



Volume 19 – 07

[www.FlyingClub1.org](http://www.FlyingClub1.org)

July 2019



## The Privileged View

Steve Beste, President

**After four tries, a Poker Run.** June brought us four straight windy Saturdays. But not just windy – days that were forecast to be flyable but then on Friday turned out not to be. So mother nature jerked us around a lot. But she rewards the persistent. Sunday, June 23<sup>rd</sup> brought perfect weather. Five people showed up with four aircraft, and Jim Birnbaum came over to the Airpark to cook us all lunch. Thank you, Jim!

Boots Lenn, now 92, came out to greet us at Lenn Bros., along with several nieces and nephews. He and his brothers have been hosting us for literally decades. I got the impression that our arrival was the highlight of his day, so it was a sweet day all around.



*Kurt Mohr, Sean Roe, Lucy Ooi, Allen Whatley, Boots Lenn, Steve Beste*



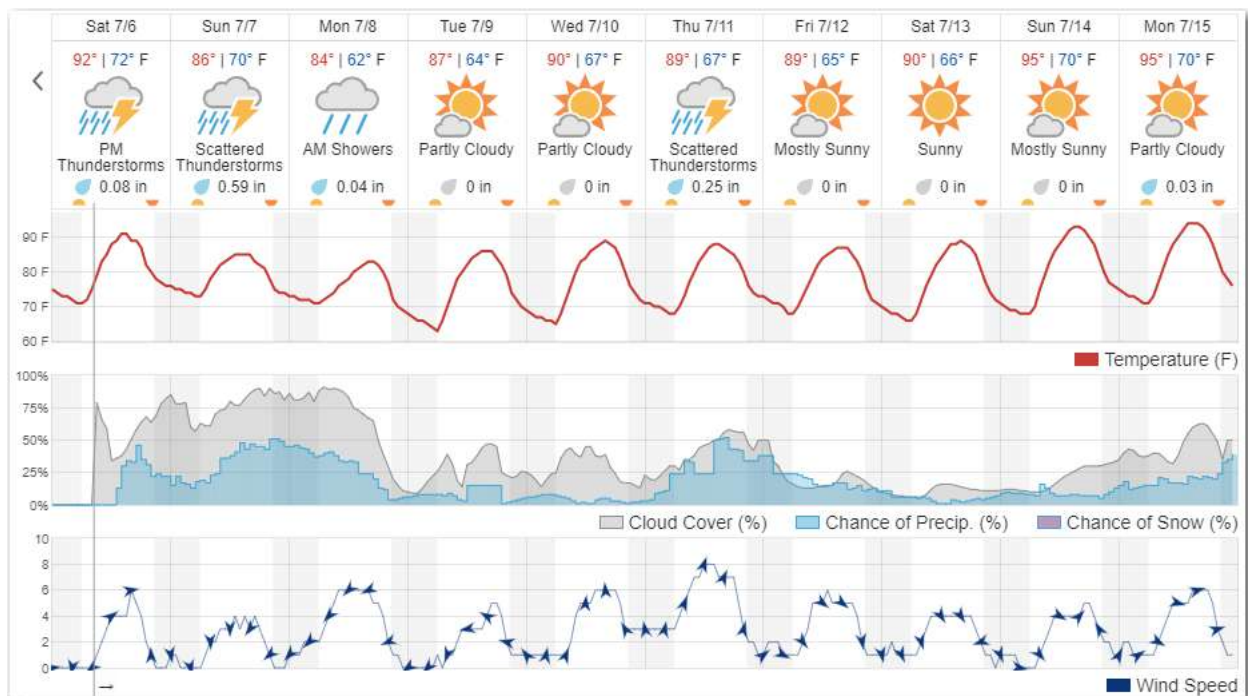
*Sean Roe arriving at Lenn Bros.*



*Sig ignores all the cool aircraft*

This was the first Poker Run for Kurt Mohr and Sean Roe, and their introduction to grass airfields. They like them, sensible people that they are.

