



Volume 21 – 03

www.FlyingClub1.org

March 2021



The Privileged View

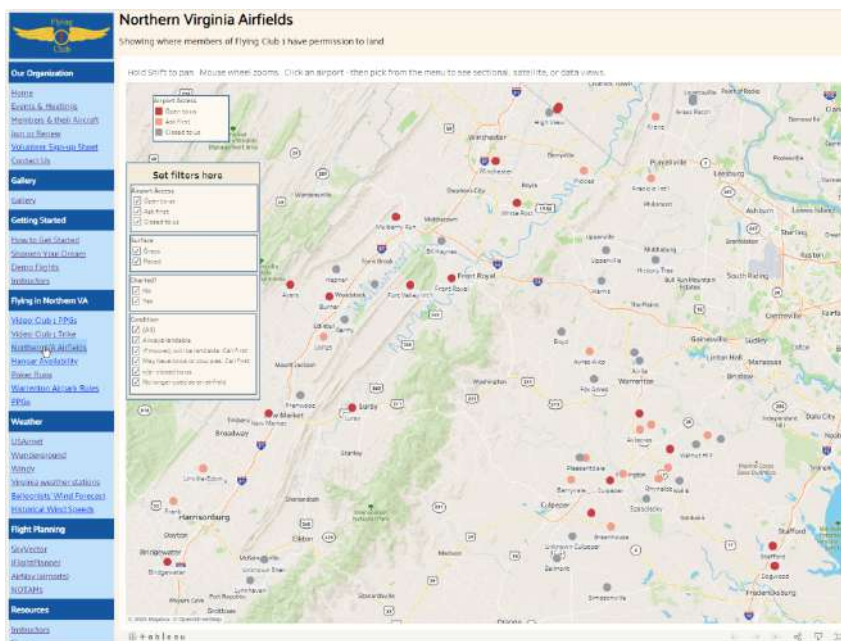
Steve Beste, President

Northern Virginia Airfields. She wasn't a pilot, but when she heard that the aeronautical charts show lots of private airports, she had an idea. "That must be useful for emergencies! The rescue helicopters can see where to land!"

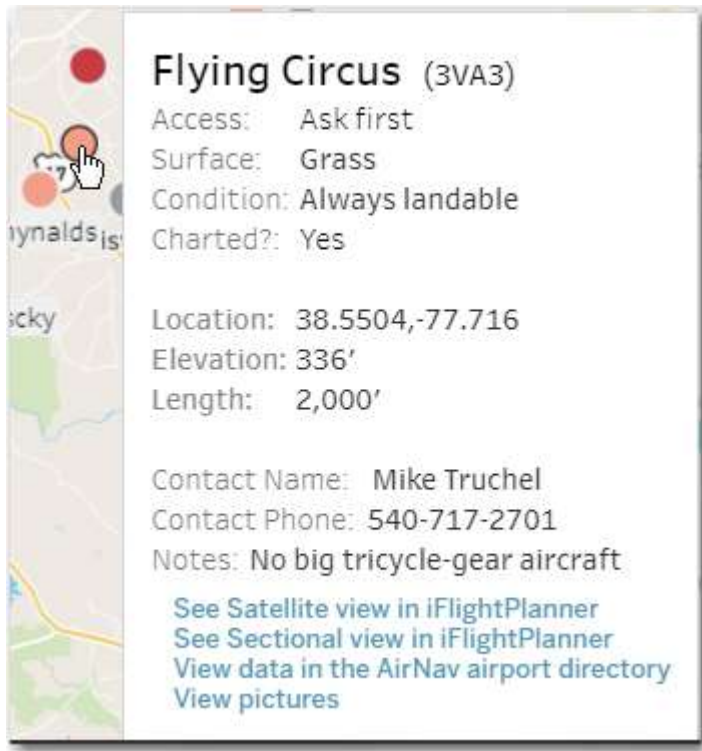
Well, no. As you and I know, those private fields come in a dozen flavors. There's Fox Acres – beautifully kept up and just waiting for that emergency helicopter. But there's also River Bend out in the Valley that has been an unlandable corn field for as long as I've been here. And what about the mystery field that's appeared at [38.417216, -77.953079](#) in the last two years? It's whole different category: landable but *not* on the charts. Mysteriously, the satellite view shows two helicopters next to a hangar. ➔



So never mind the charts. Our question – which the charts do not answer – is *where can you and I land?* I've been collecting that information for years. I've now pulled it all together into a new interactive map on the club website. Here it is.



