



Volume 21 – 07

www.FlyingClub1.org

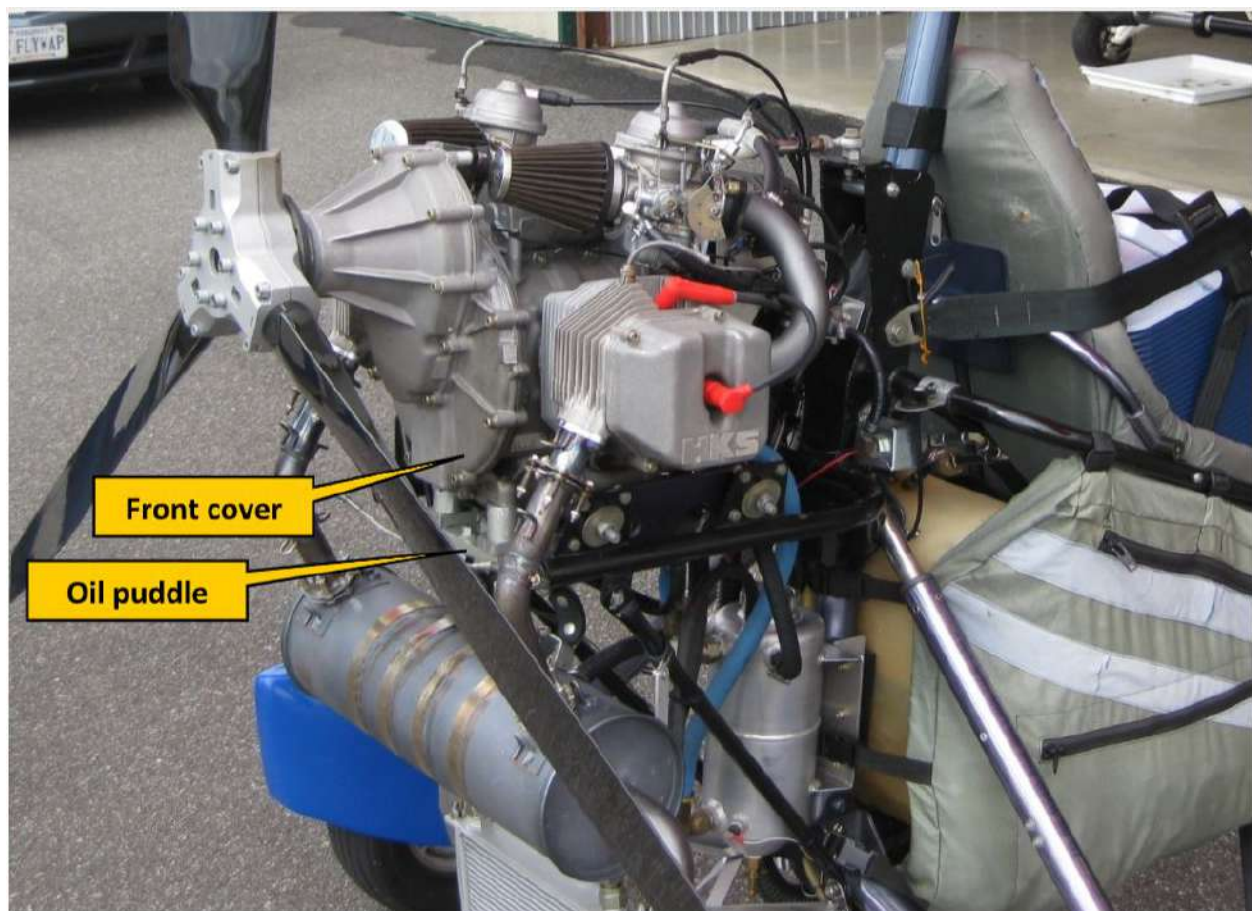
July 2021



The Privileged View

Steve Beste, President

Detective Steve cracks the case. Or, Inspector Slack makes a mess of it. For the past two years or so I've had an elusive oil leak on my HKS 700E engine. Every flight leaves a little puddle of oil under the engine, a wet area along the side, and a film of oil on the propeller. Here's the ill-fated story.



First off, the oil seemed to be leaking from the front cover gasket. I changed the gasket, but that didn't fix the leak.

After that, I brought in the big guns. I sent my engine off to be overhauled last winter. It was twenty years old, it had 800 hours on it which was the recommended time between overhauls, and

I had \$3,500 that I'd saved up for an overhaul. That money was burning a hole in my pocket, and hey, maybe the overhaul would fix the leak.

It didn't.

