



Volume 21 – 06

www.FlyingClub1.org

June 2021



The Privileged View

Steve Beste, President

Matt Christensen buys the Warrenton Airpark. This is the biggest news of the year. Newcomer Matt Christensen has purchased the Warrenton Airpark from Tom Richards. This ensures that the field will remain an airfield for the foreseeable future. As part of the deal, Tom can stay on in his house as long as he likes.



*Matt, Erica, and Duncan Christensen (15)
Older son Taylor (23) and daughter Sidney (21) were not at the Airpark that day*

Matt tells me that he's always been interested in aviation, but at the light end. He began in 1993 at age 19 by learning to paraglide at Point of the Mountain in Utah. In 2006, he bought a PPG rig (and visited the Airpark for the first time), but didn't care for PPG flying. Instead, he learned hang gliding from Steve Wendt at [Blue Sky](#) in Manquin, VA.

In 2012, he made his first cross-country hang gliding flight and was hooked on XC. “Like most things I do, I jumped all in,” he said. By 2014, he was competing internationally, being on the U.S. National Team in France.

At that time, he was working as a construction project manager, and later, vice president of the company. The 2 million square-foot DOT headquarters building in Southwest was one of his projects. Balancing that work with his hang gliding career took some doing, but “as long as I’m meeting my obligations and my projects are running smoothly, I’m able to take time to attend two or three competitions a year,” he said at the time.

This past year, he decided to move into powered flight. “I wanted something that was STOL but can also take a passenger.” So, despite having no pilot’s license, he bought a Carbon Cub in California and – jumping all in again – a whole airfield for it. He plans to take lessons, travel to California with his instructor, and fly it home to the Airpark.

He’s not giving up on soaring flight, though. He’s ordered an [Electric Swift](#) motorglider, which should be arriving at the Airpark late this summer.



Electric Swift motorglider

But that’s for another day. In the meantime, he and Erica have begun cleaning up the Airpark, something that Tom has long wanted to do. The leaky oil drums are gone, along with *much* trash. Most of the junked cars are gone, and most of the people living in trailers. The rest will be going soon, along with the bootleg auto repair business in the sky divers’ hangar. Also gone is Grass Roots Flyers, Tom Richards’ ultralight training school. The liability risk is just too great.

Looking ahead, Matt told me his plans for the Airpark:

1. Clean up the place. Comply with the countys request to remove the junked cars, the illegal car repair business, and the people living in trailers.
2. Build eight new T-hangars with concrete floors and electric doors.

3. In a phased way, renovate the existing hangars.
4. Increase security at the Airpark by adding a gate and some security cameras.
5. Raise the bar for safe operations. He was there recently when a PPG pilot was hot-dogging between the hangars. That will stop.
6. Throughout, create a community of aviation enthusiasts that are all on the same page regarding both their love of the sport and their habits of safe flying.



A new tractor for the Airpark. Matt also brings a new zero-turn mower.

Meanwhile, as if the Airpark were not enough, Matt and Erica have bought some property west of Warrenton. They plan to build a house and move there from Vienna where they now live. The property is big enough for a short airfield, but *that* possibility (hello, poker run stop) is a long way off. Still, Erica told me that Matt accomplishes anything he puts his mind to. And the energy he has shown around the Airpark since his arrival supports her claim.

Matt is no longer working construction. Nowadays he spends most of his time supporting his son Duncan's wrestling career, which involves extensive travel. That kid in the picture is a 12-time Virginia state wrestling champion in various categories, with national ambitions. This fall, Duncan will start school in Philadelphia, and Matt will move there for the school year.

We're all happy that the Airpark will continue as an airfield into the future. But that wouldn't be happening if Tom Richards hadn't bought it in 2004 and kept it open these 16 years. He writes

that he really had no intention of buying an airfield at the time. But he was building an ultralight airplane and was looking for a place to fly it. (Interestingly, that's how Matt arrived, too. *He* was looking for a place to fly *his* airplane and has ended up with the Airpark just as Tom did.)

