



Volume 20 – 02

www.FlyingClub1.org

February 2020



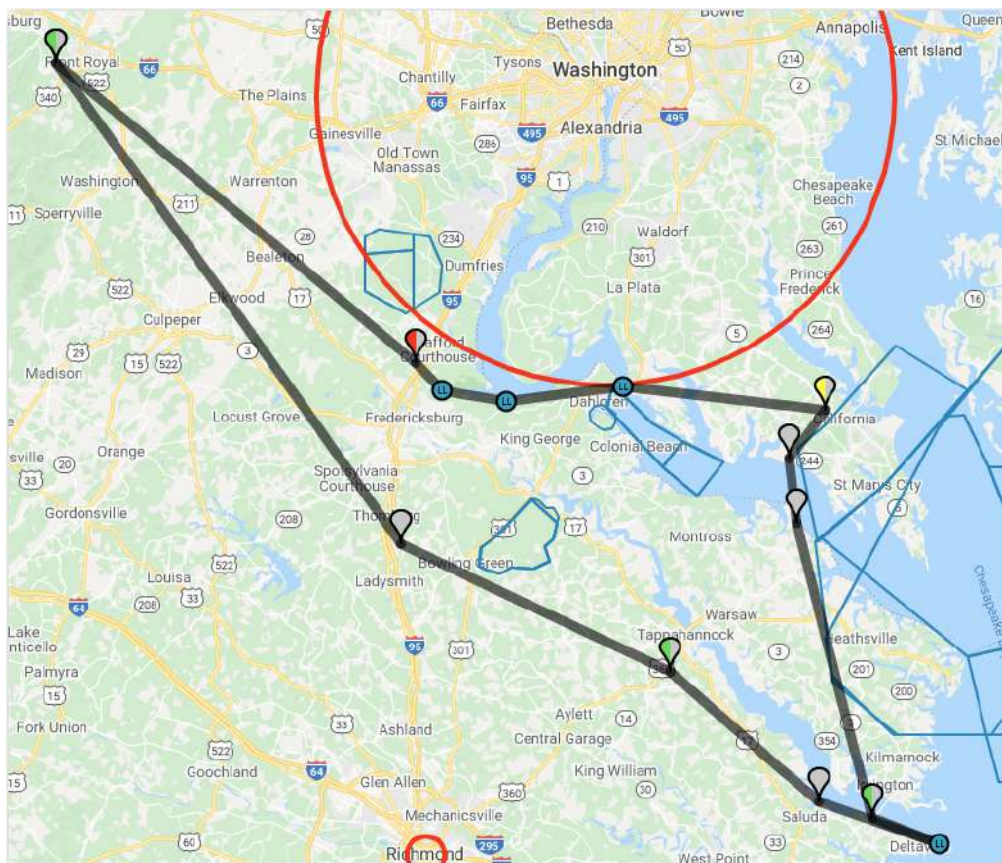
The Privileged View

Steve Beste, President

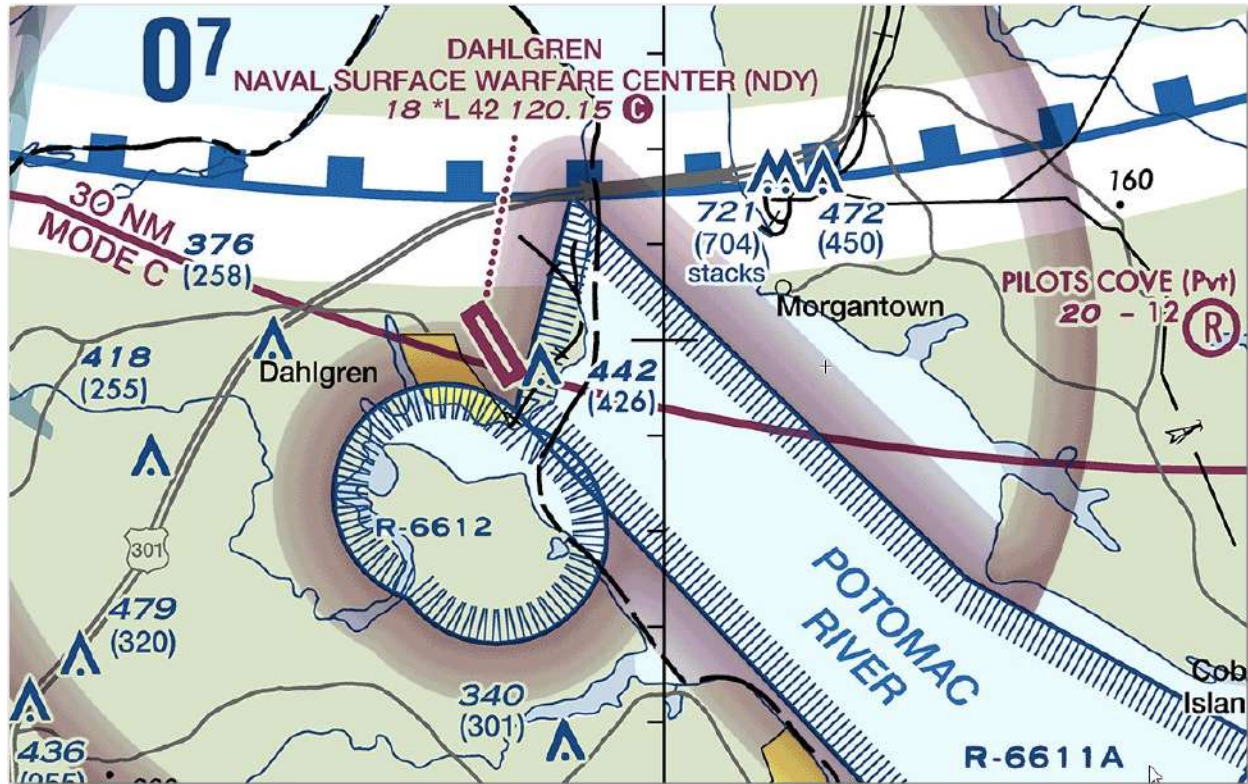
Threading the needle. I've never flown in a restricted area before, but I got my chance last month. The whole experience was not what I expected.

Remember that warm Wednesday last month when it reached almost 70°? I leapt at the chance to make the day trip you see below. Start in Front Royal, visit a friend at St. Mary's in Maryland (the yellow pin on the map below). Then south to Hummel for lunch and some aerial pictures of another friend's house in Deltaville. Then home.

Just one problem: that tight spot between Dahlgren and the SFRA. I don't have a transponder, so I can't fly inside that red circle. But I also wasn't going to fly through the Dahlgren restricted area without permission. Dahlgren is a firing range where the Navy tests its guns. How could I get past Dahlgren?