**Windy.com.** All those Poker Run postponements underscored how dependent we light flyers are on the wind – and on wind forecasts. I usually use Wunderground's [10-day forecast](#):



Don't believe the wind forecast ten days out, but next day is pretty good. Mainly, this display gives the big picture for the week ahead plus specifics about tomorrow.

But it covers only one location. What's missing from this forecast is a map. If I'm flying from here to there, I want to see the overall wind pattern and how that is forecast to change over time. And while you're at it, could I see that for winds aloft, too? Thus, I want to see these five variables:

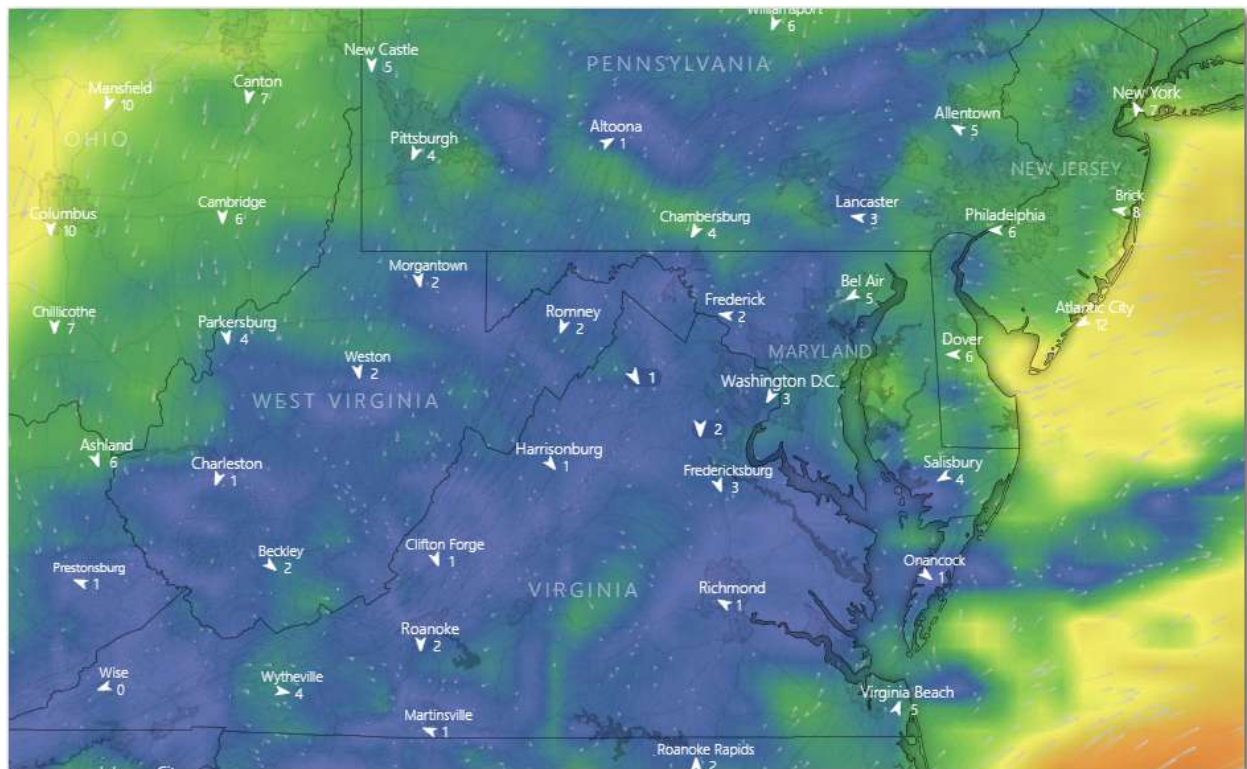
- Time
- Locations displayed on a map
- Wind speed