1. Start at the Flying Club 1 website, www.FlyingClub1.org
2. On the sidebar, click Northern VA Airfields. That will bring up the map as above.
 - Hold the Shift key down to pan the map with your mouse.
 - Zoom in and out with your mouse wheel.
3. As you hover over an airfield, an information window will pop up, like this one:

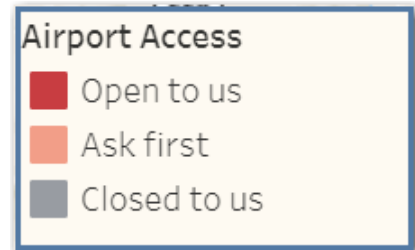


That tells you most of what you need to know, especially who to call to ask permission. At the bottom are four links about the airfield:

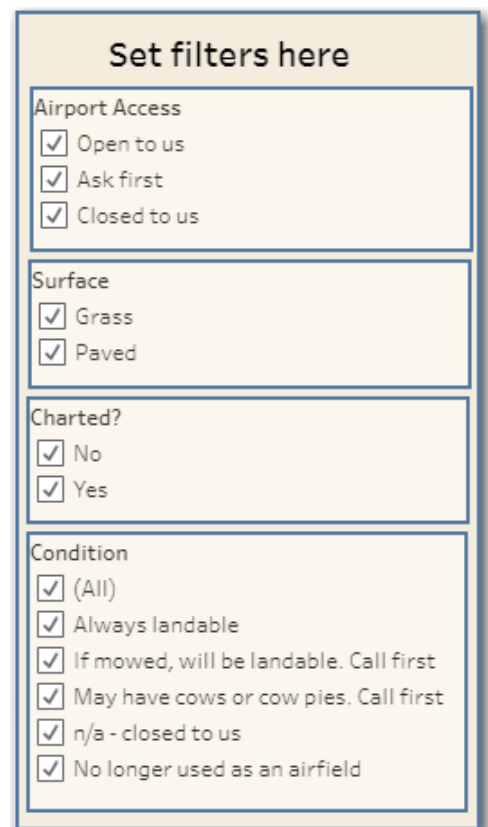
- To satellite view
- To chart view
- To the AirNav airport directory
- To pictures of the field.

4. Meanwhile, you'll notice that the airports are color coded according to this legend:

- **Open to us** means go ahead and land anytime. You're welcome and the field will be landable (as at the Airpark).
- **Ask first** means that you can probably get permission, but the field may not be landable. It may be available only between hay crops (Rabbit Run), or when the RC folks aren't using it (Rhynalds, Horse Feathers). Or, it may be that the owner lives there, would like to greet you, and would like advance warning (Krens).
- **Closed to us.** Many owners worry about liability and don't want strangers on their property (Walnut Hill). But I've also included former airfields that are now decommissioned (Karmy, Homeland) just for sentiment's sake.



5. The map is **filterable** against the four attributes at right. When you arrive, every box is checked and the map shows all 60 airfields. If you uncheck something, those airfields will disappear from the map. Uncheck **Ask first** and **Closed to us**, and you'll see only the fields where you can land anytime.

A panel titled "Set filters here" with a yellow background and a blue border. It contains four sections, each with a title and a list of checkboxes:

- Airport Access**:
 - ☒ Open to us
 - ☒ Ask first
 - ☒ Closed to us
- Surface**:
 - ☒ Grass
 - ☒ Paved
- Charted?**:
 - ☒ No
 - ☒ Yes
- Condition**:
 - ☒ (All)
 - ☒ Always landable
 - ☒ If mowed, will be landable. Call first
 - ☒ May have cows or cow pies. Call first
 - ☒ n/a - closed to us
 - ☒ No longer used as an airfield

6. The pictures often contain additional notes about the field. Hover over an airport symbol to get the pop-up menu. At the bottom, click on **View pictures**, as you see here.



For example, the Warrenton Airpark entry has three pictures of the field, plus one of Tom Richards plus this safety and background information.