Looking closely at the Sectional, it looks like the northern tip of restricted area R-6611A does indeed reach all the way to the SFRA. I was going to need permission to fly through the restricted area. But hey, I'm just talking about that little tippy tip near the 301 bridge. Surely they're not going to be shooting cannons there, right? Maybe they'll let me through. It was time to ask.

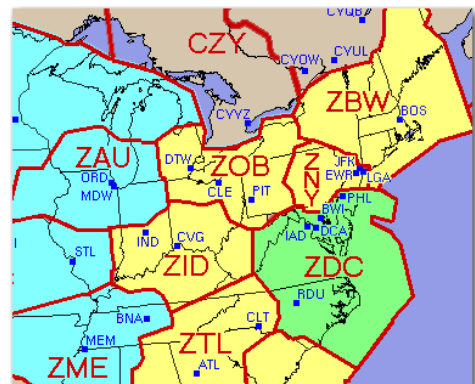


Who you gonna call? The chart legend told me to call “Washington Center”.

R-6611 A	TO 40,000	0800-1700 MON-FRI †48 HRS IN ADVANCE	WASHINGTON CNTR
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Mind you, I had only a vague idea of who “Washington Center” was. I fly a trike. I don’t fly very far. I have no transponder. I’ve never filed a flight plan. Most flights, I don’t talk to anybody on the radio except local traffic at uncontrolled airports. But OK! Let’s do this. 48 hours in advance, as requested.