- Wind direction
- Altitude

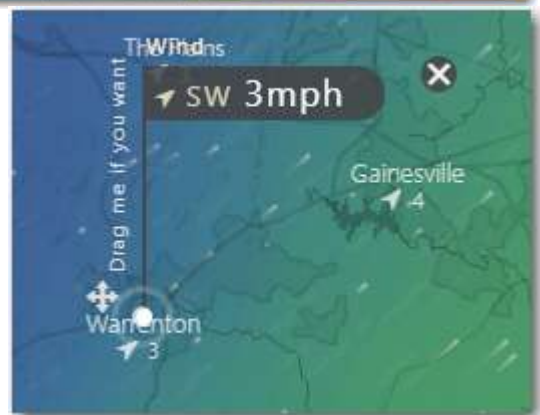
That's not easy on a 2-dimensional computer screen. But [Windy.com](https://www.windy.com) has done it, and done it elegantly.

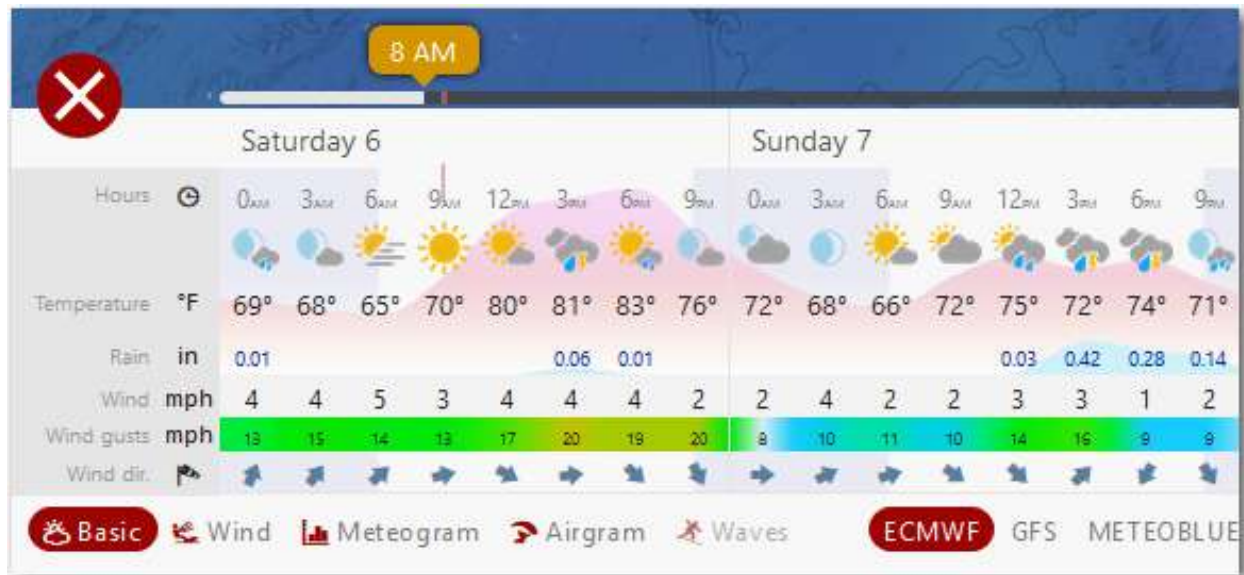
Here, for example, is a wind forecast for Virginia. The colors tell the forecast wind speed. Our patch looks to be calm. It'll be windy offshore, which is usually the case.



The wind direction is shown by moving streamers, which you can glimpse at right. It's an elegant way of showing wind direction.

To move forward in time, just drag the slider above the tabular area at the bottom.





The default display shows surface winds. If you want winds aloft, just move the slider shown at the right. When you do, the entire map shifts to a different altitude in the atmosphere. Choices are:

- FL450
- A bunch of lower flight levels
- 5,000'
- 3,000'
- 2,500'
- 2,000'
- 330'
- Surface



This gives you *much* better resolution than NOAA's aviation weather forecast, which lists only Richmond and Westminster for locations and only 3,000' and 6,000' for altitude.

