



Volume 21 – 02

www.FlyingClub1.org

February 2021



The Privileged View

Steve Beste, President

Videos! This is a golden age for in-flight videos. You can watch hundreds of them online, and some are superb.

For us recreational pilots, the videos multiply our fun. There's the pleasure of planning the flight, of making the flight, and now of sharing it. So many changes have lined up to make this possible.

1. Our kind of aircraft – at least the open ones – make superb camera platforms.
2. The GoPro camera – small, cheap, and powerful – can go places that a shoulder-mounted camcorder simply cannot. Shooting at 4K and 60 frames per second with electronic stabilization, the GoPro delivers professional quality affordably.
3. Music on the internet. (You can't have a video without music.) The internet gives you a huge selection of open-source music.
4. Editing software. Professional products like Adobe's Premiere Pro can be had for \$360/year. But cheaper and simpler products abound.
5. YouTube and social media. These let pilots share and promote their videos. They transform the videos from a private hobby into a means to connect with other people. That's a huge incentive beyond just the pleasure of reviewing your flights.
6. A new generation of pilots whose lives are filled with casual videos, caught on their phones and shared on the internet. You want to share your hobby? *Of course* you'll do it with a video.

Here in Flying Club 1, we have two young pilots who are deeply into this. Here are samples of their work:



Dre Sarchi at Fort Valley Int'l



Mark Barron over the Shenandoah

I talked to both Dre (short for Andrea, hence “Dray”) and Mark. If you ever thought about making flying videos yourself, here’s a primer.

Safety. Mark recommends that you **not** shoot videos if you’re new to the sport. Log some air time first. Two reasons: First, cameras tempt you to fly in ways that are more hazardous than you would normally fly – and they distract you while you’re doing it, a double threat. (Indeed, former club member Bob Jacobs’ insurance company explicitly prohibited him from doing aerial photography for just this reason.) To get the shot, you’ll be tempted to fly closer to that other aircraft or lower to the ground, say. Second, the cameras can interfere with your flight controls. The PPG pilot who’s trying to rig a selfie stick while flying is asking a lot of himself. So if you’re a new pilot, hold off awhile.

Camera positions. Both Mark and Dre use several cameras to give variety to the video. Dre mounts one on his helmet, one on his left wingtip, and one underneath the trike looking aft. Here he is aiming the one on his wing. Mark’s PPG rig offers fewer places to mount cameras, so he’s gotten creative. He tried a boot cam, but found that he got tired of holding his foot up. And aiming was a problem.



Trickiest of all is the chase cam, which dangles on a string behind the rear of the wing. That’s how he got this picture, for instance.



You see the problem immediately: how is a camera on a string going to give you a steady view, even with stabilization? Surely, the camera is going to spin around, no? The expensive solution is this drogue on the left. Marks homemade drogue is the soda bottle on the right. He says it takes a lot of trial and error to get it aimed right. (Each trial a separate flight; and then download to a laptop; inspect; adjust; fly again. A *lot* of fussing.)



But why stop there? Henry TrikeGyroLife (more on him later) has nine cameras on his gyroplane. Can you find the five in this shot?



- One on each wheel, one looking forward, one aft
- One on each side of the horizontal stabilizer, one looking forward, one aft
- Body (his chest looking forward)
- Nose looking forward
- Top of the mast looking forward
- Belly of the trike looking rear
- One to take this shot itself. Where's that one?



It's on this selfie stick with a 360-degree camera. That camera lets him remove the stick from the final video.

About 360° cameras. As an aside, you'll want to know about 360° cameras. These have two fisheye lenses, so they are constantly taking pictures in all directions. This lets you do two things. First, you can publish videos that let the viewer change the point of view at view time. Mouse around in this 360° flight down Glen Canyon in a trike.



However, 360° cameras require specialized editing software, and not every website can display them. (YouTube can, which may be enough.)

Their second use is for *overcapture*. During editing, you can extract a particular view from the 360° shot and convert it to a regular video. For example, let's say you had a 360° camera on your right wing as you landed at Sky Bryce. It's taking pictures of you, of the runway in front of you, and of the houses on the hill above you to your right. It's as if you had three separate cameras running. In post, you can switch between these views. The downside is that this takes special editing software, and the result isn't as sharp as if you'd had real cameras.