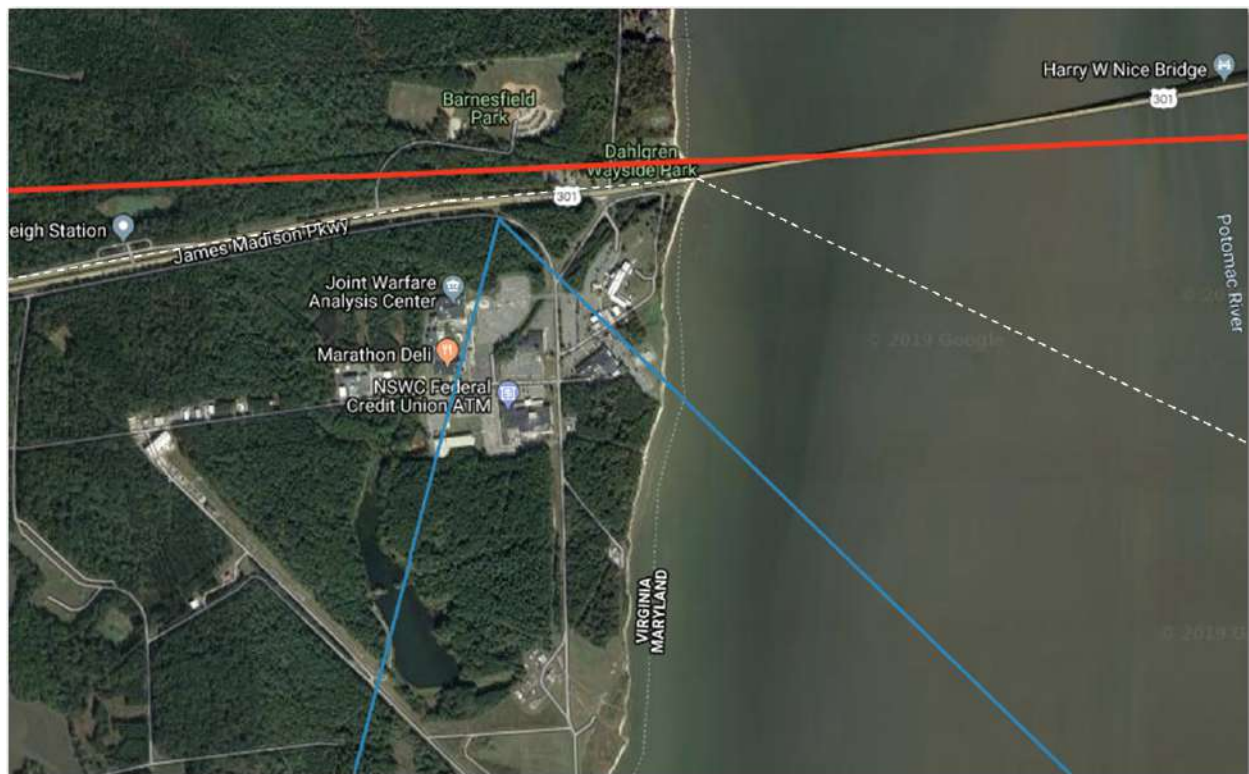
- The chart doesn't give a phone number, but Google supplied it: 703-771-3470.
- Washington Center turns out to be the “Washington Air Route Traffic Control Center”, the FAA outfit that controls IFR aircraft between airports. Their patch is the green area labeled ZDC here.
- The lady who answered the phone talked *fast*. I immediately realized that I was in controllerland, and that crisp, polite talk was the order of the day. I stepped up my game as best I could. I asked for permission to transit R-611A west to east on Wednesday, January 15 between 10 and 11am at 2,000 feet.



- *She* didn't know about restricted areas, but I should call this other number.
- They kind of knew about restricted areas, but I should call this other number.
- About four numbers later, I got to the range safety people at Dahlgren. Their phone number is 540-653-8791. If I go that way again, I will call them directly.