Tableau Public. The key technology here is the online interactive map. That comes from Tableau, the market leader in products that present data graphically. A single-seat license costs about \$1,500, but they offer a free version called Tableau Public. That's what I've used here. The restriction on the free version is that the results can be published only on Tableau's website, visible to the world. That's not a problem for this information, of course, so I set up the club with a free Tableau Public account, built the map, published it on Tableau Public, and then embedded that map inside a page on our website. That's what you're looking at.

The pictures. Being a lawn chair in the sky, a trike makes a superb photo platform. I've been taking pictures of airfields for 14 years now, so I have lots of them. (932 according to my picture organizer.) They're just what the site called for. Still, I discovered that I'm missing some, like Walnut Hill. Excellent! There's my next trike trip.

What's next?

1. **A map for PPGs.** A welcome for airplanes doesn't always extend to PPGs. And PPGs often fly out of fields that could never accommodate a fixed wing. (Whatever happened to access to [Tharpe's field](#)? He was a client of Michael O'Daniel.) If our PPG pilots can supply the data, I'll make a twin map that shows PPG flying fields. Let me know.
2. **Corrections and updates.** A lot of these airport owners are elderly. When they pass, the situation at their field changes – as it did at Fox Acres when Connie Miller died. So it's going to be an effort to keep this map up to date. Please pass along anything you hear.
3. **The outliers.** Does anyone know anything about Simpsonville (VG12)? Or Lynnhaven (VA49) south of Luray?

4. **The mystery fields.** Likewise, do you know anything about those two fields I've labeled as "Unknown" – one [near Lenn Bros.](#) that I mentioned above that has helicopters, and one near the [south end of Massanutten Mountain](#)? They're not charted, so the only way to find out is to drive out there and knock on the door. Once COVID is over, I'll do that. But if you know what's going on, please let me know.

I'm a guy who loves maps, flying, computers, and data. This project has hit all four of those square on. I've had *such* a good time building it. I hope you find it useful.

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](#).

While restrictions due to COVID-19 are loosening in Virginia, the following events still have the potential to be canceled, and it is recommended to check in with the hosting organization.

Date	Event Description	Location	Distance from 7VG0
Sat, Mar 20 / 10AM-3PM	Hot Dog Fly-In. Free hot dogs!	Connellsville Airport (KVVS)	117 NM
Sun, Mar 28 / 8:30AM - 12:30PM	EAA Chapter 426 Fly-in Drive-in Breakfast	Greater Cumberland Regional Airport (KCBE)	73 NM

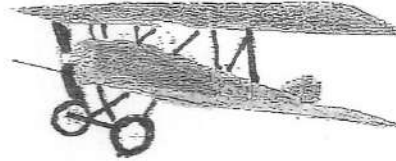
There are several great local flying destinations. Did I miss some? Let me know!

- 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)

E.A.A. Chapter 426

Greater Cumberland Regional Airport-CBE

AWOS
128.62



Unicom
122.8

Fly-In / Drive-In Breakfast

Sunday, March 28th, April 25th, May 30th, June 27th, July 25th, August 29th, September 26th & October 31st.

8:00 am until 12:30 pm

Welcome to our Fly-In / Drive-In Breakfast

Due to current conditions, we will be serving our customers instead of buffet style at this time. We will be offering only Eggs, Sausage and Pancakes at a reduced rate of \$6.00 for eat in OR take out.

All State laws and guide lines will be followed for your safety which will include mandatory masks entering and exiting the building with limited seating for social distancing. There will also be unregulated seating outdoors, weather permitting.

For more information contact Katie Kight @ 301-268-2624

Check us out on Facebook

www.facebook.com/eaachapter426

From Our Members

Congratulations to Jim Heidish who was able to identify the mystery house on a small lake near Sperryville, VA. See it on google maps [here](#).

This month's quiz was again provided by Steve Beste. He asks: "What airport is this?" and offers these clues: 1) The picture is looking west, and 2) It's a public-use airport even though it's turf.



