



Volume 21 – 04

www.FlyingClub1.org

April 2021



The Privileged View

Steve Beste, President

Vote for which video. The club website has a link in the sidebar to “Club 1 PPGs”. Is it time to swap out the video that’s there? Have a look at the candidates below and let me know which video should be there.

Remember that the purpose of the whole website is to entice. We want prospective PPG flyers to look at this video and think, “Oooh. That could be me!” The video doesn’t actually have to be our PPG members – or indeed, in Virginia (I could change the title) – though those are plusses.

Flying in Northern VA

[Video: Club 1 PPGs](#)

First up, The **Hedge Hoppers** (3:49). This is the video that’s there now. Cuba Gonzalez made it back in 2010. Of the 11 Hedge Hoppers, only Bob Eaheart and Len Alt are still in the club (and Len is in Florida and not flying). But it’s local, well-done, short, and we still have a claim to it being “us”.



Mark Barron's **Shenandoah Valley ParaCamping Weekend** (5:28) from 2020. This has great shots, modern editing (like all those stills), and is local. On the down side, for our purpose, it's a bit long and more a documentary of a particular weekend than a general enticement.



Greg Anthony Harris' **2021 Trailer** (3:29). Harris is a professional videographer who's starting a YouTube channel for his PPG work. I think this is stunning – so much so that I subscribed to his channel and sent him some money. It's also specifically aimed at enrolling you in PPGs – or at least his channel. On the down side, it's not “Virginia flying”, and he's not one of us.



Please send me your pick at President@FlyingClub1.org. Of course, the web has thousands of PPG videos. If you have something better for our website, let me know.

When to give it up? A non-flying friend sent me a video file with the title *102 years old!! Never too old!!* It shows some really old guy hand-propping a gyroplane, getting into it, and flying around the pattern. Meanwhile, 15 people look on. Naturally, I forwarded the video to our gyroplane members. *That* opened quite the story.



The fake meme. First off, the video my friend sent me has been doctored from the original. The [original](#) was published on YouTube in 2013. In the doctored version someone has removed all mention of who this guy is and his true age. He was actually 96, not 102. But hey, 102 makes a better story and gets more clicks. According to Hong Kong fact checker site [AFP](#), starting last December:

A video has been viewed tens of thousands of times in multiple posts on Facebook, Twitter, YouTube, Weibo and Sina alongside a claim it shows a 102-year-old American operating a helicopter he built himself.

The post's simplified Chinese-language caption translates to English as: "Peter, a 102-year-old former American Boeing engineer, spent four months making a helicopter himself. This is the first successful test flight in person. People should forget about their age and do the things they want. Some people might reflect on their meaning of life, whether to live its fullest or not."

The video was also published [here](#), [here](#) and [here](#) on Twitter; [here](#), [here](#) and [here](#) on Facebook; [here](#) and [here](#) on Weibo; [here](#) and [here](#) on YouTube; and [here](#) and [here](#) on Sina alongside a similar claim.

The real pilot. Both Frank Noe and Kurt Mohr got back to me instantly. The pilot is British Wing Commander Ken Wallis, a legend in the world of gyroplanes, having designed and flown many variations. He was 96 not 102 at the time of the flight in the video (and died at 97). He was British, not American. It's a gyroplane, not a helicopter. Boeing has nothing to do with it. From his [obituary](#) (thank you, Kurt) it *does* seem like he lived life to its fullest. So the meme probably got that part right. Here's a picture from [The Helicopter Museum](#) showing many of his creations. This comes from a [video](#) (2:39) that shows him flying in 2010. (Thank you, Kurt, for the link.)



James Bond. You may remember seeing Wallis and his Little Nellie gyroplane in the 1967 James Bond movie *You Only Live Twice*. Here he is being chased by four bad guys.



The close-ups all show Sean Connery at the controls. But the actual flight sequences were flown by Wallis, of course. Watch [the whole chase scene](#). (4:46).