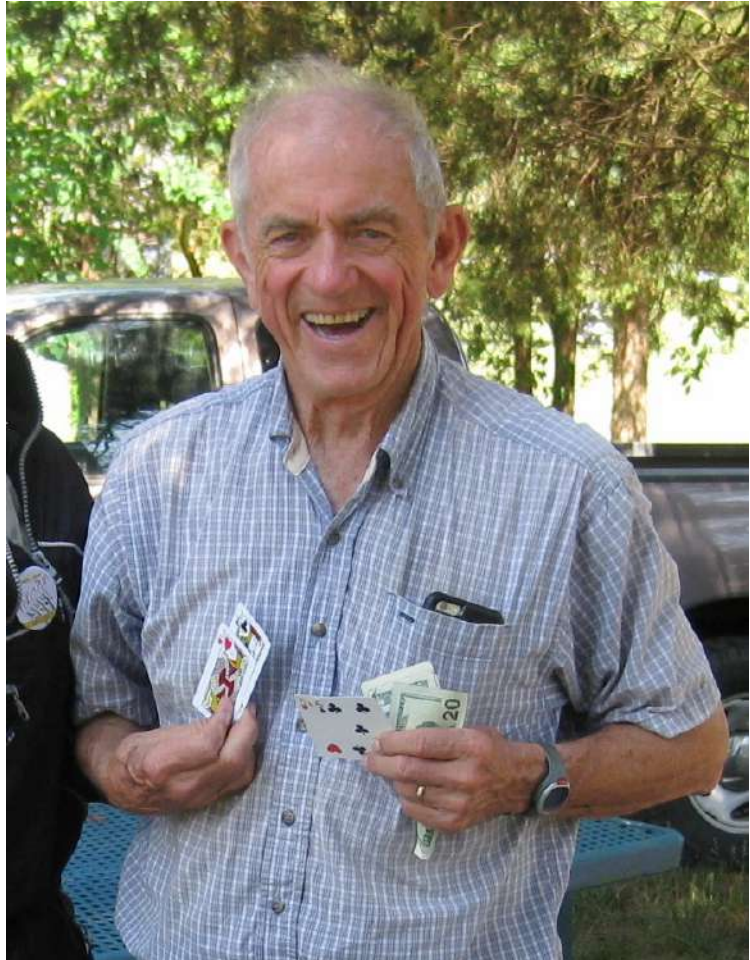
During his time, Tom has made us all welcome for club meetings beyond counting. He even let us move our April meetings into his house many years on zero notice when April turned cold. More than one pilot has told me that they wouldn't be flying if it weren't for Tom and the space he's made for them at the Airpark. How many of us can make that claim? And his stories! Tom is a born raconteur. Ask him sometime to tell you about hauling an ultralight up Route 29 one dark night. When it fell off the truck things got interesting...

For his sense of humor, his generosity, and his companionship we are all grateful.

Back in 2016, Tom wrote up the history of the Airpark in a series of articles for the club newsletter. Here are the links:

- [Overview](#),
- [1936-1948](#)
- [1948-1962](#)
- [1963-1992](#)
- [1992-2004](#)
- [2004-2016](#)

Fly safely,
Steve



Tom Richards wins the poker run in 2015



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](#).