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

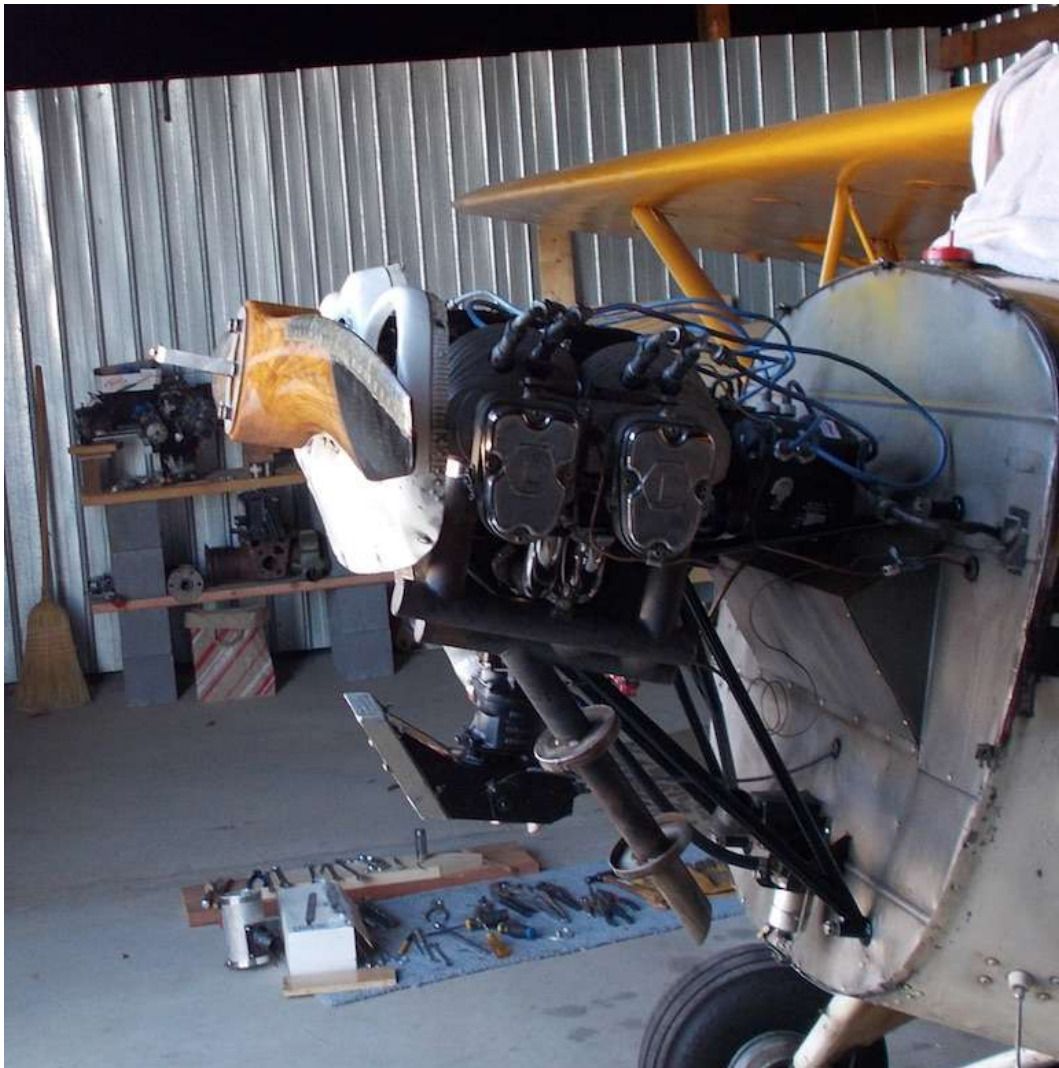
Aeronca Chief Engine Switch Installment 3

By Monty Betts

In my second Flying Club 1 article, I described removing the tired Lycoming O-145B2 engine on my 1941 Aeronca Chief. I purchased a “new” used engine of the same model. The former owner upgraded his Porterfield aircraft to a Continental 85 HP engine and sold me his old Lycoming engine. The engine had been overhauled in the late 1990s, but is in much better condition than my current one.

The following items detail the progress and decision made since my last report dated January 13, 2021:

I had installed the fuel intake pipes (see chromed pipes in picture below) after the engine was bolted on the mount. Abe of AirKnocker Aviation noted that the fuel intake pipe on one side of the engine rubbed against the engine mount. So I made four U-shaped 3/8 inner diameter washer shims. By loosening the engine mount bolts I was able to raise each corner of the engine and gently push in the U-shaped shims under the engine mount lugs thereby raising the whole engine 1/16 inch – problem solved!



Propeller installed. Porterfield exhaust sticks forward of the lower cowl line.