Lastly, the configurability of the site is truly amazing. To my delight, they let you tweak the color ramp. Windy divides wind speed into 20 bands and assigns a color to each. But I don't need to distinguish the 60mph winds from the 80mph. I care about the edge between 7mph and 11mph because I'll fly at 7 and not at 11. As you see below at left, the default color ramp doesn't highlight that 7/11 edge.



*Windy's default color ramp (left) and my adjusted ramp (right)*

Therefore, I tweaked the color ramp so that the 7/11 edge is clear. I fly in the blue and the green, not in the yellow.

Well, this is all very nice, but how accurate are these wind forecasts for Northern Virginia? Absent accuracy, it's all useless. The best I can say about that is that I'm running some tests comparing Windy's forecasts with actual wind speeds in Warrenton and Front Royal. I'll let you know what I find.

Fly safely,

Steve

## An Introduction to Weather Models

Windy.com shows forecasts from four different weather models, though the display defaults to the authors' favorite, the ECMWF model from Europe. Here in Northern Virginia, it may turn out that the forecast based on the METEOBLUE model (which is what Wunderground uses, I believe) is better. Or perhaps the GFS model used by USAirnet is best. I'm running some tests this month. Here's the short take about weather models from the Windy.com website.

- **ECMWF.** Very accurate model provided by the European Centre for Medium-Range Weather Forecasts. Clear winner compared to other forecast models. Since the model is commercial, only a few companies in the world offer it.
- **GFS.** Basic free model provided by the National Oceanic and Atmospheric Administration with not so good resolution. Compared to other models, GFS can fail in mountain areas, and by forecasting clouds and precipitation. Since the model is free, the majority of weather applications use GFS.
- **METEOBLUE.** Ensemble of multiple global and local forecast models using artificial intelligence. Developed by a Swiss company, Meteoblue beats other models in temperatures and wind. Excels especially in Alpine areas.
- **NAM.** Regional mesoscale model run by NCEP [National Centers for Environmental Prediction]. Provides better resolution than global models.



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

Date	Event Description	Location	Distance from 7VG0
Sat-Sun, Jul 13-14 / 8AM-4PM	Wings and Wheels Extravaganza	Grimes Airport (8N1)	130 NM
Sat, Jul 13 / 10AM-4PM	Wings and Wheels! A Car, Truck, Tractor and Motorcycle Show and Air Show	Ingalls Field Airport (KHSP)	105 NM
Sat, Jul 13 / 8-10:30AM	EAA 518 Fly-in Drive-in Breakfast	Mifflin County Airport (KRVL)	121 NM
Sat, Jul 13	Powered Paraglider Rally (see <a href="#">website</a> for details)	Keller Brothers Airport (08N)	126 NM
Tue, Jul 16 / 5-9PM	Fly-in/Drive-in Pot Luck Dinner	Falwell Airport (W24)	93 NM
Sat, Jul 20 / 11AM-12PM	EAA Chapter 1563 Monthly Meeting	Gordonsville Municipal Airport (KGVE)	35 NM
Sat, Jul 20 / 11:30AM-3:30PM	Beaver Dam Airpark 19th Annual Fly-In	Beaver Dam Airpark (VA33)	103 NM
Sat, Jul 27 / 8:30-10AM	Monthly Fly-in Breakfast	Chase City Municipal Airport (KCXE)	117 NM
Sat, Jul 27 / 8-10:30AM	EAA Chapter 339 and Commemorative Air Force Old Dominion Squadron Fly-in pancake breakfast	Hampton Roads Executive Airport (KPVG)	129 NM
Sun, Jul 28 / 8AM-12PM	EAA Chapter 426 Fly-in Drive-in Breakfast and Young Eagles Rides	Greater Cumberland Regional Airport (KCBE)	73 NM
Sat, Aug 3 / 7AM-12PM	SFQ Fly-In Social	Suffolk Executive Airport (KSFQ)	131 NM



## Missing Man Formation *for Connie Miller*

Chuck Tippet and friends flew a missing man formation at the interment of Conrad Miller on July 1<sup>st</sup>. Connie Miller built the Fox Acres airport (15VA) where so many of us have landed over the years. The May 2017 newsletter has a [profile of his life](#). At the interment, Chuck Tippet led a flight of five Stearmans over the gravesite. At the right moment, one departed the formation.