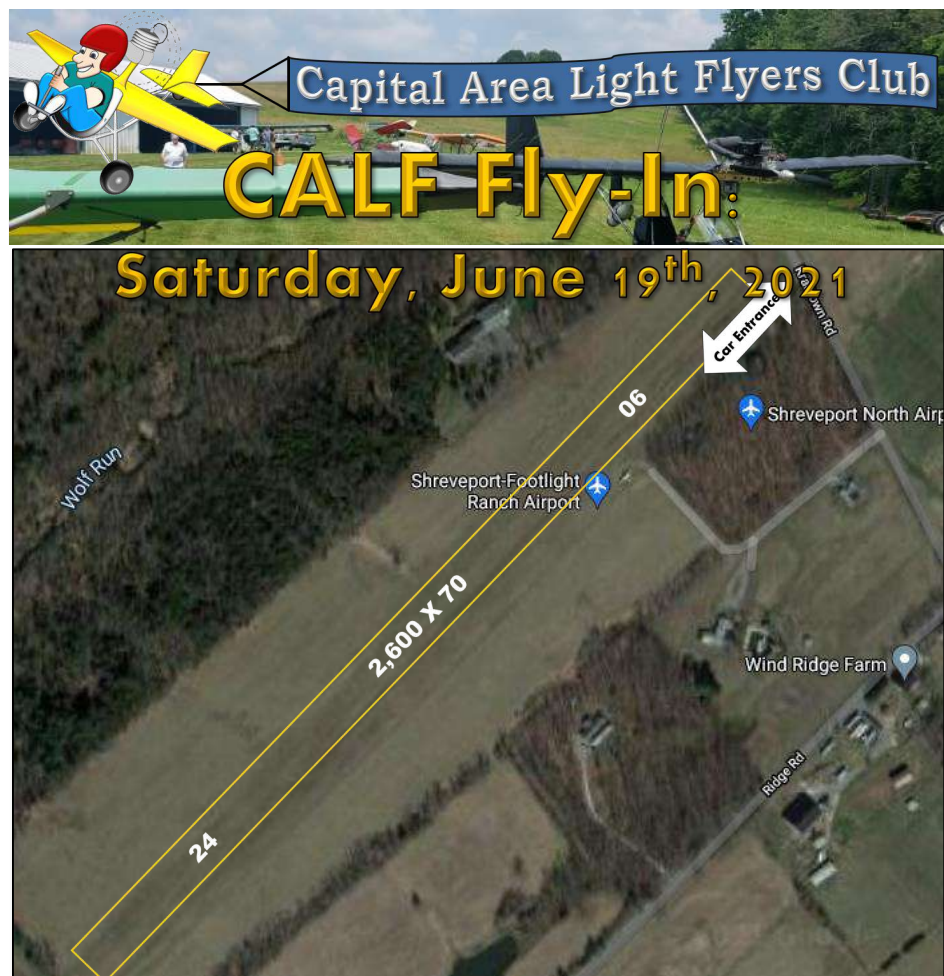
While restrictions due to COVID-19 are loosening in Virginia, the following events still have the potential to be canceled, and it is recommended to check in with the hosting organization.

Date	Event Description	Location	Distance from 7VG0
Sat, Jun 12	Potomac Antique Aero Squadron Fly-In	Massey Aerodrome (MD1)	100 NM
Sat, Jun 19 / 11AM-4PM	Capital Area Light Flyers Club Fly-in	Shreveport North (62PA)	91 NM
Sun, Jun 20 / 8AM-12PM	Somerset Aero Club Fathers' Day Fly-In Breakfast	Somerset County Airport (2G9)	101 NM
Fri-Sun, Jun 18-20	Golden Age Air Museum Biplanes, Bands & Cruise-In	Grimes Airport (8N1)	130 NM
Sat, Jun 26 / 8:30-10AM	Monthly Fly-in Breakfast	Chase City Municipal Airport (KCXE)	117 NM
Sun, Jun 27 / 8:30AM - 12:30PM	EAA Chapter 426 Fly-in Drive-in Breakfast	Greater Cumberland Regional Airport (KCBE)	73 NM
Sat-Sun, Jul 3-4 / 9AM-3PM	Capital Wing CAF Warbird Showcase	Culpeper Regional Airport (KCJR)	8.5 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!



Location: Shreveport North [62PA] (location information below. Please check before you start out.)

Time: From 11 am until 4 pm.

Food: Bring your own lunch. If you are driving, bring a couple of extra folding chairs for pilots.

If you are driving in: The street entrance is off of Kralltown Road, Washington Township. Use this Google Maps [link](#) to find location. Type your address as the starting point, and Google maps will show you the way.

If you are flying in: Lookup the Shreveport North details on <http://Skyvector.com> at this [link](#).

- Please note that it is a nice long grass strip.
- Please use CTAF 123.45 to announce your location in pattern.
- **PPG Pilots welcome!** Please note that there will be PPG pilots in the vicinity.

Shreveport North is a wonderful grass strip to fly in and out. It is a great place to fly and meet. If you have been going there for years, please note that the Shreve family no longer own the land Southeast of the taxiway. Bathroom and other facilities are no longer available. Enjoy the airport. Stay on the airport grounds. No overnight camping, motorhomes.