First off, you'll notice the rockets and rear-facing flame throwers installed by Q, the head of Q Branch, the fictional research and development division of the Service. [No, not the Q of QAnon. Although hey, maybe Ian Fleming knew more than he let on! I'm just sayin' ...] If you show up at the Airpark with that gear on your aircraft, I will give you a wide berth.

Looking at the chase scene now from 50 years later, it all looks so cheesy. Bond has exactly four cool buttons to push and so exactly four bad guys.



All four bad guys wear black and have terrible aim. (Do you remember how shocking it was that the storm troopers in Star Wars wore *white*? But that was ten years later. They still had terrible aim, though.) And all the helicopters explode in cinematic fireballs.

Still, credit to Wing Commander Ken Wallis for putting gyroplanes in front of the public.

How old is too old? Let me return though, to the theme of that internet meme: *102 years old!! Never too old!!* “People should forget about their age and do the things they want.” I’m not so sure. And I think the 15 people watching Wallis in the video are not so sure, either. Their number and the cameras suggest that this was a special occasion.

We all have stories about taking Dad’s car keys away. Maybe he got in an accident. Maybe he just realized it was time. I hope I have the good sense to surrender my car keys when I should.



But notice in this picture: my trike doesn’t have keys!

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, Apr 24	Chesterfield Pilots Association Poker Run. Contact Jim	Richmond Executive - Chesterfield County Airport (KFCI)	76NM
Sun, Apr 25 / 8:30AM - 12:30PM	EAA Chapter 426 Fly-in Drive-in Breakfast	Greater Cumberland Regional Airport (KCBE)	73 NM
Sat, May 1 / 11AM-2PM	EAA 769 Lunch	Sunbury Airport (71N)	142 NM
Sat, May 8 / 9AM-2PM	Delaware Aviation Museum Foundation pancake breakfast and open house. RSVP required	Delware Coastal Airport (KGED)	114 NM

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

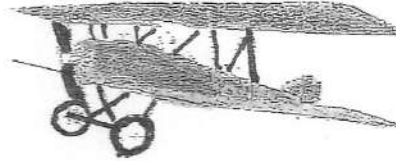
- Shannon Airport (KEZF) - On the field: Robin's Nest Cafe (closed Sundays), Walkable: Wawa, Perfect Pollo
- Sky Bryce Airport (VG18) - Across the street at the ski slope: Copper Kettle (closed Mon/Tue)
- Cumberland Airport (KCBE) - On the field: Hummingbird Cafe (closed Mondays)
- Richmond Exec Chesterfield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

Also, I recently visited Front Royal (KFRR) and met the airport manager. He informed me that there is a deli near the fire station and within walking distance of the airport. I added it to my list of places to check out!

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 airport! It is Sunbury Airport (71N). Jim adds that this airport is on the Susquehanna River, and the image is looking SW. He writes “My niece went to Susquehanna University, just a little down river from the airport at Selinsgrove, PA.”

As for Jim’s prowess at the guessing game, Steve writes “It turns out that Jim has had professional training! We amateurs are overmatched!”

For this month’s quiz, I chose something a little more local. This one is well within the range of even the PPG guys! Where is this church with its distinctive ark in a moat?



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

The Fourth Report On My 1941 Aeronca Chief Engine Switch

By Monty Betts

This is the good news report – my 1941 Aeronca Chief engine switch is complete, the new “old” engine is running extremely well, and I am flying again.

In my last report, the engine was running, but there were issues to be addressed.

1. A bracket needed to be fabricated to support the right side exhaust.
2. A persistent fuel seepage under the instrument panel and a gascolator leak needed fixing.
3. Landing gear needed service.
4. The top cowl needed to be modified to clear the taller shielded ignition.
5. The annual inspection needed to be completed and the aircraft signed off for flight.