I spoke with Mike White who is a (the?) scheduler for the range. He couldn't have been nicer or more generous. Yes, Wednesday would be a live-fire day, but he offered to watch for me then and shut down the range as I went through. That was extraordinarily accommodating, though I got the impression that it was contingent on it being a one-time, one-way transit. I gave him my contact information and agreed to call him on Wednesday before departure.

Searching still for the Northwest Passage. I couldn't leave it alone. Does R-6611A really extend all the way to the SFRA? Yes, the Sectional shows that, but isn't there a more detailed map? There is. [iFlightPlanner](#) lets you toggle between Sectional view and satellite view. When I zoomed in on the satellite view, I saw my gap! I'll fly up route 301 until I reach the shoreline, then off east. Just to be sure, I checked the [FAA's list of restricted areas](#). That tip of R-661A is at 38°21'30"N, 77°01'14"W, just where you see it below. The gap is 120 yards wide, well-marked by the highway. Thus, strictly speaking, I don't need to contact Dahlgren at all. But that would not be a good idea...



Come the day. Oh, no! Wednesday morning arrived with fog from Front Royal to St. Mary's to Hummel – everything socked in solid. Mike White called me to ask I were still coming. Yes, if the fog lifts in time.

I told him about the gap, and he said:

1. Dahlgren will nonetheless close the range when I fly through. Just to be safe.
2. Would I telephone just before departure with an ETA? Of course.
3. And when I get to Dahlgren, please contact them on 120.15, which is the frequency for the Dahlgren airport. (Don't bother with Washington Center.)

Of course, I said I would. And I advise you to do likewise if you plan to fly through that gap. I used to be in the Army artillery. You want to stay away from cannon fire.

How it ended. I wrote last May about a day flight I made on the Eastern Shore. A trip I thought would take 4 hours ended up taking 8½. After that debacle, I applied myself to improving my estimates. I'm now pretty good, as proven by those flights I made to Southside airports in October and November. For legs of an hour or so, I really do make only 53mph, all things considered. I built a spreadsheet that calculates everything – wind speed, fuel burn, layover time, the works.

Hummel																		
Course		Wind		From	KFRR			No-										
Distance	Dir	Dir	Speed			GS		Wind	Wind	Ground				Gas		Daily		
(nm)	(true)	(true)	(kts)	To	Destination	(kt)	Leave	ETE	ETE	Arrive	Time	Leave		Start	End	Start	End	Dur'n
48.7	130	250	6	KRMN	Stafford	49	9:00	1:03	0:59	9:59	0:15	10:14		13.0	10.8			
4.0	137	265	8	--	Fred 2	50	10:14	0:05	0:04	10:19	0:00	10:19		10.8	10.6			
6.8	100	265	8	--	Fairview Beach	54	10:19	0:08	0:07	10:26	0:00	10:26		10.6	10.4			
11.5	081	265	8	--	301 Bridge	54	10:26	0:15	0:12	10:39	0:00	10:39		10.4	9.9			
19.7	113	270	12	MD45	Hamp	57	10:39	0:25	0:20	11:00	0:00	11:00		9.9	9.1			
6.7	174	270	12	VA23	Sanford	46	11:00	0:08	0:08	11:09	0:10	11:19		9.1	8.8			
32.0	166	290	7	W75	Hummel	50	11:19	0:41	0:38	11:57	0:45	12:42 L		8.8	7.4			
7.5	111	220	6	--	Karen's	48	12:42	0:09	0:09	12:52	0:05	12:57		7.4	7.1			
13.4	289	220	6	2VA5	Rosegill	44	12:57	0:17	0:18	13:15	0:00	13:15		7.1	6.4			
20.8	311	220	6	KXSA	Tappahannock	46	13:15	0:27	0:27	13:42	0:30	14:12 G		6.4	5.4			
31.1	296	180	10	20VA	Woodford	49	14:12	0:40	0:38	14:50	0:10	15:00		14.0	12.6			
61.7	325	190	23	KFRR	Front Royal	59	15:00	1:20	1:02	16:03				12.6	10.3	9:00	16:03	7:03
263.9						51		5:44	5:08		1:55							