Chris Hatin, who did the overhaul, reported that the engine was in good shape. The crankshaft was still within spec to half a ten-thousandth of an inch. The camshaft had some wear, so I replaced that. The standard overhaul includes new pistons, rings, valves, and lifters, and \$1,600 of labor. Plus I had to drive the engine to Chris' place north of Albany. All fine. But when I got it back on my trike, it still leaked oil.

So, belatedly, I did what I should have done two years ago: I did a dye test. You dump a small bottle of special dye into your oil, then run the engine with the lights off while you shine an ultraviolet light on it. Any leaking dye will fluoresce and be immediately visible.

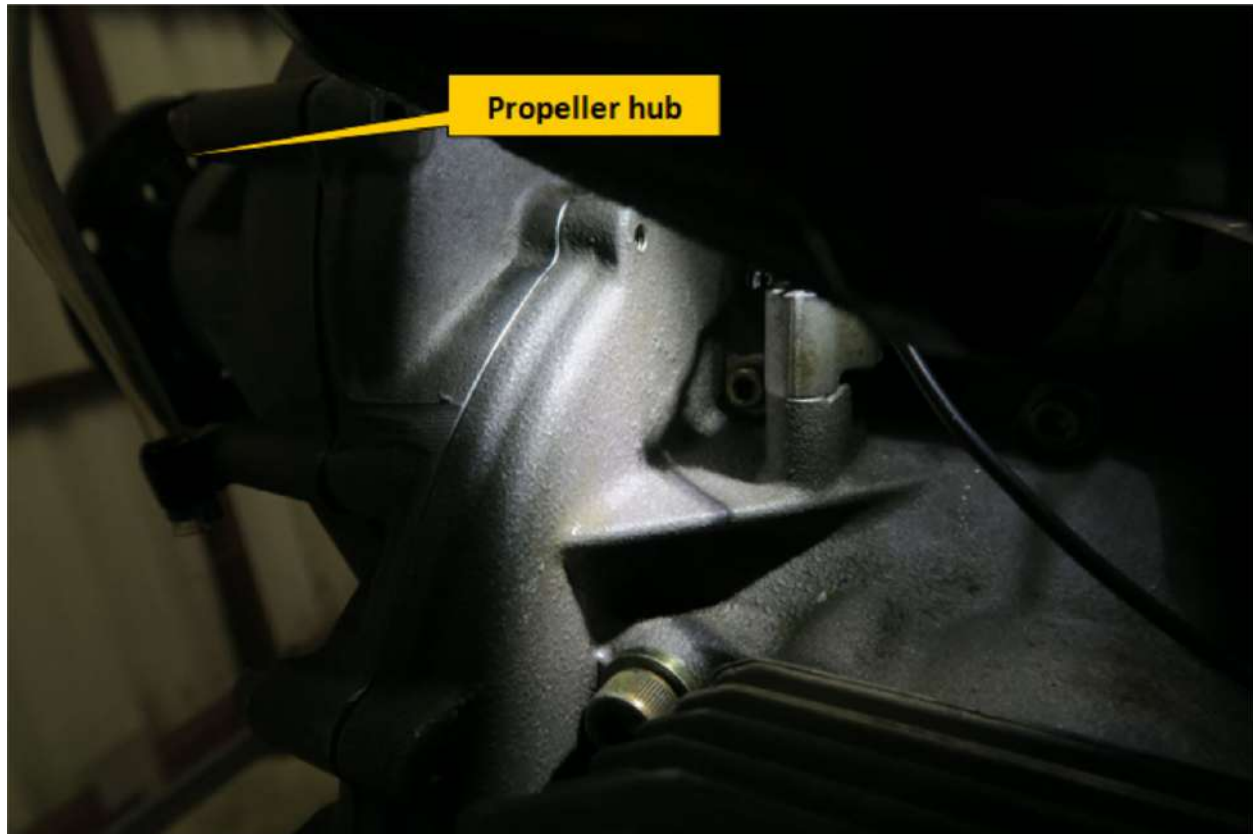
Fortunately, my HKS engine can be run at low speed without the propeller. I wasn't about to be crawling around a running engine in the dark with a spinning propeller!

Here's the result:



The leak under ultraviolet light

The source of the leak is a crack in the crankcase.