Remaining 2021 Fly-Ins

Jul 04 Eyler's Field. Not on Charts. Click **here** for map to location.

Aug 14 Flying H Farm Airport [8MD5]
<https://skyvector.com/airport/8MD5/Flying-H-Farm-Airport>

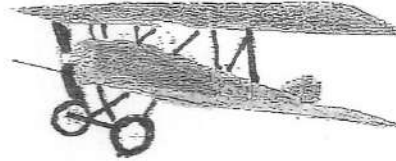
Sep 18 Shoestring Aviation Airfield Airpor [0P2]
[0P2 - Shoestring Aviation Airfield Airport | SkyVector](#)

Oct 16 Keymar Airpark Airport [MD42]
<https://skyvector.com/airport/MD42/Keymar-Airpark-Airport>

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 Steve Beste who correctly identified last week's mystery location as Moo Thru in Remington, VA (look for it on the Poker Run this year near Rular)!

Confession from the editor: I am mean. I (without his knowledge and due to his uncanny ability to identify the mystery location within about an hour of sending out the newsletter) experimented on Jim Heidish by taking a separate quiz image that was **ONLY** sent to him. Which is why he didn't identify this month's mystery image. What I sent Jim is below:

Can you identify this month's quiz location? No clue, as this is an easy one and I don't want to give it away!



The results of my experiment show: Jim did not find a way to cheat on the quiz. He really is that good at figuring out where these locations are (you are AMAZING, Jim!!). Despite the lack of landmarks in the above picture, he really did try. By the way Jim, that picture is of: [38.62210667840659, -77.81538999584251](https://www.google.com/maps/place/38.62210667840659,-77.81538999584251).

No tricks this month! I promise! JJ sends in these images of a local airport he has been to recently. Can you identify it?



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

Gyro Trip from Albuquerque, NM to Frederick, MD

By Kurt Mohr

So there I was, at 9000' MSL. Well almost...



ALBUQUERQUE, NM – The Ballooning Capital of the World – is where this adventure starts! Last month I purchased another Magni Gyroplane, a newer model with greater range, rear wind-screen and some storage capacity. My trainer model served me well for 10 years but it was time to upgrade.

My new purchase (a 2016 M-22 with 300 hours) had been on the market for over a year. When I texted the owner he responded within 10 minutes – “Yes I still have it, what can I tell you about it??” A commercial flight in April to kick the tires and a return flight to Albuquerque in May for the purchase would start my trip home. Then came the question: Trailer or fly? FLY!



Sunrise at Double Eagle Airport, Albuquerque, NM



The New Mexico landscape shortly after departure

Thursday, May 13th was comprised of a very thorough preflight and orientation flight toward Santa Fe. Friday morning met me with a beautiful sunrise coming over the Sandia Crest as I departed from an altitude of 5500' and climbed to 8875' to give the mountains and ridges proper respect (allowing room for thermals and surprises). From there it was a slow decrease in MSL over fairly remote countryside toward TUCUMCARI, New Mexico. Several stops later that day and I arrived at Sundance (KHSD), northwest of Oklahoma City. Not bad for my first day – about 500 miles down!



In the hangar at Sundance

Saturday morning my engine was running rough. Something was wrong. What could have happened overnight? Why now after a great first day? As I tried to find a smooth idle RPM thinking I had a fuel flow problem, two guys came over to check out my Gyroplane. I commented on the rough idle and they mentioned a guy named 'Steve' hangared down by the end of the runway. Steve was an EAA chapter guy and knew a lot about Rotax engines, so maybe he could help me out. As it turned out Steve was truly amazing – he spent all day Saturday with me, went home to get some tools, helped pull spark plugs, worked on the problem and eventually pulled the carburetor bowls off. The BING carburetor floats had a history of 'sinking' and that could cause flooding – Yep. That's what it was. We weighed the floats and found they were too heavy. Specs call for the two floats to weigh no more than 7 grams total. I had one float at 5 grams. No Bueno. We replaced the floats with some he had in his hangar (what luck!) and by 5 o'clock that evening the engine was purring once again! A few test circuits around the airport and I was ready for leg #2 the next morning.