The upshot is that I knew quite precisely that this flight would take 7 hours. Sunset would be at 5:12pm. So as 10:00 came and went with the fog still thick, I knew it was over. Three cheers for good planning, as I would hate to be caught miles from home at sunset. I called the Dahlgren folks to cancel, then Linda to tell her the same news. Forty minutes later, the fog cleared. (Only 40 minutes! I was that close to making the trip!) I flew over to Sky Bryce for a fine consolation lunch.

Fly safely,

Steve





Just showing up is 80% of success. Pre-flighted and ready to go the minute the fog lifts. The weak winter sun takes a long time to burn off fog.



Off to Sky Bryce, not Hummel. Looking west toward Signal Knob from Front Royal.

R-6611A Dahlgren Complex, VA Boundaries. Beginning at lat. 38°21'30"N., long. 77°01'14"W.; to lat. 38°17'30"N., long. 76°55'59"W.; to lat. 38°15'45"N., long. 76°51'59"W.; to lat. 38°13'00"N., long. 76°54'34"W.; to lat. 38°19'15"N., long. 77°01'59"W.; to the point of beginning.

FAA Order JO 7400.8S, dated February 16, 2010. Special Use Airspace.

38°21'30"N, 77°01'14"W
38°17'30"N, 76°55'59"W
38°15'45"N, 76°51'59"W
38°13'00"N, 76°54'34"W
38°19'15"N, 77°01'59"W
to the point of beginning.

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, Feb 8 / 9AM-3PM	Rusty Pilots Seminar and WINGS Presentation	St. Mary's County Regional Airport (2W6)	62 NM
Sat, Feb 8 / 8-10:30AM	EAA 518 Fly-in Drive-in Breakfast	Mifflin County Airport (KRVL)	121 NM
Sat, Feb 15 / 12-2PM	FAA WINGS Seminar: Aircraft Transition Training!	Orange County Airport (KOMH)	27 NM
Sat, Feb 22 / 8-10:30AM	EAA Chapter 339 and Forgotten Heroes Foundation Fly-in pancake breakfast	Hampton Roads Executive Airport (KPVG)	129 NM
Sat, Mar 7 / 7AM-12PM	SFQ Fly-In Social	Suffolk Executive Airport (KSFQ)	131 NM

New Sport Pilot

Congratulations to JJ Campbell, new Sport Pilot! On January 21, JJ passed his checkride on the first try despite having some crosswinds to contend with. He credits his training location at Bay Bridge with giving him plenty of crosswind practice which allowed him to overcome the challenge during his checkride.



Mastering Crosswinds

By Thomas P. Turner, Master CFI, CFII, MEI, Mastery Flight Training, Inc.

Reprinted with permission. Originally published by [Avemco](https://www.avemco.com/news-events/pirep-blog/mastering-crosswinds) in the PIREP Blog, October 2018. See <https://www.avemco.com/news-events/pirep-blog/mastering-crosswinds>.

If you want to get good at crosswinds, get your tailwheel endorsement. At least that's what everyone says. Yet, although tricycle gear airplanes have far too many Loss of Directional Control on the Runway – LODC-R – crashes, proportionately tailwheel types have even more—simply being a tailwheel pilot is not the solution to crosswind control. No matter what you fly, let's reconsider what it takes to master crosswind landings.

Know the wind.

Most tablet-based flight planning software will tell you the crosswind component when you look at runway information. If you don't use this kind of software, or your tablet can't access updated surface wind information in flight, you can estimate using a technique I call **the one-third, two-thirds, 100% rule**. If the difference between runway heading and the surface wind is within 30 degrees, assume the crosswind component to be 1/3rd of the reported wind speed. If the difference is between 30 and 45 degrees, estimate the crosswind to be 2/3rd the wind speed. If the difference between runway heading and wind direction is more than 45 degrees, assume the crosswind component to be equal to the reported wind speed. This technique sometimes overestimates the crosswind component, but it is an easy way to prepare for the worst—or decide to use a different runway.