On January 14th, I installed a oil quick drain valve and hooked up the throttle cable to the new carburetor. My first attempt was inadequate. Not only was the idle position (throttle closed) incorrect, but the throttle cable supports midway between the firewall and carburetor were in the wrong position causing rough throttle cable motion. Abe further adjusted the throttle cable by inspecting the carb butterfly valve to ensure full travel and reasonable carburetor control movement.

Although I had attached the magneto switch wires to the back side of each magneto, I was unsure that the magneto switch was effective. To test it, I removed the plugs from the engine and rested them on top of the engine. By rapidly turning the prop, I was able to determine that no spark existed regardless of mag switch setting... After some testing and examination of the original engine magnetos, I discovered that a small rectangular insulator was missing. After installing this insulator, the magneto wires were no longer shorted out and a spark existed on the left and right magneto plugs. The magneto switch seemed effective.

I installed the airplane's original wooden Hunt propeller with the six original long bolts. One bolt went in somewhat hard causing worry that the threads were damaged.

Engine Test Run

The newly installed engine had a residue of thick, black engine oil which needed to be flushed out. I added 4 quarts of SAE 30 automotive oil plus 6 ounces of Marvel Mystery Oil to the engine for the initial engine run test. With the help of Abe, we rolled the Aeronca Chief out of the hangar and tied the tail to my car. After multiple primes, we were able to get the engine to fire and eventually start. We noted that the oil pressure came up immediately. That the engine was actually running was a very happy occasion. We were able to do a magneto switch test, and verify 650 rpm idle and good full throttle rpm.



First engine run on February 5, 2021.

There were several problems:

- The propeller was installed 30 degrees (one bolt) from the correct position making hand propping awkward.
- There was a substantial oil leak from one rocker cover gasket.
- There was a substantial oil leak from one of the pushrod shroud seals.

The engine was run with the Porterfield exhaust system. But that exhaust would not fit within the lower cowl – also, the carb heat jacket on the Porterfield exhaust was in the wrong place to feed air to the carburetor heat box. For that reason, it was decided to modify and re-install the original and correct Aeronca Chief exhaust.

Getting Professional Help

By this time, after working mostly alone for three months with periodic expert assistance from Abe and Saverio, I came to the realization that I would need professional help to complete the engine installation, re-safety wire all the places I had clipped, do a complete annual inspection, and sign off the aircraft for return to service. So, I entered into an agreement with AirKnocker Aviation to complete this process. Abe and Saverio love old tube and fabric aircraft and have genuine mechanical expertise. Not only that, but they led me through the decision process both from the “good practices” standpoint – and from the FAA legal point of view.

After a month of their work, here is the significant progress to date:

- Various bolts and nuts torqued to specification and safetied.
- Carb heat cable reworked – I had installed the pivot arm upside down. Verified full travel, secured and safety wired.
- Throttle cable connections and carburetor pivot arm verified for full travel, tightened and safety wired.
- Prop bolts removed, cleaned, inspected, anti-seize compound applied, reinstalled, torqued to 300 inch-pounds, safety wired as required.
- Replaced throttle cable mounting hardware (my Home Depot screw and nut!) with fiber locking nut and safety wire.
- Torqued and safety wired oil pan quick drain, oil temp sending unit at oil pan, upper crank case screws and bolts, oil pan screws and bolts.
- Removed rocker box cover for #4 cylinder, verified valves are fully adjustable and determined the source of the oil leak as a brittle rocker box gasket.
- Installed exhaust support brackets, right and left eyebrow baffle, rear baffle through which the spark plug wires passed.
- Installed air block at cabin heat collection box. (I don't use cabin heat)
- Removed gascolator, found excessive metal sediment, swept fuel tank with magnet, found lots of metallic sediment. Source found to be a rusty, steel filler neck.



Fuel system debris in the gascolator

The discovery of a large amount of debris in the fuel system caused a lot of discussion about good practices:

- Use an Aircraft Spruce in-line filter (experimental aircraft only – not FAA approved).
- Drain and dry vacuum the tank of debris.
- Clean the fuel tank filler neck.

This is a serious concern – I flew 200 hours in this Aeronca Chief not knowing there was a signifi-

cant amount of debris in the fuel tank...

As a consequence, the tank was completely drained. Abe scraped the debris into little piles using a flashlight and a long aluminum stick – then vacuumed the debris out. We added small amounts of fuel, rocked the plane back and forth, and drained the tank again. Then reinstalled the gascolator with a cleaned fine filter screen.