The leak in white light – invisible

I was relieved to have found the culprit. BUT:

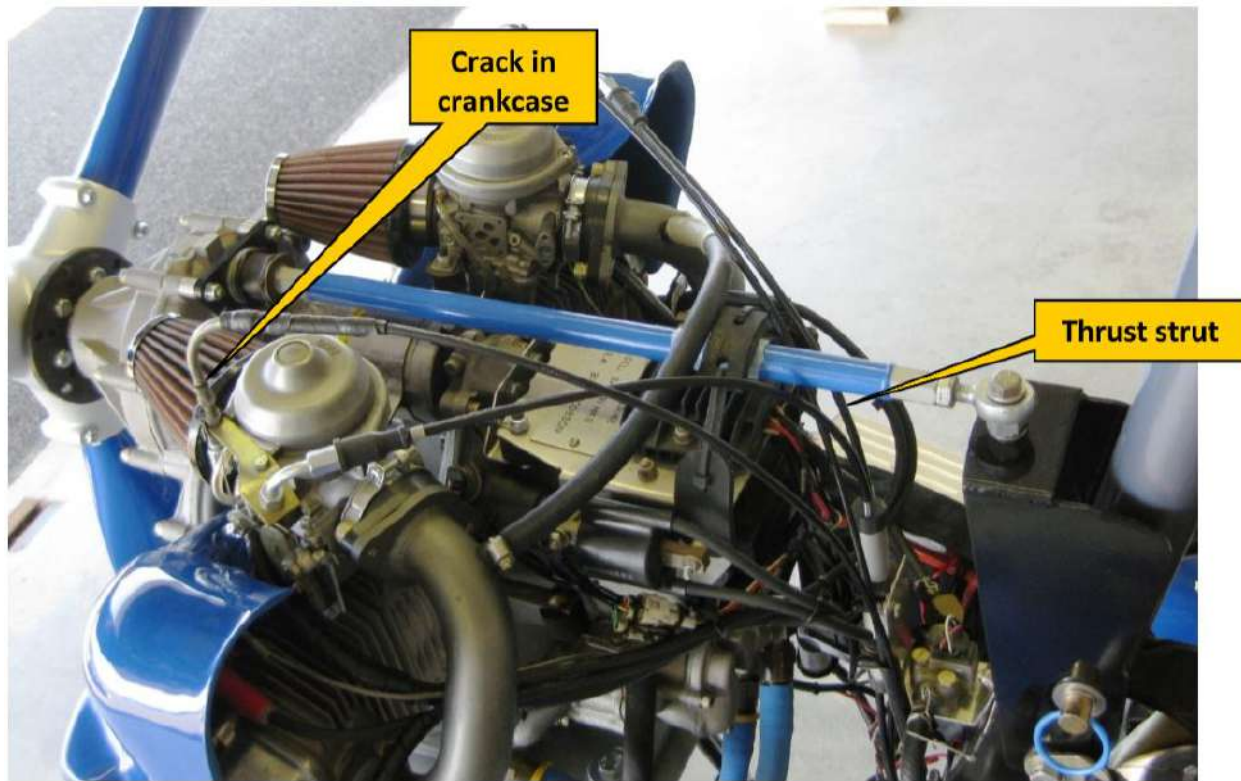
- I had to take the engine back to Chris north of Albany.
- And pay him to disassemble and re-assemble the engine a second time.
- The HKS 700E engine is no longer sold. HKS is still in business and making parts, but they're not making crankcases.
- Fortunately, Chris found a used one. But it's expensive.



“If I’d only done the dye test last fall!” I keep muttering to myself. And now that I think about it, I *was* finding oil high on the engine – higher than could be explained by a leaking front cover gasket. Like Agatha Christie’s Inspector Slack I missed the clues.

Can’t the crack in the crankcase be fixed? I looked into this. Yes, it can be, if you find an aluminum welder with the skill to do it. But you’ll also need to find one that has an annealing oven. That will heat and then cool the entire part after welding. Unless it’s annealed, the part will have local stresses around the weld that will lead to further cracks.

So what caused the crack in the first place? I suspect the thrust strut. Mind you, that strut has been there for twenty years, but perhaps I put it on too tightly when I replaced it after my crash in 2015.



Why is that thrust strut there? The HKS has an unusually high compression ratio of 11.3:1. As a result, it shakes a lot when running at low speed. Trike manufacturers (Astra, North Wing) found that the engine would destroy the rubber engine mounts below it. The solution was this thrust strut. It transfers the propeller thrust directly to the mast of the trike instead of it all going in shear through the engine mounts. But the thrust strut does put force on the upper crankcase near the crack – force that isn't there otherwise.

What are the lessons here (I'm all about lessons)?

1. Don't leap to conclusions about the source of your aircraft's problems. I just assumed the leak was coming past some gasket. That was an expensive mistake.
2. If you have an oil leak, do the dye test. You can get the dye and the light at any auto parts store for \$35.

Fly safely,
Steve



About the HKS 700E engine

I love this engine. It has never failed in 20 years. Being a 4-cycle engine, it sips gasoline at 2.1 gal/hr. And it's quiet. At 60hp it's a bit underpowered for a 2-person trike, but it's just fine for flying solo.