*Justin Currier, Mike Shankle, Chuck Tippet, John Weyrich, and Mike Tercel*

Chuck writes: I was the flight lead with John Weyrich on my left wing (my wife's cousin; I taught him to fly his Stearman). Mike Shankle on my right wing (he lives down in Berryvale). Justin Currier on his right, and the Orange Stearman was Mike Tercel (Flying Circus President and he also lives down in Berryvale).

John King was on the ground telling them when to come over. He said that it started out as just three planes, but other people wanted to be part of it for Connie.

As for the airfield, Connie's widow Joan has no particular interest in flying. But Bruce Casner does. Bruce was one of Connie's flying buddies. More, Connie called him "the son I never had". (He had three daughters.) Bruce keeps an Aeronca Champ at Fox Acres and does the mowing. He says that the Champ is there for the grandchildren, so the field will be there for the indefinite future.



## Innovations in Flight Day at the Udvar-Hazy

*By Steve Beste*

Two Flying Club 1 members showed the flag – literally – at the Innovations in Flight Day at the Udvar-Hazy Museum. Kurt Mohr made this flag, and he and Frank Noe had their gyroplanes on display.



*Flying Club 1 Flag, gift of Kurt Mohr*



*Kurt Mohr, his Magni gyro, and a future pilot*



*Frank Noe and his Autogyro*

Also there was Joe Bender who flies with the Flying Circus and farms – among other places – Pleasantdale, an airfield on the Poker Run.



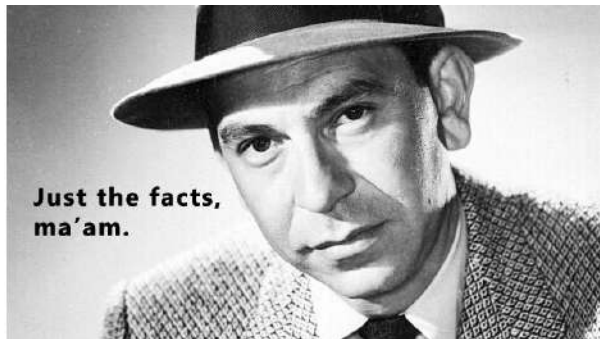
*Joe Bender*

# How to Talk Like a Pilot: The Basic Elements of Aviation Communication

*By Jennifer Caron, FAA Safety Briefing*

*The following article is reprinted from the FAA Safety Briefing publication. I know many of us fly aircraft without radios, but I figured a communications brush-up can't hurt, especially if we decide to fly to busier and perhaps even towered fields. It is also worth noting that Sarah Patten, who is quoted in the article, flies out of Warrenton-Fauquier County (KHWY). Additional articles can be found online from the FAA Safety Briefing website ([https://www.faa.gov/news/safety\\_briefing](https://www.faa.gov/news/safety_briefing))*

Have you ever seen the 1960s television series Dragnet with Sgt. Joe Friday? He was that no-nonsense kind of detective who did everything by the books. A “just the facts” gumshoe, Joe Friday took his job seriously, and was always professional and precise.



Sgt. Joe was no gabby blabbermouth who talked a lot just to hear himself speak. No, sir! He spoke in concise, fact-based, monotone dialogues:

“This is the city: Los Angeles, California. I work here. I’m a cop.”

Even if you’ve never seen the show, you already know where it takes place, who Sgt. Joe is, and

what he does—in just four short phrases. It’s clear, concise, and to the point. He gave you “just the facts, ma’am.” That’s all the information you need for situational awareness.

Let’s take this cue from Sgt. Friday as we consider the basic elements of aviation communication.