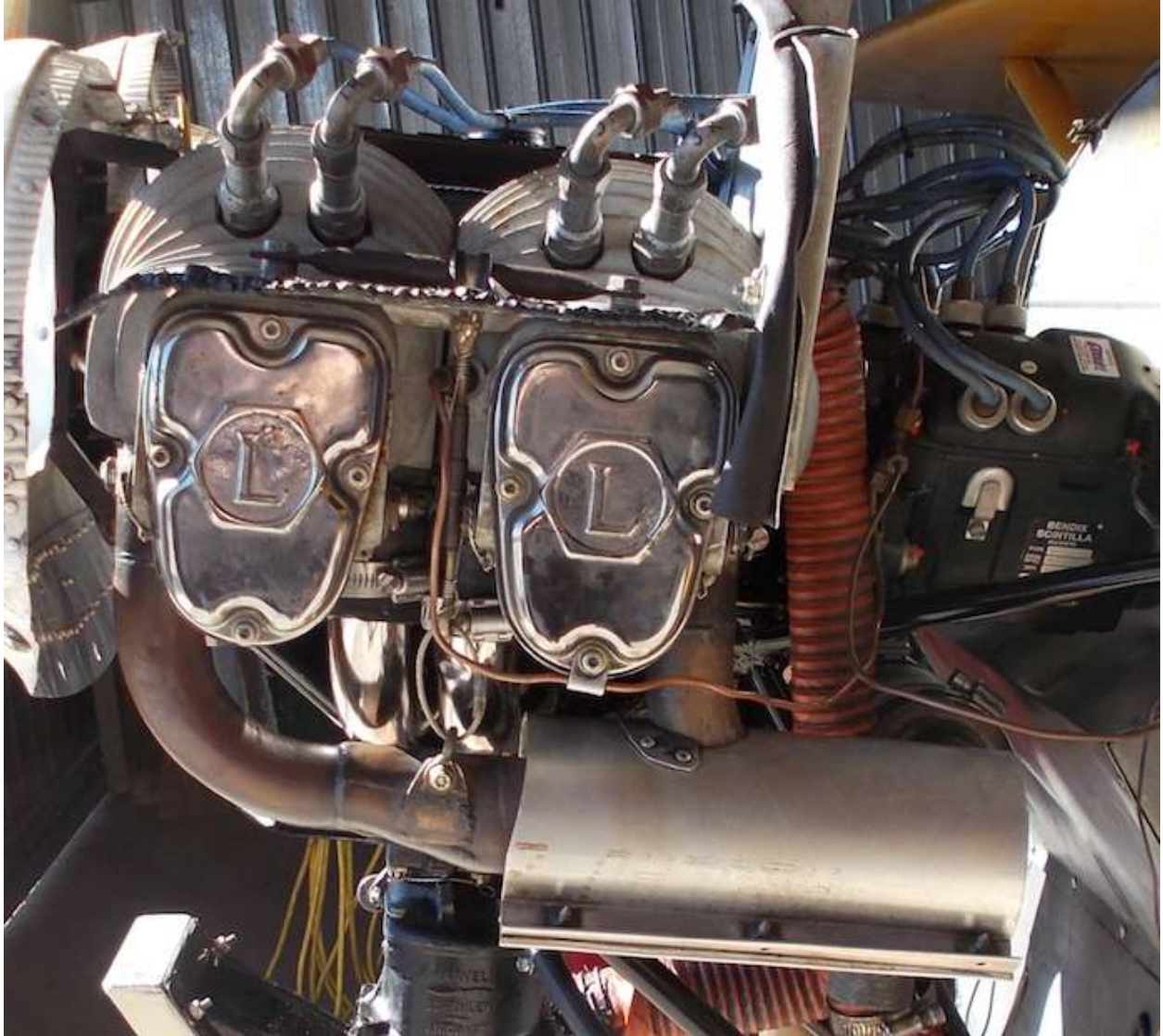
Modifying and Installing the Original Exhaust

The original exhaust on the pre-war Aeronca Chief was attached to the exhaust flanges on the cylinder head by a single PK screw at each cylinder head. This was a bad design for two reasons:

1. The screws routinely loosen and fall out.
2. The weight of the exhaust will eventually pull the steel cylindrical exhaust flange out of the aluminum head. For that reason, the original exhaust pipes were modified to be supported from a bar attached to the cylinders, left and right. A much better solution is shown below.