In their review of 360° cameras in 2021, [PC Magazine](#) says that they're a fad that has peaked, along with demand for virtual-reality goggles, which are what drove the market.

Starting the cameras. The more cameras you have, the bigger the job of starting and stopping them all. GoPro sells “Remote”, a wrist radio that will start and stop all the cameras at once, but everyone says it's unreliable. Dre, Mark – and even 9-camera Henry – start and stop their cameras manually. Given that trouble, they all leave them on for the full flight. The cameras are good for two hours.

Downloading. The more cameras you have, the bigger this job, too. You pull the SD card from each camera, slip it into the SD drive on your computer, and copy the files. This takes 5-10 minutes per camera. But 360° cameras can take half an hour. Henry's nine cameras take him 1½ hours to download.

Disk space. For video you'll want a large fast hard drive and a fast computer. Let's say you set your cameras to record at 4K resolution and 60 frames per second. (You'll publish at 30 fps, but that 60fps will let you create slow-motion sequences.) A two-hour flight will produce 90 GB *per camera*. It all adds up quickly. You'll want to do your editing on a solid-state drive because they're so much faster than spinning disks.

Music. Both Dre and Mark say that most of their editing time is spent finding the right music. Mark searches for flying-themed songs on the internet. Dre favors [EpidemicSound.com](#), a subscription service (\$144/year) that supplies royalty-free music specifically for YouTube, Facebook, Instagram, and so on. [Soundstripe.com](#) (\$149/year) is similar. For videos posted only to YouTube, YouTube has a [free library](#) of royalty-free music.¹

Storytelling. Alfred Hitchcock said that movies are like life with the boring bits left out. By that standard, a lot of flying videos are all too life-like. It's so easy to think that every shot is precious. Imagine the story you're trying to tell, and then cut ruthlessly.

Editing. It won't surprise you to hear that you can spend *endless* hours editing your videos. How fancy do you want them to be? How fussy are you? Dre says that that he spent about 20 hours producing that 13-minute video at the top of this article. And that was after he had the music. Mark spends about 4 hours on a 3-10 minute video. Henry does a 5-minute video in 90 minutes. But Dre's video is fancier than the others', with interlaced slow-motion, stills, interview dialog, and text-over commentary.

¹Can you legally put copyrighted music into your personal not-for-profit video under the Fair Use clause of the copyright laws? Probably not. But see [here](#). In any case, it's widely done as any tour of YouTube will show you.

To sum up the number of editing minutes per minute of finished video: Dre=100:1. Mark=30:1. Henry=12:1.

But here's the thing – if you *like* video editing, then it's all fun. And if you don't like video editing, then this end of the sport is probably not for you.

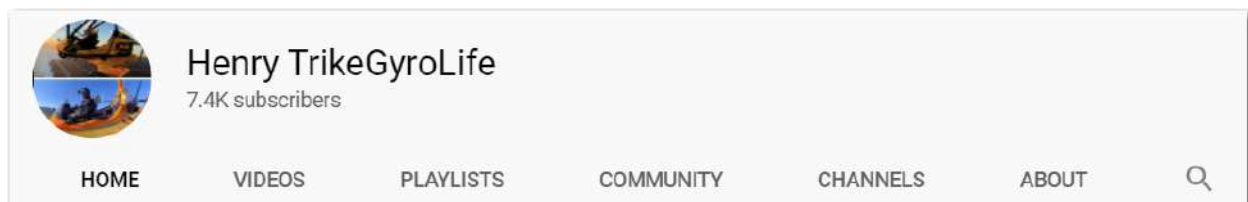
As to software, Dre uses Cyberlink PowerDirector (\$52/year). Mark uses iMovie for Mac (free) but has his eye on Adobe Premiere Pro (\$360/yr).

“Has his eye on”? Oh, yes. Just as you badly need another airplane, you surely need another camera. Or a newer one. Or a more clever camera mount. Or a better microphone. There's no end to that sort of thing as won't surprise you in the least.

Publishing. Everyone publishes on YouTube – which is free – plus Facebook. Facebook in particular has some groups devoted to our kind of flying. You can find all kinds of videos there.