Sunday I continued east hoping to make the Atlanta area by the end of the day. I was running

out of daylight and made it as far as Tupelo, MS (the birthplace of Elvis!). My stop for the night was coordinated by a call to the Tupelo tower 10 miles out (asking if they had hangar space for a wayward gyroplane pilot...!).

Monday morning was leg #3. I was out bright and early for a 250 mile leg to Falcon Field – Home of...Aircraft Spruce! I visited with some friends for a few hours and continued on to Hickory, NC. There are great people at Hickory, and a huge hangar for shelter.



Visiting Aircraft Spruce



Hangar at Hickory

Next morning (Tuesday) was the final leg, #4. There were lower ceilings that morning and I had to set down after an hour of flight at Winston Salem, KINT. The haze burned-off enough for my comfort after about an hour and I continued to Culpeper, VA. Getting closer!

I had been flying most of the trip near 2500 AGL, with an airspeed mostly from 85-100 kts and now wanted to take the last hour low and slow, about 70 kts and 1000'. Frank Noe was expecting me and we intercepted near Point of Rocks, Maryland for the final 20 miles into Frederick Maryland. My own private escort!

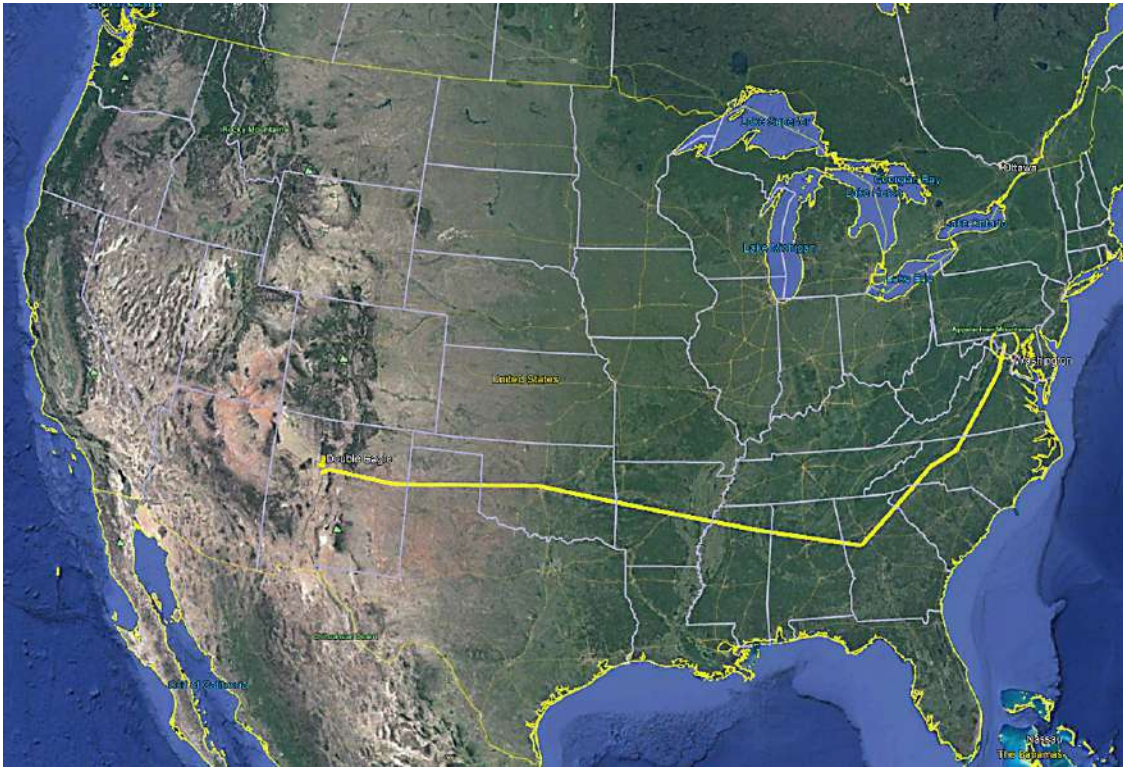


Cleaning off the bugs before the final leg



Culpeper, VA - Almost home!