When I was a software developer, I used to tell people that the worst thing you can do is to correctly build the wrong product. You put all that care and love into your work. It's a thing of beauty. It performs splendidly. But if it splendidly doesn't do what the customer needs doing, it's a bust.

That's the HKS engine. When it came out in 1996, HKS intended it to be a 4-cycle competitor to the Rotax 582. It did OK at that. Five less horsepower, slightly heavier, a bit more expensive, but four cycles! 2.1 gph! No need to mix oil with the fuel! But while HKS was making that pitch, the Rotax 912 swept the field. Critically, the 912 has 80 horsepower, which turned out to be the sweet spot in the market at the time. If HKS had made the engine 80hp instead of 60, I like to think it might have survived.

As it was, HKS saw the problem and introduced the 700T in 2009. It was 80hp, turbo-charged, and fuel injected. Club member Mike Vadney put one on a gyroplane he built. He can tell you about it. But HKS had teething problems with the fuel injection, and in 2014 Garrett stopped supplying turbochargers out of concern for liability in the experimental aircraft market. That killed the 700T after about 40 were sold.

In 2019, HKS discontinued the 60hp 700E as well. They continue to manufacture parts for it – such as the new pistons used in my overhaul. But no new engines. The company was willing to keep selling the engine as a niche sideline, but then the molds for the crankcase and cylinders reached the end of their lives. Sales did not justify the expense of building new molds, so complete engines are no longer being made.

Could HKS ever have had the success that Rotax has had? I doubt it. HKS was too late to market and lacked Rotax's deep pockets. Plus, both HKS engines have only two cylinders. The 700T was probably the end of the line for that basic design. Meanwhile, the four-cylinder 912 had room to grow into today's lineup of 80, 100, and 140hp 9-series engines.

As for HKS the company, it's doing well. It has an excellent reputation as a builder of [tuning products for race cars](#), such as mufflers and turbochargers. Aircraft engines were always a sideline, the love child of one of their influential engineers.

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, Jul 11 / 8-10:30AM	EAA 518 Fly-in Drive-in Breakfast	Mifflin County Airport (KRVL)	121 NM
Sat, Sun Jul 17, 18 / 10AM-4PM	CAF Capital Wing Warbird Showcase	Hanover County Municipal Airport (KOPF)	59 NM
Sat, Jul 17 / 2-5PM	Richmond Executive Aviation Grand Opening Party	Richmond Executive - Chesterfield County Airport (KFCI)	76NM
Sat, Jun 24 / 8:30-11AM	Monthly Fly-in Breakfast	Chase City Municipal Airport (KCXE)	117 NM
Sun, Jul 25 / 8AM - 12:30PM	EAA Chapter 426 Fly-in Drive-in Breakfast	Greater Cumberland Regional Airport (KCBE)	73 NM
Sat, Aug 14 / 11AM-7PM	Wings & Wheels Aviation and Automobile Showcase	Dinwiddie County Airport (KPTB)	89 NM
Sat, Aug 14 / 8-10:30AM	EAA 518 Fly-in Drive-in Breakfast	Mifflin County Airport (KRVL)	121 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)

SAT
JULY
17
2021



**GRAND
OPENING**

2PM
CEREMONY



**CELEBRATE
WITH US**

7521 Airfield Drive
Richmond, VA 23237

You're invited!!
Join us!

- CATERED BY KING'S KORNER
- MUSIC BY THE PAT RUSSEL BAND
- SPECIAL GUESTS
- DISCOUNTED FLIGHTS IN OUR DA40
- DIAMOND AIRCRAFT RIDES
- SEE OUR NEW FACILITY AND MEET OUR TEAM





WINGS & WHEELS



AUGUST 14, 2021



ADMISSION:
\$10 FOR ADULTS
KIDS 12 AND UNDER FREE

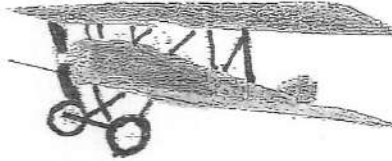
**VIRGINIA
IS FOR
AVIATION
LOVERS**

AVIATION AND AUTOMOBILE SHOWCASE . FLY-IN . LIVE MUSIC . FOOD TRUCKS AND MORE!!
11 am - 7 pm | KPTB | 6775 Beck Chappell Drive N. Dinwiddie, VA 23803

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

Robert Meadows sends in some photos from Sentimental Journey, the Piper fly-in at the site of the old factory in Lockhaven, PA (LHV).