- [Trikepilot](#)
- [Microlight and Ultralight Aircraft](#)
- [Magnificent Men and their Flying Machines](#)

To see what can be done if you really get into it, check out [Henry TrikeGyroLife's YouTube channel](#). (He used to be Henry TrikeLife, but he sold all his trikes and bought a gyroplane.) This is not just a collection of videos uploaded to YouTube. It's an organized channel, though still non-commercial. Henry writes that through his videos he's met fellow pilots everywhere. Now, when he travels to, say, Utah, he'll fly with people there to see the places they know and hang out with them – people he's met through his channel and Facebook. His videos have expanded his circle of friends and his flying possibilities, which may be *his* motivation for making videos.



Enough, already. Don't let the tail wag the dog. You got into flying because you like flying. Videos are an add-on. Says Mark, “I used to share everything, but I'm making fewer videos this year than I used to. Now I just make videos of specific events.” Says Dre, “Most flights I don't film at all.” Therefore, I give you two men who are not only having fun with their cameras, they've kept their perspective. May we all do the same.

Fly safely,
Steve



This Month's Fly-In Destinations

Have you been to any fun fly-in destinations lately? Let me know, and I will add them to our list!

There are several great local flying destinations. Did I miss some? Let me know!

- Shannon Airport (KEZF) - On the field: Robin's Nest Cafe (closed Sundays), Walkable: Wawa, Perfect Pollo
- Sky Bryce Airport (VG18) - Across the street at the ski slope: Copper Kettle (closed Mon/Tue)
- Cumberland Airport (KCBE) - On the field: Hummingbird Cafe (closed Mondays)
- Richmond Exec Chesterfield (KFCI) - On the field: Kings Korner (closed Saturdays)
- Eastern West Virginia Regional Airport (KMRB) (towered) - On the field: Crosswinds Cafe (closed Sundays)

From Our Members

Last month's challenge from Steve Beste was to identify the ferry. Jim Heidish correctly identified the Jamestown-Scotland Ferry in Surry County, VA. Sharp eyes Jim!

This month's challenge was again submitted by Steve Beste. He writes: This house looks like it should be on the Eastern Shore. But it isn't. Where is it?



Know the answer or have a picture for the guessing game? Email me at ooi.lucy@gmail.com.

Michigan Grass Strip Tour

By Lucy Ooi

In August, the opportunity arose for me to travel to Michigan for work in my Champ, Rudolph. The weather for the trip there was expected to be fantastic, and it was an easy two-leg flight. The one complication that arose was airspace. I was trying to get to the north side of Detroit, so my options were:

- Go around the west side of Detroit's class B airspace,
- Stay below 2500 ft over the city of Detroit and fly through a narrow corridor between the inner ring of the class B and Canada,
- Join the fray and contact Detroit to fly through their airspace, OR
- Overfly western Lake Erie...and Canada

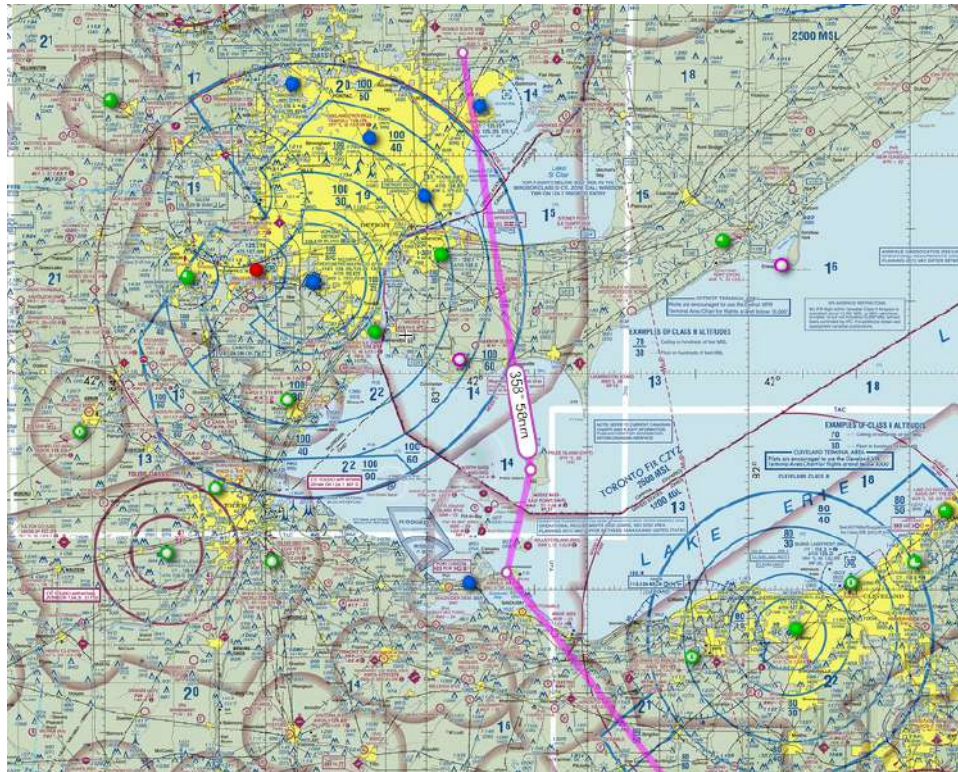
I decided to overfly Canada. Was this the safest option? Perhaps not. It did involve flying over quite a bit of water. I was definitely not within gliding distance of a shoreline for a while. But, there is an island chain, which means I was never out of sight of land. Also, to overfly Canada, you have to file a flight plan, squawk a discrete transponder code, and be on flight following. So, if I did end up in the lake, at least someone would come looking for me...theoretically. In the arguments FOR taking this route: the islands sounded pretty, and I had never overflown Canada before (or even filed a flight plan in about 10 years). This seemed like a easy way to “get my feet wet” with some international flying, while hoping that remained a figurative statement.