A quick review puts the trip at about 1800 miles over 4 days of flying. My longest non-stop run was 3 hours for about 250 miles on 18 gallons. Flight planning was looking at the weather each evening and again in the morning, picking my fuel stops, making sure they were open and then...go! I was prepared to not fly if weather was poor. I made sure to plan my evening stop to arrive while the FBO was still open, then it was courtesy car, hotel, shower, and sleep. I found that sharing the adventure with others was comforting and valuable, fulfilling and rewarding, especially when I needed to troubleshoot the carb problem.



It is hard to find the right words to sum it all up – A great trip, a lot of nice people out there. I'm humbled by how big and beautiful our country is.

Go check it out.



Meeting Minutes

May 2021

Flying Club One Meeting

Saturday, May 8, 2021

Warrenton Airpark

Warrenton, VA

Call to Order

President **Steve Beste** called our meeting to order at 11:10 AM.

30 members and visitors, big turn out!

Selling of 50-50 tickets

Visitors and New Members

Ck Chong stopped in to see what's flying and attend a meeting. PPG flyer **Jim Vankirk** fit right in with all our PPG members. The new owner of the Warrenton Airpark, **Matt Christensen** introduced his wife and son then gave a history of his love of aviation, of note is that he competed in hang gliding in the U.S. and Europe. Also his son, Duncan is an all-star wrestling champion and Matt is his manager. Once everything is settled with Tom and the Airpark, he has a new Carbon Cub that has to be flown here from California. He said thanks to everyone for the warm welcome and that the Club always has a home at the Airpark.

Old Members

All the very unpredictable and windy weather has most of the members grounded. In spite of the weather, **Jackie George** and **JJ Campbell** had some short flights, but it was very turbulent and there were some real rollers down low. First generation (early 1980s) ultralight flyer, test pilot for Lazair UL and long time member **Bob Chapman** was out for the meeting. **Tim Loehrke** said he was contacted by a man selling his new, never flown gyrocopter at a very good price, especially for all the top-quality parts included. He will get more information and details. Contact Tim if you are interested. We also had a discussion about the best ADS-B set-up for a PPG Trike configuration.

Regular Reports

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

Treasurer: **Fabian Georges** reported that the April income was \$390.00, expenses were \$0.00 and check book balance is \$3728.42.

Membership Director: **Fabian Georges** reported that the membership is now 61 and growing. Only 11 members have not paid their dues. The new and redesigned membership badges will be coming soon. Fabian said be sure to send him your email address if it has changed as some of the mass Club emails are not going through.

President: **Steve Beste** reported the passing of Club member and past President **Larry Walker**. Be sure to see the article about his life in the May Newsletter. The Club has a new and very informative video about LSA Airspace for all members to view. Steve also talked about setting up a weekend work party to help out Matt Christensen with the big Airpark clean-up. More information on dates to come.

Warrenton Airpark Owner: **Tom Richards** said that the settlement on his sale of the Airpark should come next week. He said that he is glad that Matt is a pilot and plans not only to keep the airport operating and do a lot of improvements, but is also agreeing that he can still live in his house on the Airpark property. The best of everything!

Old Business - None

None

New Business - None

Jim Heidish proposed that the Club help support the creation and placement of a *Virginia Historical Marker* about the Warrenton Airpark. These are much like the ones seen all over the Civil War battlefields. Placed along the side of the state road, near the end of the main runway, it will promote the Airpark as an important part of the Warrenton area history. There is a lot of leg work to be done first and Jim said he would take on the job with the help of Tom's written history of the Airpark. The members thought it was a great idea. More information to come. (See attached image of one at the VA Tech Airport).



Program

None

50-50 Drawing

Winner **Tim Loehrke**

Adjourn

President, **Steve Beste** adjourned the meeting at 11:55 AM.

Cook Out

Cookout with barbecue-grilled hamburgers and all the trimmings prepared by **Tim Loehrke**.