You must also anticipate how the winds will affect your airplane. Don't say "I have a seven-knot crosswind," think about it like this: I have a seven-knot crosswind from the left. That is roughly half the maximum demonstrated crosswind for this airplane, and close to the most crosswind I've flown in the last month. Because of my airplane's left-turning tendencies, the crosswind from the left will have a greater effect than if it was from the right, so I'll have to apply more control input to counter it.

Pilot training emphasizes computing the crosswind component for takeoff, but many instructors do not stress computing the crosswind component for landing as well. Yet far more LODC-R events happen during landing. Evaluate the crosswind before entering the pattern. Brief the crosswind aspect of the landing—and if the crosswind component is near or beyond your limits use a different runway with less of a crosswind component, if one is available, or divert to an airport with more favorable winds.

To counter the crosswind, you must know the wind and what it will do to your airplane—for takeoff and for landing.

Use the controls.

Knowing the strength and direction of crosswinds is only good if you apply the controls correctly to compensate for those winds. Two techniques will help you master crosswinds:

Taxi controls: You probably remember the control inputs for taxiing in winds– “climb into the wind, dive away from the wind.” This mnemonic helps you visualize that, when taxiing into a crosswind, you should have the stick back and the aileron control deflected toward the direction of the wind...as if you are climbing into the wind. This helps keep the upwind wing down and the wheels firmly on the ground.

Taking off is the process of taxiing faster and faster until you are flying, and landing is the process of slowing from landing speed through fast taxi to normal taxing speed. In a crosswind takeoff, begin “climbing into the wind” with the aileron fully deflected, gradually reducing control deflection as the airplane accelerates and airflow makes the controls more effective. In a crosswind landing, begin with the control deflection necessary for crosswind control at touchdown, and gradually increase those inputs as the airplane decelerates and the controls lose effectiveness at slower speed.

Falling leaf: The airplane’s rudder is the primary control for maintaining direction during the takeoff and landing rolls. A maneuver some instructors use to make rudder your instinctive correction response is called the “falling leaf.” A falling leaf is a sustained power-off stall. If a wing begins to drop you “pick it up” with rudder alone (moving aileron often aggravates a stall). This will usually induce a wing drop in the other direction, so you pick up that wing with rudder as well. In a sustained stall you can “walk” the airplane back and forth with short applications of rudder. The intent of this maneuver, whether in its usual context as an introductory aerobatic exercise or as a means of training directional control, is to prompt instinctive use of rudder to correct for left/right deviations during takeoff or landing. Don’t fly the falling leaf without getting some training first. Ask around for an instructor who is practiced and confident teaching the falling leaf maneuver.

If you think in terms of transitions from taxi to takeoff and from landing to taxi and move the controls appropriately and reinforce prompt and instinctive use of rudder as the primary directional control on the ground, you’ll be better prepared for crosswinds.

Make precision your SOP.

Many LODC-R mishaps happen when crosswinds are relatively light. It’s not that the winds exceed the capability of the airplane, it’s that the pilot is not focused on crosswind control. To keep your skills honed and your attention sharp, make flying with precision your Standard Operating Procedure (SOP):

- As described above, use the proper **crosswind taxi control** technique even when the winds are light. There is no crosswind that doesn’t require at least some crosswind control. If you make observing the strength and relative direction of the wind and applying the proper inputs SOP, it will be natural for you to do so without much thought when the conditions require.
- Practice **taxiing, taking off and landing on the center lines**. Keep in the habit of correcting even minor deviations from centered, knowing that it’s easier to make small corrections to fix small deviations than it is to make big corrections to cover big directional mistakes.
- Check that you are **on speed, on glide path, and are aligned with and tracking the runway center line as you cross the runway threshold** for landing. If you have not met all these criteria, **go around** before you touch down. Don’t try to fix a speed or alignment problem in the flare or once you are on the runway—that’s too late.