## *Be concise, but be precise*

Brevity is important in “aviation-speak,” but precision and understanding is key. Your radio transmissions should be as concise as possible while still ensuring that the controller understands what you want to do. Equally important is for you, the pilot, to understand exactly what ATC wants you to do. This principle also applies to non-towered airfields. Radio calls to the Unicom frequency should be as brief as possible to shorten your time on air, but they must also be accurate to help you and other pilots see and avoid. Here are a few tips:

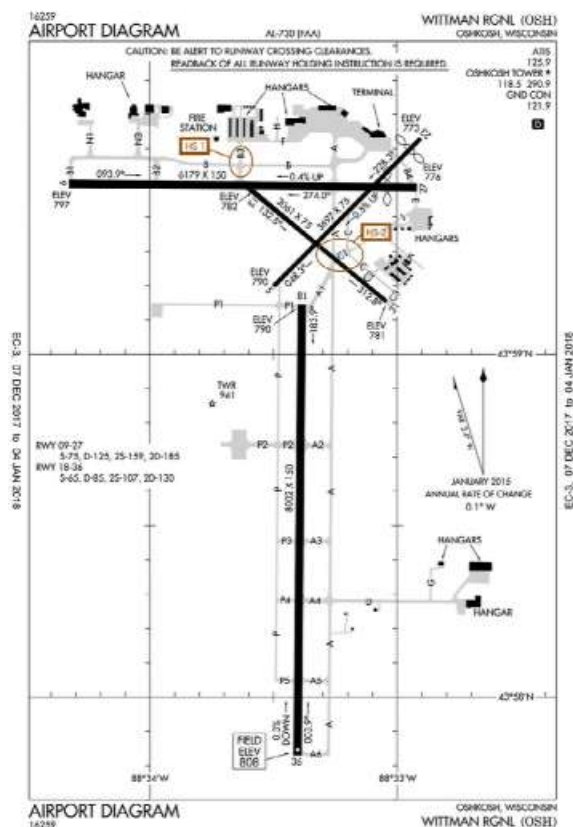
**Write everything down.** Get into the habit of writing down ATIS information, taxi instructions, and ATC clearances. This is especially helpful for instructions that are complex. Write down basically everything you’ll need to read back to the controller.



With your notes in front of you, you can speak clearly, confidently, and without pauses (“ums and ahs”) or hesitation. Your notes will also allow you to cut out excess verbiage and shorten up your readbacks to just the facts. “Runway 25” can shorten to “25,” for example.

At non-towered fields, many pilots will use the jargon, “taking the active,” when they’re about to move onto the runway. It may sound cool, but it’s not. Non-towered fields do not have an “active” runway and, more importantly, such transmissions convey no useful information. Transmit “departing 27” instead so your fellow aviators will know which runway is in use.

**Use your call sign.** Every time you transmit, identify your aircraft by its call sign – which is your aircraft’s type, model or manufacturer’s name, followed by the digits/letters of the FAA registration number, aka tail number. Call sign aircraft identification is a mandatory requirement by the FCC (the body that governs radio communications). That said, you can certainly add concise information about color or paint scheme in busy, non-towered airspace (or, as requested, at events like air shows) to help other pilots spot you quickly.



Once you have established two-way radio communication, it's common for ATC to abbreviate call signs on subsequent communications by using just the aircraft prefix and the last three digits/letters of its registration. Once the controller has used such abbreviations, you can follow suit.

### *Aim for Professionalism*

Take all your radio calls seriously. You are a certified, professional pilot, and just like Sgt. Friday, you should take a no-nonsense, disciplined approach to your transmissions. Always strive to use standard phraseology.

Manage the mic. Make sure it's not stuck in the transmit position. Do not transmit just to transmit. For heaven's sake, please do not use the frequency for personal conversations.

For non-towered airfields, take into account that a Common Traffic Advisory Frequency (CTAF) may be shared by several airfields. Always begin and end your transmissions with the airport name. Self-announced radio calls or Unicom requests are intended to enhance situational awareness.

