



Volume 21 – 11

www.FlyingClub1.org

November 2021



The Privileged View

Steve Beste, President

Early days. I joined Flying Club 1 in 2005, so of course that's when the club began. At least for me.

I heard that the 1990s had been the heyday for ultralights, so I supposed the club was founded then. But all I knew of those days were the obituaries of the ones who died flying. We used to bring those out for an annual remembrance event. (You can see them on the club [website](http://www.flyingclub1.org).)

Thus, I was astonished when Bob Chapman told me he had some old club newsletters he would scan for me and they turned out to be from 1982 to 1986! Indeed, the club was founded in December, 1982, which makes it 39 years old.

Even more astounding is that Bob was the first president. He's been associated with this club for 39 years. That's longer than a lot of members have been married. Or have years in their working lives. It means that we're all part of a long heritage.

I have put those early newsletters up on the club [website](http://www.flyingclub1.org), so you can peruse them yourself. (Click the sidebar link on **Past Newsletters** and then scroll to the early years at the bottom.) Here are the stories they tell of those early years.



The Lazair. Bob's early model had 11hp, taking both engines together.

Part 103 issued. That fall of 1982, the FAA released Part 103, which for the first time made these little airplanes legal. Sales boomed. Indeed, in 1983, writes Dan Johnson, “Quicksilver alone sold more aircraft than Cessna, Piper, and Beechcraft combined. *That* got the attention of plenty of aviators. Average selling price back then, for a ready to fly aircraft: **\$3,595.00.**” You can read Johnson’s well-written retrospective on the Quicksilver [here](#).



Quicksilver MX

But if sales were good, other parts of ultralight life were not going so well. First off, where could you fly them? Most public airport managers were dubious about admitting pilots with no training and possibly no liability insurance. EAA’s [insurer](#) dropped coverage of ultralights. And as for training, the preamble to Part 103 called on “the ultralight community” to set up a training and pilot-certification regime, but no one had yet done so. Lastly, the aircraft themselves were not always airworthy. The [September, 1983 newsletter](#) reports, “a fatality in an older-model Weedhopper when a lift strut tang failed in flight. Weedhopper recommends replacement of older-style aluminum tangs with stainless steel tangs”. I’m guessing that no manufacturer today would use aluminum tangs, but ultralights were new then.

The club is formed. With this state of affairs, Bob and 22 others saw the need to band together. They created what years later became Flying Club 1 with two goals: 1) To represent ultralight interests to the world, and 2) To find an airfield for flying and storage of ultralights. They decided that being a chapter of the EAA was their best bet and so became *EAA Ultralight Chapter 44*, duly incorporated with the Virginia State Corporation Commission. ([December, 1982 newsletter](#).) The founding members owned ten ultralights – six Quicksilvers, three Weedhoppers and Bob’s Lazair.

They also counted 13 members with FAA private pilot licenses or better, a higher proportion (57%) than we have today, I suspect.

The club prospered. By 1985, it had 53 members and 27 aircraft – 65 members by the end of 1986! Monthly meetings were on Thursday evenings (no food!) at the Washington Gas office building in Springfield.

A wobbly start to Part 103. It's hard to imagine how radical Part 103 was back then (and really, how radical it remains). In particular, it appears from these newsletters that the aviation community was not happy with the FAA's delegation of pilot training and certification to "the ultralight community". GA was hostile. The Air Line Pilots Association was hostile. Airport managers were hostile. State departments of aviation were hostile. Insurers were skittish. The FAA itself warned in the preamble that it would monitor developments and perhaps step in if ultralights were flown in a way that jeopardized public safety. The [April, 1983, issue](#) reports that the NTSB was pushing the FAA to develop an accident reporting system for ultralights. (The NTSB later washed its hands of ultralights altogether.) A year later, the [April, 1984, issue](#) includes a letter from the EAA's Paul Poberezny to the FAA in which he recommended that the FAA register ultralights as *aircraft* in order to pre-empt local bans. In [May](#), in another letter, he urged the FAA to take over pilot certification. He was concerned that problems with fat ultralights would lead to more regulation of homebuilts, his true love. That [fall](#), reporting on the first FAA public safety review on ultralights, Bob Chapman wrote that:

- Even the big ultralight manufacturers (Eipper [Quicksilver] and Pioneer Flight Star) called for FAA licenses for pilots and construction standards for planes.
- Maryland's state aviation administrator "denounced the FAA for not regulating UL's and their operators." And, "She stated that giving industry responsibility for any programs (training, certification, etc.) were the product of 'defective thinking'."