I departed Virginia on a beautiful morning, but unfortunately had more of a headwind than was forecast, causing me to land at Barnesville-Bradfield Airport (6G5) in OH, short of my planned fuel stop, but still leaving me plenty of gas to get to my destination in Michigan. I also felt right at home with the big “Bellanca” sign on the hangar by the fuel pump. I will have to stop by again sometime in the Bellanca and find out the story behind that.



Hangar with Bellanca sign at 6G5

Filing and activating my flight plan in my app (iFly) was a non-event. Then I just had to fly on until I got close enough to a tower to pick up flight following at my (low) Champ altitude. I was able to pick up Cleveland approach as I neared the outer ring of their class B airspace. As I approached the lake, they smoothly handed me off to Detroit, who I stayed with until I was back in the US. If not for that line on the chart, I never would have even realized I had been out of the country.



Approximate route of flight across the lake and over Canada

And those islands? Beautiful. The water had a somewhat turquoise hue, reminiscent of the Caribbean (not that I have been there, but it is on the list!).



The Bass Islands, in Lake Erie



Pelee Island, with the airport's (CYPT) east-west runway visible

My destination in Michigan was Ray Community Airport (57D). They claim that it is the “Friendliest little airport in Michigan” and from what I saw, that claim is accurate. It is a very low-key airport full of people who are more than willing to help out a fellow aviator. They even have a grass crosswind runway! Even the gas is a good price for the area. To demonstrate how helpful the folks at the airport are, I messaged someone through their Facebook site, who was able to put me in touch with someone who found me a hangar to rent for the two weeks I was going to be there. I arrived before the guy whose hangar I was renting and spent the time wandering around the airport. I quickly made some new friends. There is a very active EAA Chapter on the field, and interesting airplanes in (almost) every hangar! Stop by if you're in the area. You won't regret it!



Rudolph on the ramp at Ray (57D)

The most fun part of the trip though, came on the one day I had off. I met up with the airport crowd at the terminal for some hangar flying, and then set off to explore some grass strips. There are plenty of grass strips in Virginia, but for the most part, they're private. Michigan is dotted with a plethora of grass strips...and many of them are public! I took a look at the chart, made a loose plan, and set off to find and land at as many grass strips as my gas would allow. I made it to seven. Every single one I went to was putting-green-perfect and an absolute joy to land at! I always love flying my airplane, but it had been a long time since I had quite this much fun.

I was off to a great start with Sharpe (2E2). It seemed deserted, but when I took off, I saw a couple (the Sharpes maybe?) waving at me. I rocked my wings, and was on to the next strip.



Sharpe (2E2)

Next up: Gavagan (48G). Landing directly behind the house really underscored the fact that most of these strips really are the backyards of friendly people who just love airplanes.



Gavagan (48G)

Yale (D20) is in a farm field. Straight, wide, smooth, and with no obstacles anywhere close to the runway, this was a beauty!



Yale (D20)

Next was Para (4Y8). I looked this one over VERY carefully - circling a couple of times before landing, as the chart had it labeled as "OBJECTIONABLE". But it appeared to be mowed and in good shape. This was the hilliest runway I landed on all day, as the center's elevation is noticeably higher than that of the two ends. It still rates as one of the nicer grass fields I have landed on though.