The Bracket

The initial intent was to weld a tab onto the right exhaust that permitted the weight of the right exhaust pipe to be supported from a steel bar bolted to the top of the right side cylinders. A clever machinist and friend of Air Klocker Aviation came up with a better solution – a stainless steel hinged bracket that fit around the exhaust. It fit perfectly and is easily removable.



The Persistent Fuel Leak

Abe of Air Klocker Aviation dry vacuumed the fuel tank and disassembled and cleaned the gascolator. The gascolator installation was problematic – it didn't permit the bowl to fit squarely on the main body of the gascolator. In addition, there was fuel seepage from various joints between the fuel shutoff valve under the instrument panel and the thru-the-firewall gascolator fitting. Abe removed and replaced the entire fuel line, the gascolator, and gascolator support. We discovered NPT (National Pipe Thread) and metric components in the fuel line. Many of these components are not approved. Here is the new gascolator arrangement:



Landing Gear

Traditional Aeronca landing gear features an oleo strut damper that holds hydraulic fluid. My landing gear had not been serviced for years and almost all the fluid was gone. Abe disassembled the right landing gear with great difficulty – the upper support bolt was rusted and frozen in place. This was repaired, the oleos flushed and refilled with new 5606 hydraulic fluid. Then the oleo strut was greased.



Holes in Top Cowl

Traditional Aeronca Chief engine cowl is very close to the engine. This would not accommodate the taller shielded spark plugs arrangement – so I cut holes in the upper cowl. OK – it's not pretty, but it will do until I can fabricate a bump over the plugs or replace the entire upper cowl...

My intent is to replace the entire engine cowling, upper and lower. The lower cowl has been repaired many times over 70+ years with riveted patches and sometimes with Bondo! It does not look good. An excellent project for next winter.



Annual Inspection and Sign Off for Return to Flight

By this time, the aircraft has been down from late October 2020 through March 2021. I elected to defer cowling repair and try to get back in the air.

On April 1, 2021, I received an email that Saverio of Air Knocker had completed the annual and signed the Chief off for flight. I had not flown for more than 5 months, so I decided to do a couple of tail-up high speed taxi tests on April 3rd. Everything felt right, so I made my first flight in months. I will stay close to the airport for a while and watch the engine oil temperature and pressure and check for leaks. I had been told that many of the oil leaks that develop when an engine is not run for a long time will eventually seal up on their own. This was the case. In early engine test runs, one of the pushrod shroud seals spewed oil. After running the engine for a while, this pushrod shroud seal stopped leaking on its own. The new “old” engine is much stronger than my old engine and my climb rate is much improved. The whole engine switch was worth it!

Daylight Saving Time

By Lucy Ooi

This past week, I was able to take two amazing flights, including one yesterday where I met up with my husband and his friend in another plane and we all flew to Messick's for some chow. What was unusual about that? Well, our little fly-out was for dinner, and these flights both took place after work. My ability to do this was partly due to COVID which has me teleworking, allowing me to be heading out to the airport when I would otherwise be in the middle of my train journey, but was also partly due to daylight saving time (DST). I've heard many different things over the years about the reasons for and origins of DST, so this year I decided to do a little digging on my own to find out the truth.



The Champs at Messick's after dinner on a beautiful weekday evening

So why do we have daylight saving time?

The origins of DST lie in giving farmer's extra time to till their fields, right? While this is what I recall being told while in school, this is FALSE. According to the [U.S. Department of Transportation](#) [1], which regulates DST and time zones themselves, the purpose of daylight saving time is to:

- Save energy: since the sun sets later in the evenings, less electricity is needed for household lighting and appliances. Also, since the sun rises so early during the summer months, most people will awaken after the sun, reducing the need for electricity for lighting in the mornings as well.
- Save lives and prevent traffic injuries: more people are commuting and running errands during daylight.
- Reduce crime: more people are “conducting their affairs” during daylight.

Well, now that we know the theory behind *why* we have it, where did it come from?

