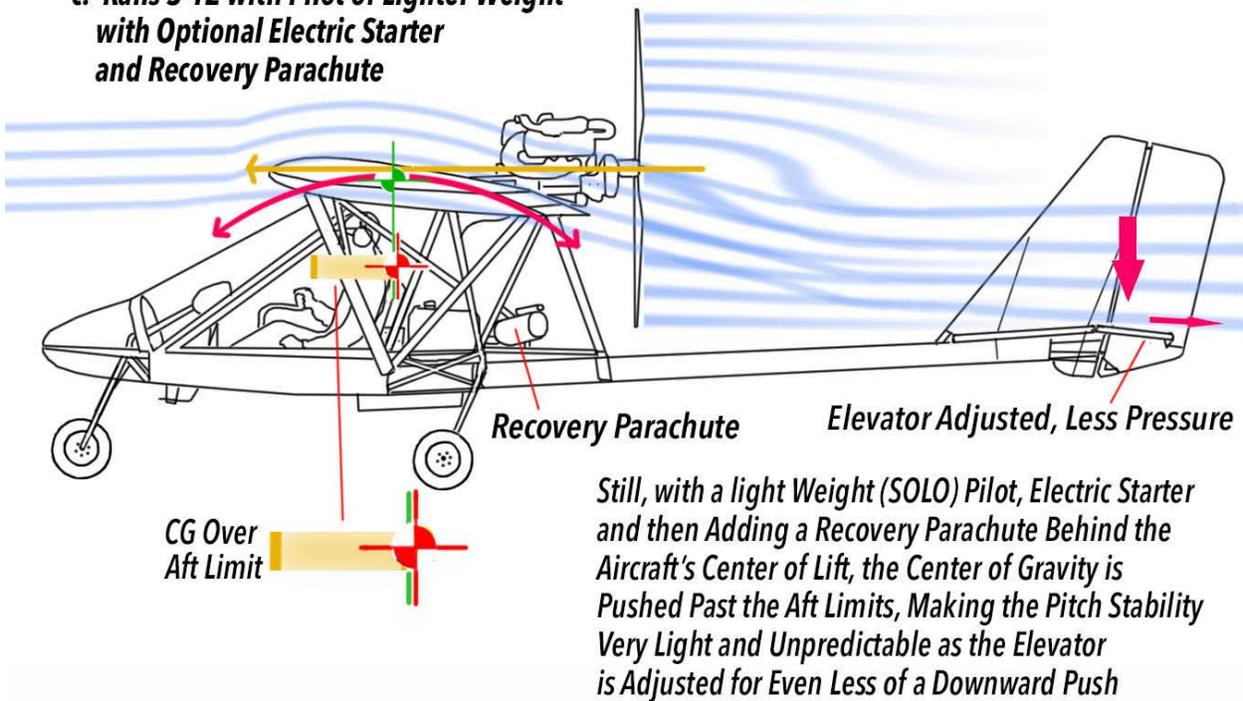


With Pilot and Passenger of Average Weight and the Addition of a Electric Starter, the Aircraft is in the Center of Gravity Range and has Positive Stability

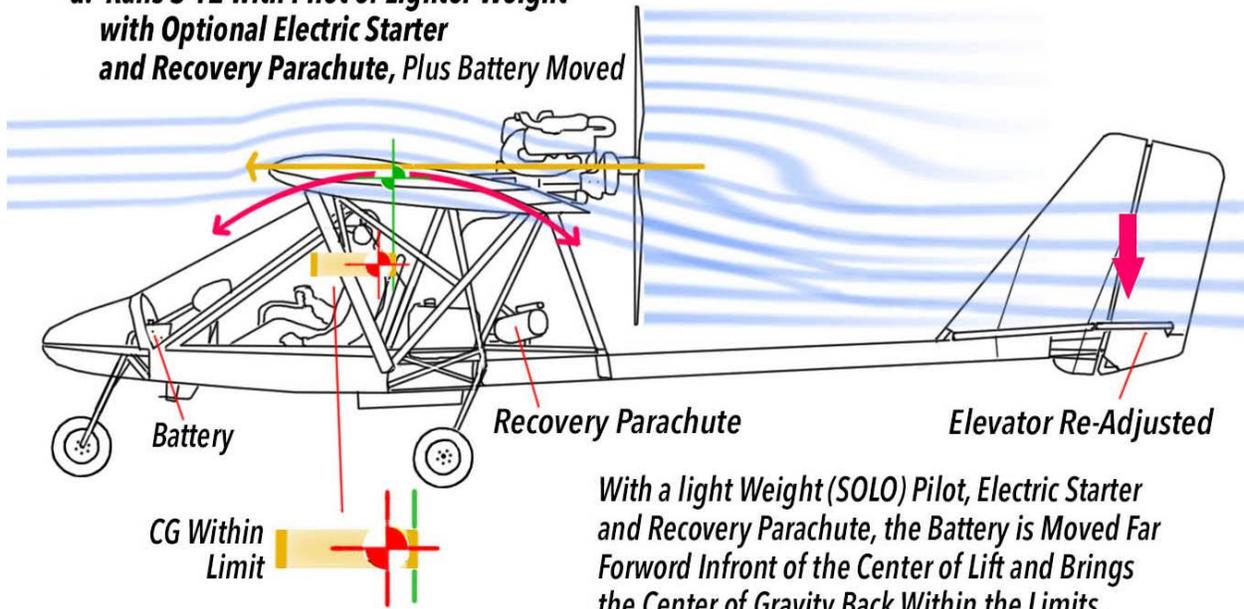
b. Rans S-12 with Pilot of Lighter Weight and Optional Electric Starter