Para (4Y8)

Cowley (96G) was next on the list, and at 38.5 NM from Ray, the northern extent of my wanderings. This was another nice, obstacle-free airport in a farm field.



Cowley (96G)

Next up was Arnold (55G). This was the biggest of the grass strips, with a large ramp area and several hangars. A guy on a golf cart did drive up and wave as I was lifting off. I wish I had stayed on the ground a bit longer so I could have given him a proper greeting.



Arnold (55G)

Last but not least: Flugplatz (7MI), right by the lake. With a large house and hangar overlooking the runway, and the beautiful blue water of Lake Huron for a backdrop, this must be every pilot's dream.



Flugplatz (7MI)

After this, my initial plans had been to visit a couple more strips (Avoca - 39G and David's Landing - 5Y5) but I was so enchanted by the lake that I instead flew down the shoreline to where Lake Huron ends in the St. Clair River. I'll have to add those other strips to my list for the next trip!



The Blue Water Bridge connecting Port Huron, MI and Sarnia, ON

After two hours of flying, I returned to Ray and parked the plane until it was time to head back south for Virginia. When the time came, my trip home was not exactly uneventful. After waiting

at Ray for ceilings to lift, I headed south in the early afternoon. Due to the still low ceilings, I didn't feel comfortable crossing the lake, and after speaking to some local pilots, opted for the gap between Detroit's class B and Canadian airspace. This was not as hairy as it had first appeared to me: just stay below 2500 ft and close to the west bank of the river. This route also provided some great views of downtown Detroit.



Detroit

In another example of how friendly the aviation community is, I only made it as far as OH that day, then ended up spending two days waiting out weather in OH with a wonderful couple I met at the Aeronca fly-in a few years ago.

We in aviation truly are a lucky group. Even though things don't always go according to plan, trips like this are what really remind me of why I got into aviation in the first place, and also that I shouldn't take it for granted. Thank you to everyone who has helped me along the way, including the people who maintain all of those gorgeous strips!

Meeting Minutes

January 2021

Flying Club One Meeting

Saturday, January 9, 2021

Online Zoom meeting from members' homes

Call to Order

President Steve Beste called the Zoom meeting to order at 11:05 AM.

12 members participated online with webcam images and sound for our Zoom meeting (see attached screen capture of participants)



Visitors and New Members

None

Old Members

Kurt Mohr said he went to a great fly-in near Breezeswood, PA in November called a *Pumpkin Drop*. The fun was using small orange pumpkins to bomb a ground target. **Michael Bishton** has his *Titan Tornado* LSA with a RT 582 for sale. **Steve Beste** told about being part of a Trike video. He will make the adventure video available on our Club website. With not much flying this winter we had a discussion about things for the coming flying season; Everything from flight training at the Airpark, to getting that hard-to-find insurance from good old EAA, to how AOPA is getting back to supporting ultralights, to starting up a new kind of flying club that owns and maintains a number of UL and LSA aircraft, using them for training and flying for qualified members.

Regular Reports

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

Treasurer: **Fabian Georges** reported that the November and December 2020 (Dec. no meeting) income was \$375.00 (\$100.00 donation), expenses were \$45.85 and check book balance is \$2954.80.

Membership Director: **Fabian Georges** reported that the Club membership is at 58. He said some of the 2021 renewal notices have come back (undelivered). Also, some of the members at the Zoom meeting said they hadn't received any.

President: **Steve Beste** - nothing special to report.

Warrenton Airpark Owner: **Tom Richards** - not in the Zoom meeting.

Old Business

None

New Business

None

Program

Steve Beste had a short presentation on wind speed and different wind websites. Some like windy.com are tailored for our low-flying light aircraft.

Adjourn

President, **Steve Beste** adjourned the Zoom meeting at 12:20 PM.