According to [history.com](#) [2], the idea for DST dates back to 1895 when a New Zealand entomologist named George Vernon Hudson proposed that his country have an annual two-hour time shift. His country didn't agree. Next, it was the British. William Willett in 1908[5] argued that the United Kingdom should adjust their clocks by 80 minutes (!) each spring and fall so people had more time to enjoy the outdoors. Parliament disagreed.

DST was first actually implemented during World War I...in Germany and Austria. They implemented the now-familiar one-hour shift on April 30, 1916 to conserve electricity that was needed for the war effort. Other European nations followed, and the United States adopted DST in 1918. However, in the US, this was seen as a wartime act, and the observance of DST ended in 1919. We gave up on the idea until...WWII. In 1942, President Franklin D. Roosevelt re-instituted DST, again for the conservation of electricity in war time. When WWII ended though, most states continued to use it, but its start and end times were not standardized. What a mess! To remedy this, Congress passed the Uniform Time Act in 1966, establishing nationwide start and end dates in April and October for all states that choose to participate in DST. [2]

Another common misconception about DST is that it was proposed by Benjamin Franklin. It wasn't. According to the [U.S. Department of Energy](#) [5] his name was mistakenly associated with DST when he wrote a satirical letter to the editor in the Journal de Paris in 1784 which "proposed that Parisians could save money on candles by waking up before their normal time of noon." [5].



What are the current rules for daylight saving time?

Wait...April and October? That doesn't seem right. Well, in 2007 the Energy Policy Act of 2005 extended the length of DST by about one month. According to [the National Institute of Standards and Technology \(NIST\)](#), DST now begins at 2:00 a.m. on the second Sunday of March and ends at 2:00 a.m. on the first Sunday of November. This gives us 238 days of DST, which is about 65% of the year. DST is observed throughout the U.S. and its territories with the exception of

Hawaii, Arizona (except for the Navajo Indian reservation which DOES observe DST), American Samoa, Guam, Puerto Rico, the Northern Mariana Islands and the U.S. Virgin Islands. According to [WorldAtlas](#) [4], 62 countries (out of 195 recognized by the U.S.) observe DST. These countries are predominantly in North America and Europe (where they call it Summer Time).

Does daylight saving time actually help?

Is DST actually a good thing? Personally, I'm a fan. I don't know about energy savings and such, but I like being able to go flying after work! But does it actually save energy? The Department of Energy says yes. In 2008, the department conducted a study on the impact of the extra four weeks of DST (which began in 2007) and estimated that approximately 0.5% of the total electricity used per day. This translates to 1.3 billion kilowatt-hours, which is the amount of electricity 100,000 households use in an entire year. [5]. Other studies however, indicate that increased heating/cooling demands for cool mornings and hot afternoons may offset any savings realized from reduced lighting use, especially as we move to more energy-efficient LED lights. [6] While I would be interested in reading the reports from those studies, it is beyond the scope of this article.

Well, what about saving lives by preventing traffic injuries? A study from the [University of Colorado at Boulder](#) suggests it may not be helping with this. [7] When we "spring forward" fatal car crashes actually increase 6% the following workweek, leading to approximately an additional 28 deaths each year. The spike in crashes that was observed jumped from April to March in 2007 when the start of DST time moved, adding further proof that the time change was responsible. Over the 22 years of data analyzed in the study, the authors estimate that 627 people died in fatal accidents associated with the spring shift to DST. They speculate that the true impact is larger when non-fatal accidents are taken into account.

There is other bad news. The [American Heart Association](#), the shift to DST may also increase your risk of a heart attack. Multiple studies in the U.S. and Europe point to increased heart attack risk after the time change for people who are already at higher risk of having a heart attack. [8]



But what if we stayed on daylight saving time year-round?