"It drives me nuts when pilots say 'any traffic in the area, please advise,'" says Sarah Patten, Air Traffic Control Specialist at FAA Potomac TRACON. "It's my biggest pet peeve." She adds that "by asking any traffic in the area to advise, they're inviting every plane to key up at the same time, resulting in an indecipherable squeal, and they're also not accounting for any aircraft in the area that may not have a radio. The airport I fly out of, for example, has quite a few of these," Patten explains.

"A better option for pilots might be to use a second com radio to monitor the CTAF," suggests Patten, "and to recognize that it's always important to scan for traffic no matter where you're flying." Patten adds that it is important to monitor the CTAF in the vicinity of airports. "By assuming that everyone in the area is talking on the radio, it's easy to get complacent with traffic scanning, which can lead to some nasty surprises," cautions Patten.

Lastly, don't announce your every position or action, only the ones that prevent conflicts in flight, the traffic pattern, or during taxi. Some airports, especially ones that share a congested frequency, desperately need pilot discretion when making radio calls. Keep in mind that all communication frequencies are typically a party line, and only one person can talk at any one time.

Remember – effective pilot/controller communications are key to safe operations.

Here are a few resources you can use to improve your radio technique.



### ***1. Learn the Lingo.***

Pilots will find the Pilot/Controller Glossary very helpful in learning what certain words or phrases mean. Good phraseology is concise, it's accurate, and it's the mark of a professional pilot. Jargon, chatter, gabiness, and slang have no place in proper, professional ATC communications. All pilots can benefit from reviewing the P/C Glossary from time to time to sharpen up phraseology and technique. You'll find a copy of the Glossary here: [go.usa.gov/xn43f](https://www.go.usa.gov/xn43f) (PDF download).

If your aircraft is hibernating for the winter or if you haven't flown in a while, stay sharp by listening to [liveatc.net](https://liveatc.net), the live feed of ATC communications. It's a great way to listen to the way controllers speak, keep up on the lingo, and pick up a few phrases you didn't know as you wait for spring.

### ***2. Review the AIM.***

The FAA Aeronautical Information Manual (AIM) is your one stop, back to basics guide for flight information and ATC procedures. You'll want to check out Chapter 4 on Air Traffic Control and section 2 of that chapter on radio communications, phraseology, and technique. The AIM was recently updated last year. Visit [faa.gov/air-traffic/publications](https://www.faa.gov/air-traffic/publications) to make sure you have the most up to date version.



### ***3. Listen Before You Transmit.***

Many times you can get all the information you need on the active runway just by listening to ATIS. Likewise, when you're switching frequencies, stop, listen, and make sure it's clear you're on the right frequency before you start transmitting. You also want to avoid "stepping on" another pilot who is already transmitting when you join the frequency.

"Pilots should listen not only to hear if someone is talking before they key up, but they should also listen to what is being said," advises Patten. "I can't tell you how many times I've issued an instruction to a plane, only to have someone else immediately check in before the first plane can read back the instructions. That makes it harder for me to verify that the first plane received my instruction, and frequently creates more work for both the pilot and the controller," says Patten.

Likewise, if you're instructed to monitor a frequency, do just that and listen only. The controller will initiate contact as needed.

A good practice when you have a non-urgent request is to let ATC know by transmitting your call sign with the word "request." The controller will acknowledge and let you know when he or she has the opportunity to listen.

### ***Be Courteous and Keep it Classy***

Effective communication is the critical link between pilots and controllers in the air traffic control system. Always be factual, accurate, brief, professional, polished, and courteous in all your radio transmissions. These are the basic elements of proper aviation communication and are the keys to ensuring a strong bond between you and the controller. Practicing and perfecting these basics will not only enhance safety for you, but for all users in the airspace system.