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

Monty Betts submits these pictures from our meeting:



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, 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

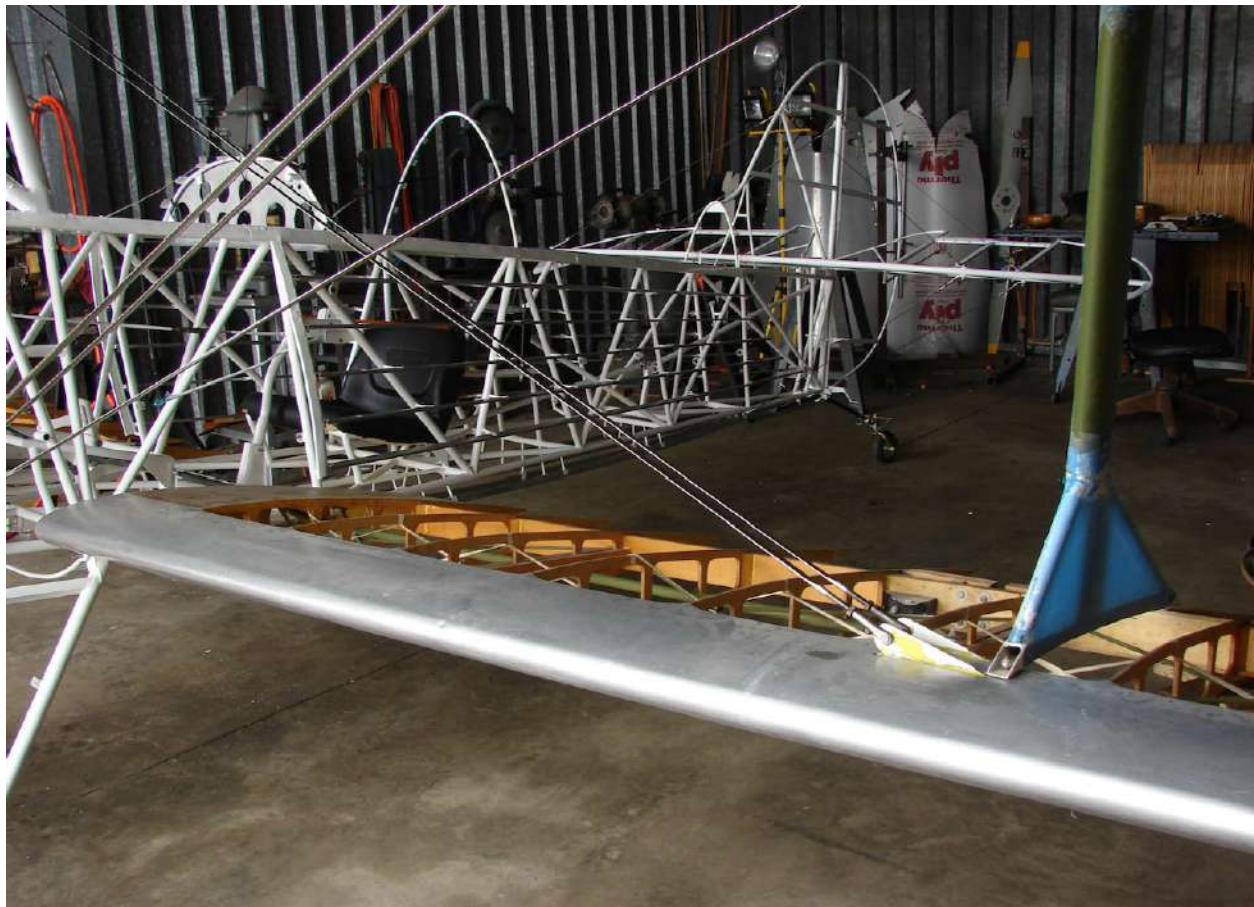
Classifieds

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.

Steen Skybolt Project For Sale

Steen Skybolt almost ready for cover. Fuselage welded under the supervision of Steen Aero Lab by primary author of the Skybolt builders guide. Wings, I struts and sheet metal from previously flying Skybolt. Engine mount for Lycoming 540 (engine and prop not included), Cleveland wheels/brakes, flying wires, Christen inverted oil system, numerous used instruments and mis hardware. Located in Winchester, VA. \$7500 or best offer.

Marcus Cooper cooprv7@yahoo.com (540) 514-4419



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