As the more observant among you are likely thinking, the increases in car crashes and heart attacks aren't really the fault of DST itself, but are caused by the time CHANGE, which messes with our bodies' natural circadian rhythms. So what if we stayed on DST year-round? Well, that's illegal. Since the times for the begin and end of DST were standardized, states that choose to observe DST must begin and end on those times. A state can choose to ignore DST (as Arizona and Hawaii do), but then they must stay on standard time, not daylight time. Pennsylvania however, would like that to change. Just this past Monday, the Pennsylvania House of Representatives passed legislation that urges Congress to make DST permanent. [9] Pennsylvania is not alone in this. Prior to their vote, fifteen other states were already working towards the goal of staying on DST. [10]

So what do you think? Would you enjoy year-round DST?

References

1. <https://www.transportation.gov/regulations/daylight-saving-time>, accessed 4/8/21
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3. <https://www.nist.gov/pml/time-and-frequency-division/popular-links/daylight-saving-time-dst>, accessed 4/8/21
4. <https://www.worldatlas.com/articles/what-countries-do-daylight-savings.html>, accessed 4/8/21
5. <https://www.energy.gov/articles/top-8-things-you-didn-t-know-about-daylight-saving-time>, accessed 4/8/21
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7. <https://www.sciencedaily.com/releases/2020/01/200130144410.htm>, accessed 4/9/21
8. <https://www.heart.org/en/news/2018/10/26/can-daylight-saving-time-hurt-the-heart-prepare-now-for-spring>, accessed 4/9/21
9. <https://www.pennlive.com/news/2021/04/pa-house-passes-bill-seeking-an-end-to-changing-clocks-keeping-state-on-daylight-saving-time.html>, accessed 4/9/21
10. <https://www.ncsl.org/research/transportation/daylight-savings-time-state-legislation.aspx>, accessed 4/9/21

Meeting Minutes

March 2021

Flying Club One Meeting

Saturday, March 13, 2021

Online Zoom meeting from members' homes

Call to Order

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

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



Visitors and New Members

Matt Christensen, wife and 3 children (22, 22 and 15) live in Vienna, VA. Matt is a hang glider pilot and is getting a Carbon Cub. He is the new owner of the Warrenton Airpark, so we will be seeing a lot of him.

Old Members

Len Alt joined our Zoom meeting from sunny Florida and said he has not flown his PPG for some time. **Fabian Georges** said he had a great flight in a Quicksilver. **Bob Eaheart** was flying with other PPGs, when one had an engine out, and glided in safely. The bad and windy weather had most members grounded this past month.

Regular Reports

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

Treasurer: **Fabian Georges** reported that the February income was \$460.35, expenses were \$10.50 and check book balance is \$3377.93.

Membership Director: **Fabian Georges** reported that 2021 membership renewals are coming in, with about 50% paid-up. Also, he is working on a new color-coded membership roster that will be emailed out before our next meeting.

President: **Steve Beste** reminded members that we will have our April 10th meeting outdoors at the Warrenton Airpark. Also, with our famous cookouts back, members need to sign up for *Chef of the Month*. **Dick Martin** has it for April.

Warrenton Airpark Owner: **Tom Richards** reported that he has sold his Warrenton Airpark to **Matt Christensen**. Matt is a pilot and plans not only to keep it as an airport, but do a lot of improvements. Many things need to be worked out and settlement will take a few months. More information to come.

Old Business

None

New Business

None

Program

Steve Beste had a short presentation on a new airport feature on our Club website. It gives a great overview of all the airports in our flying area with up to date information.

Adjourn

President, **Steve Beste** adjourned the Zoom meeting at 12:00 noon.

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, 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
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.

2008 Airborne XT912 trike with Streak III wing

Asking price: \$28,000

Registered SLSA

Total engine time 229 hours

Excellent condition

Always hangared

New annual inspection

Located at KFRR (Front Royal) - *may* be able to keep this hangar

Many extras, including:

- ICAR 2000 pilot/passenger helmets
- Lynx headsets and intercom
- ICOM Radio
- GPSmap 495 color GPS
- Microair T2000SFL mode C transponder
- BRS-6 Ballistic Recovery System

Contact: David Humm (Tel. 703-774-5881 Cell)

daviddgh992@aol.com



‘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