- **Know your crosswind limitations**, both the aircraft's and yours personally that result from recent practice and experience. Choose not to fly, pick a different runway, and if you're in the air, divert to another airport if needed for a crosswind well within your current limitations.
- **Fly the airplane from start up to shut down.** Don't relax or freeze up on your control inputs during takeoff or landing.

Getting your tailwheel endorsement is a good way to practice control inputs that will make you better at handling crosswinds. But you don't have to fly a tailwheel airplane to get better at crosswind control, and even tailwheel pilots need to constantly work at retaining and improving their crosswind skills. Know the winds, use your controls properly, and make precision flying your SOP, and you'll better master your airplane in crosswinds.

Meeting Minutes

January 2020

Flying Club One Meeting

Saturday, January 11, 2020
Centreville Regional Library
Centreville, VA

Call to Order

President Steve Beste called the meeting to order at 11:00 A.M.

15 members present.

CONNECTIONS

Visitors & New Members

Crystal, Sean Roe's wife, stopped in for the meeting. **Mike Bishton**, a member of the *Capital Flyers* and the old USUA Club 4 from Frederick, MD, gave a short pitch on how clubs should get back to teaching ultralight pilots like in the good old days before the LSA mess led to the demise of the 2-seat heavy ultralight trainer.

Old Members

The winter rain and high winds are keeping most members on the ground, but some have taken short hops. **Steve Cherry** said he drove up to St. Mary's, PA to see the *Cloud 9* Trike instruction school. He liked their instructor and is planning to start Trike training in June. **Sean Roe** said he has installed a new nav/com instrument and is ready to try it out.

Regular Reports

Secretary: Jim Heidish reported that the December minutes (taken by Steve Beste) were

published in the January Club Newsletter and they were approved as published.

Treasurer: Jim Birnbaum reported that the December income was \$105.00, expenses were \$168.14 and check book balance is \$2845.07.

President: Steve Beste reported that we need cooks to sign up for all of our good weather outdoor meetings that feature tasty BBQ grilled lunches. He passed around a sign-up sheet that filled up quickly. Steve asked members about limits on flying conditions: how much wind can you take? That started a big discussion with many stories told, and some hard learned lessons of flying in strong winds. That led to questions about the dangers of drones in ultralight and LSA airspace. We then saw a short video presentation about drones.

Membership Director: Jim Birnbaum reported that we have 53 members. Paid-up members for this year are listed on the roster with (2020) after their name.

Warrenton Airpark Owner: Tom Richards said he received a great birthday gift, a ride in a WWII T-6 Texan trainer. The motor-glider of Martin Walker (a member who died last year) was sold and shipped off to California. The Airpark now has 3 Aerolite 103 ultralights: 2 are flying and one is being rebuilt because of a mishap.

Old Business

None

New Business

None

Adjourn

President, Steve Beste adjourned the meeting at 12:40 P.M.

Invitation to lunch - Some of the members were getting together for lunch at a local spot.

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

Activities

Flying Club 1 Activities Schedule

Club meetings will be held on the second Saturday of every month. Warm weather meetings from April through October will be held at the Warrenton Airpark. Please see the schedule below for the location of other meetings and information on events. Changes in time or location will be posted in this newsletter and on the Club website.

Date	Activity	Location
Sat, February 8th, 11 am	Conversation, club business meeting and program	Centreville Regional Library
Sat, March 14th, 11 am	Conversation, club business meeting and program	Manassas Central Library
Sat, April 11th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, May 9th	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, June 13th, 8:00 am	Poker Run	Airpark
Sat, June 13th, 11:00 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, July 11th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, August 8th, 11 am	Memorial table, monthly meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, September 12th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, October 10th, 11 am	Club meeting, fly-in and cookout at Warrenton Airpark	Airpark
Sat, Oct/Nov TBD	Club 1 Color Run Fly-out	Airpark
Sat, November 14th, 11 am	Conversation, club business meeting and program	Centreville Regional Library
Sat, December 5th, 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.

'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

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. 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.

2020 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

2020 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

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-

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 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