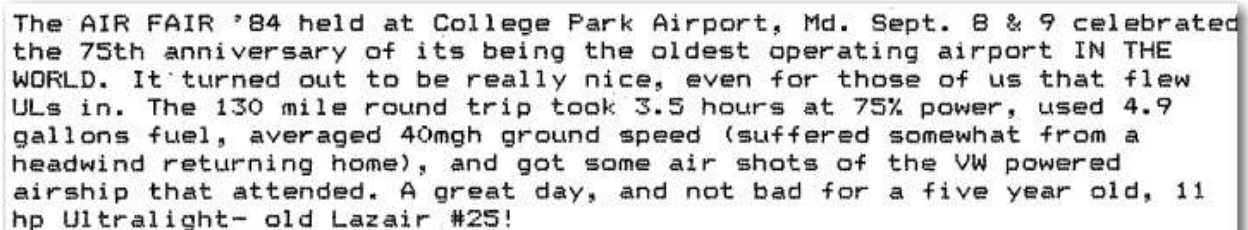


Weedhopper

Honestly, with so many enemies it's a wonder that Part 103 survived its early years. In any event, AOPA's Air Safety Foundation (ASF) and later, the U.S. Ultralight Association (USUA) set up [pilot training and certification regimes](#) that the FAA approved. These were destroyed by Sport Pilot in 2004, leaving us with the wasteland for training in ultralight airplanes that we have today. But that's another story.

Everybody a record holder. Meanwhile, back at EAA Ultralight Chapter 44, members were setting international records. In 1982, John Hansen broke the national ultralight distance record by flying 55 miles (!) in his Quicksilver MX, earning a place in the record book of the Fédération Aéronautique Internationale. (The [current FAI record](#) is 170 miles, set in 2003 in a Mitchell Wing B-10, a plane that was very much around in 1982.)

Even by April, 1984, 65 miles was no big deal. In the [April, 1984 issue](#), Bob writes of flying his 11-horsepower Lazair from the Warrenton Airpark (he thinks) to College Park. There were no 9/11 security zones to worry about then, of course. Just go.



The AIR FAIR '84 held at College Park Airport, Md. Sept. 8 & 9 celebrated the 75th anniversary of its being the oldest operating airport IN THE WORLD. It turned out to be really nice, even for those of us that flew ULs in. The 130 mile round trip took 3.5 hours at 75% power, used 4.9 gallons fuel, averaged 40mgh ground speed (suffered somewhat from a headwind returning home), and got some air shots of the VW powered airship that attended. A great day, and not bad for a five year old, 11 hp Ultralight- old Lazair #25!

What that account doesn't say – but Bob told me last month – is that when he got to College Park, they told him that ultralights were not allowed at the field, and he would not be able to fly out. He says he just waited until those guys went home and then flew out. Of course.

International records aside, early club members competed locally. The [May, 1984 issue](#) lists the events at the 2nd Annual Flying Circus Ultralight Festival:

- Round-robin cross-country rally
- Spot landing contest
- Flour bomb drop contest
- Figure eight race.

Twelve ultralights competed. Then seven flew over as part of the Flying Circus' Sunday air show. 1986 saw similar competitions at Whitman's in April, May, and July. Flying games were a big part of those days. By contrast, the last time that Flying Club 1 held such games was in May, 2015.



Me with water balloon bomb at the Airpark for a 2015 contest organized by Dave Riedel

Ultralights get welcomed. Gradually, airports became friendlier to ultralights. By the time I arrived in 2005, it was a non-issue. In all my years of flying, I've had only one dispute over this. There used to be a grumpy and uninformed controller at the Charlottesville airport. After I landed in 2018, he sent the airport cops to tell me that ultralights were not allowed there. They were friendly, and I sent them back with news that my trike has an N-number (which I had used when calling the tower) and so was not an ultralight. I sent a polite email to the airport manager. He confirmed that I was welcome, and that he would educate the controller. That was 4 years ago, so I imagine that actual ultralights are welcome in Charlottesville. But, per §107.17, you'll need "prior authorization", and they'll probably want you to have a radio.