Engine right exhaust support



Engine left exhaust support

After some discussion, we decided to keep the shielded ignition wires and plugs. This will require a slight bulge in the upper cowl, but I am told that it will be an easy modification.

The Lower Cowl Has Big Problems

Much of the area around the air intake is rotting away. Many years ago, someone used Bondo to finish the cowl surface, but this did not help the integrity of the aluminum itself. We decided to cut away the bad area (approximately 12 inches by 18 inches), and rivet in a new piece. This will be adequate for a while, but the airplane really needs a new lower cowl.

Next steps:

- Run the engine again until it's hot.
- Adjust all valve clearances.
- Perform a compression test.
- Repair the lower cowl.
- Complete an annual for the airplane and sign it off for a return to service!

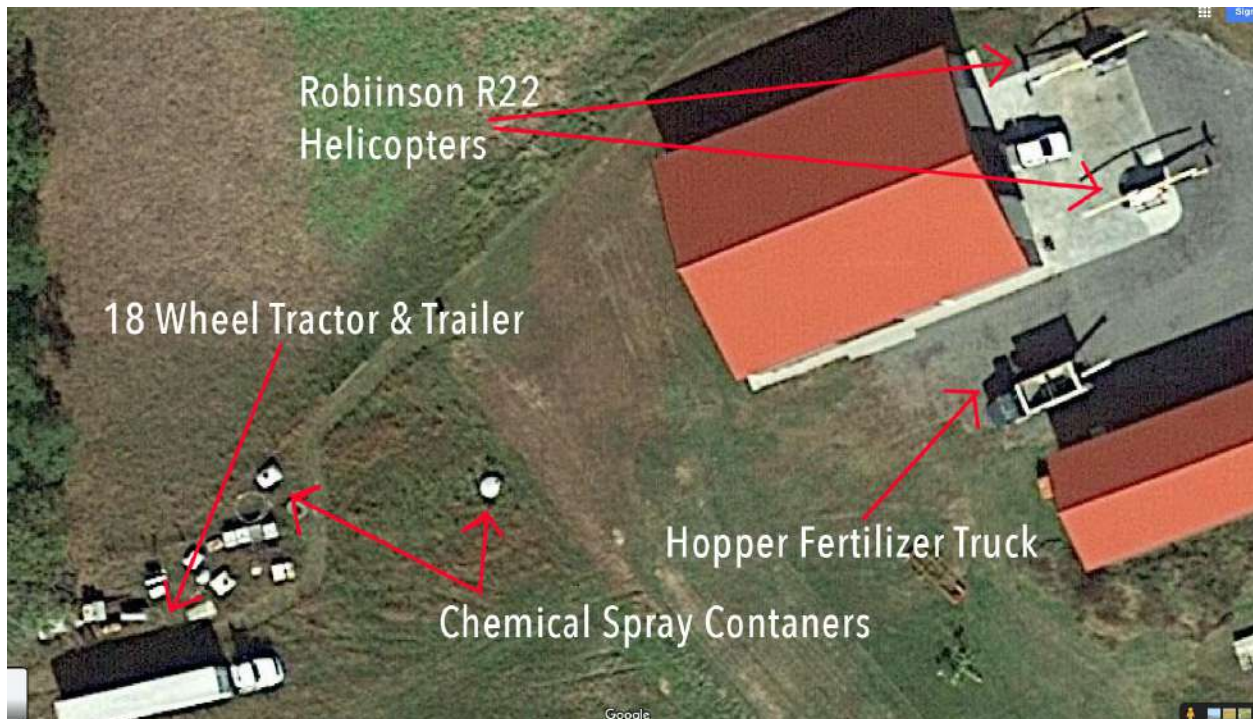
I haven't flown since mid-October of last year and intend to fly awhile before having a complete new cowl made or doing other restoration work.

Hopefully, my next progress report will include a completed annual and first flight!

Mystery Field Identified

By Jim Heidish

That mystery field that Steve mentioned in his article this month – the one that's not on the chart but that has helicopters – I was able to identify it from the satellite photos! Here's the story. Click on the picture below to bring up the satellite view in your own browser so you can drill in.