Additional Resources:

- [Aeronautical Information Manual's Pilot/Controller Glossary](#)
- [FAA Safety Team \(FAASTeam\) Radio Communications Phraseology and Techniques](#)
- [Aeronautical Information Manual](#)

## Meeting Minutes

**June 2019**

### **Flying Club One Meeting**

Saturday, June 15, 2019

Warrenton Airpark

Warrenton, VA

**Selling 50/50 tickets before meeting**

### **Call to Order**

*President* **Steve Beste** was not at meeting, so *Treasurer*, **Jim Birnbaum** called a short meeting to order at 11:15 AM.

18 members present.

### **Visitors, New Members and Old Members**

**Hugo Santora** lives in Alexandria, VA and is interested in Ultralights. He started to fly many years ago and even had a Mooney at one time. Many of the members said that all the windy and unpredictable weather we have experienced this spring and so far this summer is really cutting into their flying time.

### **REGULAR REPORTS**

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

*Treasurer*: **Jim Birnbaum** reported that the May income was \$146.00, expenses were \$62.74 and checkbook balance is \$2677.24.

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

*Membership Director*: **Jim Birnbaum** reported that membership is now 48 (paid up). As a reminder: paid up members for this year are listed on the roster with (2019) after their name.

*Warrenton Airpark Owner*: **Tom Richards** reported that his big tractor is up and running now with the best parts of two oldies. He bought a used tractor, took the engine out and put it in the old one. He said the hay fields alongside the runways are high and he will have farmers coming in to cut and rotor-bale them, so look out for the bales!

### **Old Business**

None

### **New Business**

None

### **50-50 Drawing**

Winner **Hugo Santor** donated half of his winnings to the Club.

### **Adjourn**

*Treasurer* **Jim Birnbaum** adjourned the meeting at 11:35 AM.

### **Cook Out**

A tasty pasta lunch was served by *Al Rosario*.

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
- **Aircraft instructor - light sport and seaplane:** Chuck Tippet, 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
- **Gyroplane Instructor:** Frank Noe, [frankcanfly@yahoo.com](mailto:frankcanfly@yahoo.com)



## 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 2019 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

Date	Activity	Location
Sat, July 13th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	<a href="#">Airpark</a>
Sat, August 10th, 11 am	Memorial table, monthly meeting, fly-in and cookout at Warrenton Airpark	<a href="#">Airpark</a>
Sat, September 14th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	<a href="#">Airpark</a>
Sat, October 12th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	<a href="#">Airpark</a>
Sat, Oct/Nov TBD	Club 1 Color Run Fly-out	<a href="#">Airpark</a>
Sat, November 9th, 11 am	Conversation, club business meeting and program	<a href="#">Centreville Regional Library</a>
Sat, December 7th, 5 pm - 8 pm	Monthly meeting and Holiday Party	<a href="#">Airpark Club House</a>

## 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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**'46 Taylorcraft for ½ interest sale. LIGHT SPORT.** TT airframe 1225 hr. Good fabric and clear glass. 12 gal main and two 6 gal wing tanks. Cruise at 95 burning 4 gph. Sensenich wood prop balanced with 350 hr. 65 hp Continental with 587 hr. Rebuilt Mags and new harness with less than 75 hr. Fresh annual and all ADs complied with. Hangared at Warrenton Airpark. \$7,000 for ½ interest or \$14,000 for all. Contact Bill Sullivan at 540-422-9175 or [wpsullivan99@gmail.com](mailto:wpsullivan99@gmail.com)

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### **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)

## 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.

### 2019 CLUB OFFICERS AND DIRECTORS

President: Steve Beste 703-321-9110

Vice President: Allen Whatley 571-235-6978

Secretary: Jim Heidish 703-524-5265

Treasurer: Jim Birnbaum 703-361-7478

Director At Large: Pete Bastien 703-568-5778

Director At Large: Tim Loehrke 703-318-7896

Director At Large: Lucy Ooi 585-410-5573

### 2019 CLUB VOLUNTEER STAFF

Safety & Training: Tom Richards 703-568-3607

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-*

*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.

**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)**