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

Service Providers

Recap our standing list of service providers:

- **PPG instructor and dealer:** Brian Goff, 703-963-7389
spin2329@gmail.com
<https://www.paraflightnc.com/>
- **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
- **Gyroplane Instructor:** Frank Noe, 443-253-7681
frankcanfly@yahoo.com
<http://www.gyromoj.com/>
- **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
- **A&P mechanic specializing in tube & fabric, based at CJR:** Air Klocker Aviation
(Abe Makely, Saverio Gambassi)
571-309-7023
airklockeraviation@gmail.com

For more information on instructors, see <http://www.flyingclub1.org/instructors/instructors.php>

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	Description
Saturday, February 13th, 11am	Winter meeting Zoom due to COVID-19	Zoom. Members will receive an email invitation. Visitors are welcome! Email Steve Beste for Zoom login credentials: president@flyingclub1.org	Program: TBD
Saturday, March 13th, 11:00am	Winter meeting Zoom due to COVID-19	Zoom. Members will receive an email invitation. Visitors are welcome! Email Steve Beste for Zoom login credentials: president@flyingclub1.org	Program: TBD
Saturday, April 10th, 11am	Fly-in, club meeting, and cookout	Outdoors at the Airpark	Club meeting, fly-in, and cookout at Warrenton Airpark
Saturday, May 8th, 11am	Fly-in, club meeting, and cookout	Outdoors at the Airpark	Club meeting, fly-in, and cookout at Warrenton Airpark
Saturday, June 12th	8:00am Poker Run 11:00am Fly-in and club meeting	Outdoors at the Airpark	Poker Run Club meeting, fly-in, and cookout at Warrenton Airpark
Saturday, July 10th, 11am	Fly-in, club meeting, and cookout	Outdoors at the Airpark	Club meeting, fly-in, and cookout at Warrenton Airpark
Saturday, August 14th, 11am	Fly-in, club meeting, and cookout	Outdoors at the Airpark	Club meeting, fly-in, and cookout at Warrenton Airpark

Date	Activity	Location	Description
Saturday, September 11th, 11am	Fly-in, club meeting, and cookout	Outdoors at the Airpark	Club meeting, fly-in, and cookout at Warrenton Airpark
Saturday, October 9th, 11am	Fly-in, club meeting, and cookout	Outdoors at the Airpark	Club meeting, fly-in, and cookout at Warrenton Airpark
Saturday, October 23rd, 9am	Club 1 Color Run Fly-out	Meet at the Front Royal Airport for the run down to Luray	Club 1 Color Run Fly-out: Front Royal to Luray
Saturday, November 13th, 11am	Fly-in, club meeting, and cookout	Outdoors at the Airpark	Club meeting, fly-in, and cookout at Warrenton Airpark
Saturday, December 11th, 5pm-8pm	Holiday Party	Tom Richards' house at the Airpark	Monthly meeting and Holiday Party

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.

Attention Pilots



Live at Warrenton Airpark - a 76-acre Private Airfield (7VG0) located 4 miles south of Warrenton, Virginia approx. 1 mile east of US 29, off Beach Road where it intersects with Green Meadows Road – 2 Acre building lot (white outline)

Wooded lot slopes gently down to Green Meadows Road. Includes Unrestricted use of surrounding Airfield. 8 miles outside the Washington SFRA. 30+ aircraft based at the field – which is also used by upwards of 20 Powered ParaGliders (PPGs)

Asking Price \$299,000

Call Tom Richards (703) 568-3607

‘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 is the calendar year: January through December.

Renewals can be sent in starting in October for the upcoming year. Members who have not paid their dues by the end of February will be dropped effective March 1 and will not receive the newsletter or the membership roster.

Dues are \$20 per year. But if more than one family member is active in the club, then a family membership covering both of them can be had for \$25. Please:

- Make your check out to **Flying Club 1**

- Mail it to **Fabian Georges**

P.O. Box 5322

Springfield, VA 22150

- Include a copy of the membership application that's attached at the end of this newsletter (and is available on the club [website](#)). That's our way of keeping your contact information up to date.

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:
Fabian Georges, Treasurer
P.O. Box #5322
Springfield, VA 22150

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.

2021 CLUB OFFICERS AND DIRECTORS

President: Steve Beste 703-321-9110

Vice President: Allen Whatley 571-235-6978

Secretary: Jim Heidish 703-524-5265

Treasurer: Fabian Georges 571-282-3698

Director At Large: Pete Bastien 703-568-5778

Director At Large: Tim Loehrke 703-318-7896

Director At Large: Lucy Ooi 585-410-5573

2021 CLUB VOLUNTEER STAFF

Safety & Training: Tom Richards 703-568-3607

Membership: Fabian Georges 571-282-3698

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