A pink Aeronca L-16A



A field of Pipers...and non-Pipers



A beautiful Lockheed Electra 12A which later flew into the Flying Circus and Warrenton (HWY)

Quiz

Congratulations to Allen Whatley who correctly identified last week's mystery airport as Falwell (W24) and to JJ Campbell for providing the pictures!

Can anyone identify where this housing development with its own silo is? Hint: it is near one of this year's poker run stops!



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



Paracamping At Its Best – 8 Days, 7 Pilots, 4 Airports – May 15-23, 2021

By Mark Barron

One of the biggest attractions to Powered Paragliding is the freedom to fly from “almost” anywhere you can drive with a reasonably large field. Not necessarily an airport but a farm, a ball field, someone’s yard, or even large parking lots (with permission of course). This article is about a trip that was planned last year but when COVID-19 hit us all it was put on the back burner. Earlier this year when vaccinations were being given and there was light at the end of the tunnel for our “lock down” year, we set out to make it happen again. The invitation went out to anyone in our group but it was made clear that this trip was limited to ~6 pilots, first come first served. We’ve learned over time that as majestic as we think we are flying through the air we can be as annoying as a swarm of killer bees to some if we aren’t careful. Keeping the numbers small is one way to avoid such a reaction and allow for a return trip in the future for us or for others. Being a good representative of the sport is something the “AirDogs” PPG Club talks about a lot and strives for. We are in this for the long haul and treat every landing zone (LZ) as a precious resource that we ourselves have to maintain and nurture. The intended reaction is “Wow that was cool, we’d love to have you guys back again” and NOT “Ok that was fun but next time you guys should find another location”. It’s worth pointing out that even though we can fly from fields I’ve found that when planning trips like this it is easier to find contact information for Private Airport owners than a random field on Google Maps. Why Private? Because we can usually camp onsite. There’s nothing better than rolling out of bed and strapping on a motor and flying a sunrise flight. The alternative is to drive your gear from a campground to a location within a few minutes...not bad, but you still have to pack things for driving.





We started our Journey at Eagle Crest-Hudson Airport (DE25) where we had 2 days of the best flying conditions of the entire trip. Although this was not without its challenges. One pilot suffered a broken prop on launch, one had an engine seize forcing an emergency beach landing. All were unscathed but it was a good reminder of how important spare parts on a long cross country trip can be. As luck would have it, a seized motor has no use of a propeller so the first casualty was back in the game. We flew around the Delaware Bay and Rehoboth Beach area for 2 days before packing up and moving to the next location which was a campground in the shadow of Ocean City Municipal Airport (K0XB). We thought we had a great spot at Eagle Crest but then we got spoiled at Castaway RV Park for sure. After another 2 days of epic flights and social time on the boardwalk and eating at Sneaky Pete's we could almost feel "normal" as we got back into being social after over a year in mostly isolation. The 3rd stop was a private field called Boomers (7MD7) where we planned just one night because it was more "inland". We were thinking it wouldn't be that different than flying our local Northern Virginia farms, but we were dead wrong and wish we would have stayed longer. The final destination which set

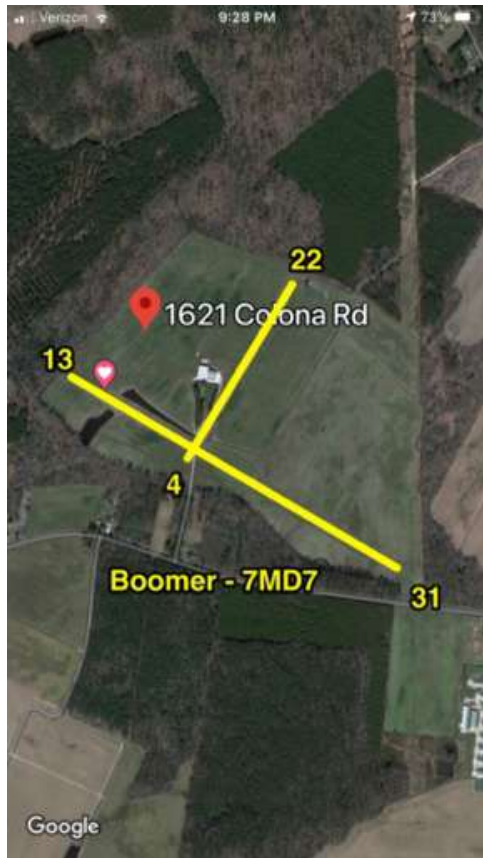
the timing of this particular trip was a PPG Fly-In called "Spring Wing" at Campbell Field (9VG) where the 7 pilots from our "AirDogs Week of Flying (WoF)" trip met up with about 30 other PPG pilots camping and flying for 4 days around the Cape Charles area.