Serving in a US Army Infantry scout/reconnaissance platoon in the early 1960s, maps and surveillance photos were our weapons. I went over thousands of high and low altitude photos interpreting the changes and movement of troops, tanks and missiles on the other side of the border (East Germany) between Fulda (the Gap) and Coburg, West Germany. So I've always loved this kind of sleuthing.

Here, the shadows in the satellite view are the key. From the shadows of the two helicopters, I could see that they are Robinson R44s. The tall shaft below the rotor blades is distinctive.



Robinson R44 with cropdusting kit re-loading at Kritter Cropdusting

The cast shadows also showed the outline of hopper fertilizer trucks. Then all the white objects – I have seen big white plastic containers like those before (mostly chemicals). They could hold chemicals for spraying. A big 18 wheel tractor and trailer (cast shadow again) for hauling it all. Everything pointed to crop dusting.

I then looked up crop dusting services near Culpeper, VA online and it came up with Kritter Cropdusting. A look at their [website](#) showed that they indeed use Robinson R44 helicopters. The picture above is from a Fox News [video](#) about their operation. It's worth watching.

This story took a sad turn when I discovered that Gene Kritter died in a helicopter crash last June. Club member **Bill Sullivan** used to fly as a cropduster. He writes:

I knew Gene for over 40 years. We competed against each other all over Virginia. Copters are great for small fields because of their weight limitations. They can turn in very short radius, have great visibility and load right from the field with the right support vehicles.

On the down side, they won't carry 2000 lbs like fixed wing, they're relatively slow across the field and there is no glide when the engine stops. It is literally a lead block and the fuel tanks frequently rupture on ground impact.

I love to watch them work but never wanted to actually work with one.

A mutual friend notified me when Gene passed and I was sad to hear of the crash. Every Ag pilot knows and accepts the risks and the sheer thrill of the job. It was the best job in the world for me.

Meeting Minutes

February 2021

Flying Club One Meeting

Saturday, February 13, 2021

Online Zoom meeting from members' homes

Call to Order

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

16 members participated online with webcam images and sound for our Zoom meeting.

Visitors and New Members

None

Old Members

JJ Campbell said he had a great flight over to West Virginia and back. Open-air flyer **Jackie George** said he could only last 5 minutes in his Quicksilver. He also commented that this cold winter has him grounded the most in 30 years of flying. **Mark Barron** is planning a PPG flying and camping trip down the eastern coast this summer. **Fabian Georges** said he is looking for a hangar at the Airpark. **Tom Richards** may have one available soon. **Bob Eaheart** is getting new video cameras, so look for PPG adventures. Every one liked **Lucy Ooi's Grass Strips Tour** in the Club newsletter and also **Steve Beste** and photographers **Mark Barron** and **Dre Sarchi** for *The Golden Age for In-flight Videos*.

Regular Reports

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

Treasurer: **Fabian Georges** reported that the January income was \$80.00, expenses were \$17.99 and check book balance is \$3004.43.

Membership Director: **Fabian Georges** reported that the Club membership is now 58. He said some the 2021 membership renewals are coming in, about 1/3 are paid-up.

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

Warrenton Airpark Owner: **Tom Richards** reported that with the cold winter weather very little is happening. He would like to have a big clean-up once things dry out and also get rid of the many dead cars and trucks scattered around the fields.

Old Business

None

New Business

None

Program

Steve Beste had a short presentation on reading aeronautical charts/sectionals, and led us through a review of much of the short-worded, but very important information and the graphic symbols.

Adjourn

President, **Steve Beste** adjourned the Zoom meeting at 12:35 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 Knocker Aviation
(Abe Makely, Saverio Gambassi)
571-309-7023
airknockeraviation@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, 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
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

Date	Activity	Location	Description
Saturday, November 13th, 11am	Fly-in, club meeting, and cookout	Outdoors at the Air- park	Club meeting, fly-in, and cookout at Warren- ton Airpark
Saturday, De- cember 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



New/Renewal: ☐ New ☐ Renewal

Type of membership: ☐ Individual ☐ Family (when more than one member of the family is active in the club)

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 included in the club's membership roster which is distributed only to members.

Instructions:

1. Fill out the above form.
2. Enclose a check made out to **"Flying Club 1"**.
3. Send the form and check (\$20 individual, \$25 family) to:

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

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