c. Rans S-12 with Pilot of Lighter Weight with Optional Electric Starter and Recovery Parachute



**d. Rans S-12 with Pilot of Lighter Weight
with Optional Electric Starter
and Recovery Parachute, Plus Battery Moved**



With a light Weight (SOLO) Pilot, Electric Starter and Recovery Parachute, the Battery is Moved Far Forward Infront of the Center of Lift and Brings the Center of Gravity Back Within the Limits, Making the Pitch Stability Positive and Predictable as the Elevator is Adjusted Back for More of a Downward Push

Meeting Minutes

June 2018

Flying Club One Meeting

Saturday, June 9, 2018

Warrenton Airpark

Warrenton, VA

The annual Club Poker Run was held before the meeting. 6 aircraft and 7 members participated in the run. Because of delays and some having mechanical problems it was shortened from the intended stops. Having the best hand, the pot of \$35 was won by **Martin Walker**.

Call to Order

President Steve Beste called a short meeting to order at 11:25 AM.

17 members present

Visitors & New Members

John Lewis is getting a Kolb tail dragger LSA and looking for some guidance in flying a tail wheel aircraft. he lives near the Rappahannock River in Tappahannock, VA and plans to build a runway there.

REGULAR REPORTS

Secretary: Jim Heidish reported that the May minutes were published in the June Club Newsletter. They were approved as published.

Treasurer: Jim Birnbaum was not at the meeting. He will report on the May and June finances at the July meeting.

President: Steve Beste reported that **Robert Doak** resigned from the Club Board of Directors because he is moving out of the flying

sports and on to other interests. He will be missed by the Club.

Membership Director: Jim Birnbaum was not at the meeting. He will report on membership at the July meeting.

Warrenton Airpark Owner: Tom Richards said he has been working at his other (not at Airpark) job lately, but his helpers are keeping the grass cut. One of the men helping him was found dead. Tom said he was staying in a small trailer at the Airpark and working on electrical and plumbing repairs. He had health and medical problems, but the cause of death is still under investigation. The DC Skydiving outfit has their big turboprop jump aircraft back and in full operation, so look out for all the parachutes.

Old Business

None

New Business

None

MONTHLY PROGRAM

None

Adjourn

President, Steve Beste adjourned the meeting at 11:55 AM.

Cook Out

A tasty classic outdoor lunch was prepared by **Allen Whatley**.

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
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.

Owner/Builder of Fisher Celebrity (biplane)

Looking for a Co-Owner

All wood construction, Grove one-piece spring-aluminum main gear

Powered by Rotec R2800, 7-cylinder radial engine, 100 horsepower

A tandem 2-place open cockpit biplane, cruises ~80 MPH

Qualifies as light sport

Construction site & hangar, Warrenton Airpark (7VG0)

Project is ~80% complete

Project includes Grove Gear, Rotec R2800, Instruments, Flying Wires and all other major components. Total value ~\$35,000

A current co-owner is offering his half of this beautiful project
(Entire aircraft sale – may be considered)

Call for additional info or to make an appointment to see this beautiful Taildragger!

Gil Coshland - (703) 618-3422

Asking \$17,500 for his co-ownership

Jim T. Hill - (703) 659-8336 (Co-owner)

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 Birnbaum
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

Director At Large: Pete Bastien 703-568-5778

Director At Large: Lucy Ooi 585-410-5573

Director At Large: Vacant

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 member support in varying amounts. Please indi-

cate 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 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