Even though we flew from Ocean City Airport a few times while we were on this trip we had to find an alternative spot until that meeting with Jamie took place. This is easier said than done. One of our PPG pilots started looking at Google Maps for fields large enough to accommodate us and started calling. He found a vineyard that wasn't yet open for the season which allowed us to use their field. This is the sort of flexibility I was talking about. If we can't fly from an airport that's not the end of our adventure. We can literally take 2 steps and we are off the ground. Of course you'll want to be clear of trees for rotor and obviously to avoid the obstacles but we really have a lot of freedom. It was from that field that 5 of us were able to fly over the Assawoman Bay at 3,000 feet (just in case of a motor out...need glide outs) and flew up and down the coastline of my old teenage stomping grounds, the Ocean City MD Boardwalk. I can remember seeing the planes fly by with advertisements "Eat At Joe's" and wishing I could be up there. Well there couldn't have been a more amazing way to scratch that itch.





When you set out to plan a week long trip the conversations with land owners and private airports goes something like this:

Mark – “Hi, I’m planning a week long flying trip with some friends and we would like to use your Private Airport as one of our stops, would that be ok?”

Owner – “Yes that would be alright. Just let me know the dates you’ll fly in so I can have it mowed for you.”

Mark – “Oh we won’t be flying in. We’ll be driving and taking off from the field and landing again if that’s ok”

Owner – “Ok...how exactly does that work?”

After some explaining of what we fly and a short discussion about liability waivers the response is usually something like this:

Owner – “I see...<long pause>”

Mark – “So would it be ok?”

Owner – “Yes...do you mind if I invite some people to watch?”

This is a close approximation of the conversation with the owner of Boomers private field (7MD7), Dean Guy, who has owned the field since 1970 and registered it with the

FAA in 1978. Dean is a retired US Air pilot and his hangar is a virtual museum of antiques and he owns and operates the Flea Market in Pocomoke, MD.



But the conversations weren't all like this. Here's another one I had with, Jamie Giandominico, Airport Manager of Ocean City Municipal Airport (KOXB):

Mark – “Hi, I’m planning a week long flying trip with some friends and we would like to use Ocean City Airport as one of our stops. We are flying PPGs from Delaware to Virginia and camping at Castaway RV Park just near the airport. I see several large patches of grass in the parallel that we could use as launch and landing spot. Do you have any recommended patterns or rules for Ultralights?”

Jamie – “PPGs? Well we’ve recently done some renovations and those grass areas have new grass seed. I think you should strike us from your list of Airports for this trip.”

Mark – “Oh, we don’t need much room, in fact we could launch from the tarmac if need be. I also see that you have a skydiving school that uses the airport. Would we be able to use the LZ that they use?”

Jamie – “The skydiving school leases that part of the field. You’ll have to take it up with them.”

Mark – “Hmm, Do you mind if I come by and talk with you about some options? We use Aviation radios and are used to flying in and out of Airports safely.”

Jamie – “Sure, if you want.”



He sounded hesitant from the start. After talking with Jamie I found out that the last time someone from the PPG community asked to use the airport they parked an RV at the end of the runway without any lights all night and flew the next day leaving it there until mid-morning. Meeting him in person and talking through our intentions and exactly how we would behave he agreed and gave us a security pass for the 2 days we were in Ocean City. But this is a good story to enforce how being a good ambassador of the sport is so critical.

After meeting and talking with Airport Owners like Dean Guy and Gordon Campbell on these cross country trips, you can tell there is a mutual passion for aviation that runs deep within all of us. Dean and his family were so welcoming. As we camped and grilled in his field he came out and brought us sides they had from their family dinner and shared the most amazing stories of his life. As you can see from these pictures (which are only a drop in the bucket of the captured

memories) we had some great flying weather. But honestly the flying is not what I'll remember the most about this trip. I don't know if it's from a year of isolation and just missing human interaction or the conversations around the campfire and just hanging out with friends that made it so special to me. It's that friendship and sharing the sport and the campfire with others that is what is already driving me to plan for the next adventure. Happy flying!



2021 Poker Run

By Steve Beste

New airports. New blood. Old skills. When weather delayed this year's poker run by a week, we lost all of our usual pilots to other events. For awhile I thought I would be calling John Corradi at Pleasantdale to say that even though he had mowed his airfield just for us, we didn't show up. That was a call I did not want to make.

But I didn't have to, thanks to these guys.



Caleb Nissley and Stephen Waide

Steve flies a beautiful Tiger Cub, an ultralight version of the Piper Cub. Caleb owns the purple Aerolite 103 that you've seen at the Airpark. He also has a private pilot's license and a Piper Cherokee, so he knows his stuff. More useful this day, he's a local farmer who knows the countryside that he'll be flying over.

That's useful because neither Caleb nor Stephen has a GPS – nor even a compass, actually. Instead, they navigated entirely by pilotage, following roads, rivers, and local landmarks that they know. This is the way it used to be done, guys! I'm so impressed! Especially when Stephen texted me a picture of them on the ground at Pleasantdale, proving that they could actually pull it off.

Mind you, they had some trouble finding Pleasantdale.

Looking at the chart, they thought the field was near the confluence of the Hazel River with the Rappahannock. They could just fly southwest to the Rappahannock, follow it to the Hazel, and there's the field, bada-bing!

But the confluence you see near Pleasantdale is *not* the Hazel with the Rappahannock. It's Muddy Run with the Hazel. So that gave them some trouble.



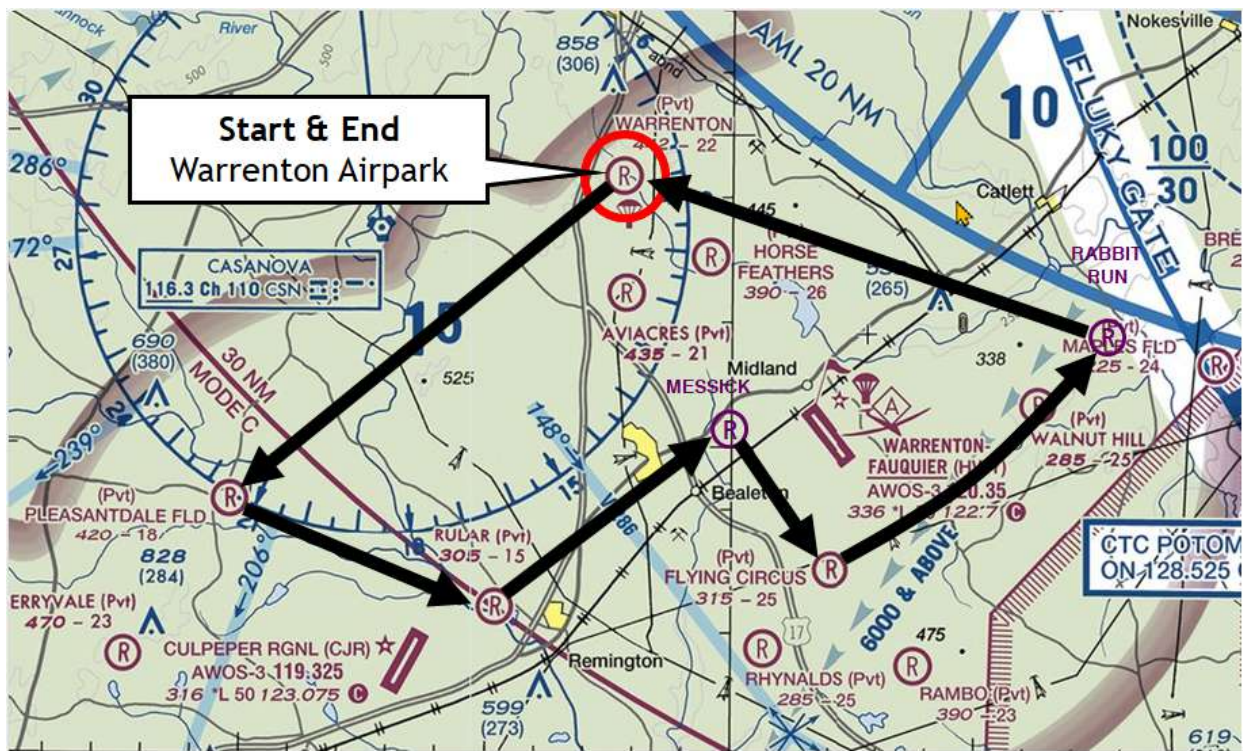
Try your own hand at this. Click [here](#) to see the above area in Google Maps' satellite view. Then find Pleasantdale. I've marked it in the close-up view below. Could you get there by pilotage?



Better yet, try it for real. I hereby issue **THE PLEASANTDALE CHALLENGE**. Get in your aircraft, turn off your GPS, and go find Pleasantdale. Let us know at the next meeting how that went for you. Caleb and Stephen are already in the winners' circle.



On the ground at Pleasantdale



The course

Naturally, Caleb had no trouble finding his own field, Rabbit Run, which he had mowed just for the poker run. It spends most of the year as a hayfield.



Two ultralights at Larry Setti's Rular. The happy face has fresh paint this year.

Trouble at Messick's. Stephen and Caleb had some trouble at Messick's that you should know about. Jimmy Messick, who owns the property, has rented the field to a group of radio-controlled airplane flyers. They do not want to share the field. You can join their club for \$10/month, but otherwise, stay away. Their way of communicating this has caused some bad blood with the pilot community, but there it is. Mind you, I had cleared the poker run with Jimmy, and we thought our guys would be in and out before the RC folks arrived. Not so. They were there and gave Stephen and Caleb an earful, which was unpleasant. So – my apologies to Stephen and Caleb. Don't land at Messick's. I have updated the map on the club website accordingly.

Meeting Minutes

June 2021

Flying Club One Meeting

Saturday, June 12, 2021

Warrenton Airpark

Warrenton, VA

Call to Order

President **Steve Beste** called our meeting to order at 11:13 AM.

24 members and visitors

Selling of 50-50 tickets

Visitors and New Members

PPGs are flying! **Tiler Kittman** said he was inspired to fly by seeing the great freedom that PPG flying offers. PPG pilot, **Kris Cattwell** said it was great to see all the PPG members at our Club meeting. Photographer, **Bernard Chen** uses his PPG as a camera platform to take very dramatic shots. (See his outstanding website: bernardchen.com)

Old Members

Again, the very unpredictable and windy weather has most of the ultralight members grounded. **Lucy Ooi** and **Allen Whatley**, each flew their Champs to the Antique Airplane fly-in at Pottstown, PA. Long time member and wood & fabric aircraft builder, **Jim Hill** was out for the meeting. **Kurt Mohr** flew his new *Magni Gyroplane* from Albuquerque, NM to Frederick, MD. He has an article about the big cross-country flight in the June Club newsletter. **Mike Bishton** said there are a lot of fly-ins sponsored by the MD-based **Capital Area Light Fliers** this summer. Look on their website for more information.

Regular Reports

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

Treasurer: **Fabian Georges** reported that the May income was \$120.00, expenses were \$193.77 and check book balance is \$3654.65.

Membership Director: **Fabian Georges** reported that the membership is now 64 and growing. Also, **Lucy Ooi** helped Fabian pass out the new and redesigned membership badges/cards he made.

President: **Steve Beste** reported that the early Poker Run was canceled today because of the low ceiling and he will try for next Saturday, June 19th. Steve also said the weekend work party to help Matt Christensen (new Airpark owner) with the big clean-up, is on hold for now.

Warrenton Airpark Owner: **Tom Richards** said that the settlement on his sale of the Airpark is final. He said again that he is glad that Matt plans not only to keep the airport operating and do a lot of improvements, but that he also agreed that Tom can still live in his house on the Airpark property. Tom is also building a 2/3 scale replica of the famous WWII P-51 Mustang.

Old Business

The proposed *Virginia Historical Marker* about the Warrenton Airpark (much like the ones seen all over the Civil War battlefields) that Jim Heidish is heading up is progressing slowly. Jim said the state wants most of the history on the markers to be 50 years old and older, but they are very interested that some of the astronauts flew gliders at the airpark in the late 1960s and early 1970s.

New Business

None

Program

None

50-50 Drawing

Winner **Woody Weaver**

Adjourn

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

Cook Out

Big bash! Barbecue grilled hamburgers, ribs and chicken with all the trimmings, more than we could eat. All prepared by **Bryan Chai Sone** and **Bernard Chen**.

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

Service Providers

Recap our standing list of service providers:

- **PPG instructor and dealer:** Brian Goff, 703-963-7389
spin2329@gmail.com
<https://www.paraflightnc.com/>
- **Aircraft instructor - CFI:** Pete Bastien, 703-568-5778
- **Aircraft instructor - light sport and seaplane:** Chuck Tippet, 540-905-5091
- **Ultralight (Part 103) instruction:** Tom Richards' Grass Roots Flyers, 703-568-3607
- **Gyroplane Instructor:** Frank Noe, 443-253-7681
frankcanfly@yahoo.com
<http://www.gyromoj.com/>
- **Machinist:** Luther Taylor, 540-222-3927
- **Welder:** Luther Taylor, 540-222-3927
- **A&P mechanic/IA (not at Airpark):** JD Ingram, 513-388-6312
- **Light Sport Condition Inspections, Rotax Certified:** Tim Loehrke, 703-618-4005
- **A&P mechanic specializing in tube & fabric, based at CJR:** Air Klocker Aviation
(Abe Makely, Saverio Gambassi)
571-309-7023
airklockeraviation@gmail.com

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

Activities

Flying Club 1 Activities Schedule

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

Date	Activity	Location	Description
Saturday, 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.

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