Even in 1984 things were loosening up. The [January, 1984 issue](#) reports that Phantom ultralights were available from a dealer at the Woodbridge Airport. "last year you probably would have been hung if you had flown an UL into Woodbridge, and now..." Of course, the Woodbridge Airport itself is now gone, so it had bigger problems than ultralights. See its story [here](#) on a superb website devoted to former airfields in our area.



Phantom

AOPA quits ultralights in favor of the new USUA. In January, 1985, John Ballanatyne, formerly the director of AOPA's ASF, left AOPA and created the U.S. Ultralight Association, USUA. The [December, 1984](#) issue is the ASF's announcement that they are transferring all their ultralight programs to USUA. The [January, 1985 issue](#) is USUA newsletter #1.

Whitman Field gets county approval. Recall that one of the chapter's two goals was to find an airfield to fly from. Bob thinks that they were using the Warrenton Airpark (then Beatley Field) by 1984. The [last three issues](#) of 1985 relate the creation of Whitman Field (now Maples, VG57). Then, in [March](#), club members helped Ed Whitman build two hangars for ultralights there.



Kasperwing

Newsletter production in the 1980s. Putting out this newsletter has gotten so much easier since 1983. Bob tells the story. “Some of the very early newsletters were typed up in part by my wife, and some by Bob Pendleton. I used a “Mind II” Apple II clone with 48K RAM with a 16K add on RAM card, two 5 ¼” floppy drives, a printer interface card and a Gorilla 9 pin dot matrix printer. The computer alone with no accessories cost me \$695. A real Apple II ran \$1295 back then, something that I could no way afford. When the printer head gummed up, I took it out and used automotive spray Brake Cleaner to clean it up.

“Once the newsletters were assembled, usually cut and paste from that printer, typewriter and print articles, the newsletter were carried to a print shop where one of us waited for them to be copied. Then we brought them home and addressed and put stamps on them. Eventually, they got hauled to the post office and mailed. It was a huge PITA.”

Changes for the club. The [December, 1985, issue](#) says that the club was looking for a catchy new name. They thought that *EAA Ultralight Chapter 44* was too dull. Did they go straight to “Flying Club 1”? And why did they leave the EAA for the new USUA? Read the next installment in this saga of generations. The [1986 newsletters](#) reveal all!

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, Nov 13 / 8-10:30AM	2nd Saturday Pancake Fly-In	Williamsburg-Jamestown Airport (KJGG)	99 NM
Sat, Nov 13 / 8-11AM	EAA 518 Fly-in Drive-in Breakfast	Mifflin County Airport (KRVL)	121 NM
Sat, Dec 11 / 8-10:30AM	2nd Saturday Pancake Fly-In	Williamsburg-Jamestown Airport (KJGG)	99 NM
Sat, Dec 11 / 8-11AM	EAA 518 Fly-in Drive-in Breakfast	Mifflin County Airport (KRVL)	121 NM

As the fly-in season winds down, remember that there are several great local flying destinations with restaurants on or near the airport. 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)
- Hagerstown Regional Airport (KHGR) (towered) - On the field: The Grille at Runways
- Front Royal-Warren County Airport (KFRR) - 20 minute walk: 619 Market
- Williamsburg-Jamestown Airport (KJGG) - On the field: Charly's

Also, check out the map created by our very own Club President, Steve Beste on the [Flying Club 1 website!](#)

From Our Members

There was a lot of flying activity by members in the past month!

Members Frank Noe and Kurt Mohr ventured out to Keymar (MD42) on Saturday, October 16th for the Capital Area Light Flyers fly-in. Kurt writes: The weather looked threatening so we decided to drive to the gathering and play it safe. From the blue skies in the pictures you would not know that weather was brewing! We caught up with the field owner Dennis Young (it is a nice wide open field, +1900' turf) and Brenda Nivera the CALF Club Secretary. A great place to drop in if you are in the area!





There was a chance meeting of members last weekend at a nice grass strip in Pennsylvania called Greater Breezewood Regional Airport (P17) for their pumpkin drop. (None of us hit the target)



Left to right: Kurt Mohr, Frank Noe, Allen Whatley, Lucy Ooi

Quiz

Bob Eaheart was the first to identify last month's mystery airfield as Horse Feathers (53VA)! Steve Beste, Len Alt and Tom Simmons all also identified Horse Feathers. Congratulations!

This month's quiz is a little trickier! Thanks go again to Mark Barron for providing the picture! Can anyone identify the airport?



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

Landing Pattern Quiz

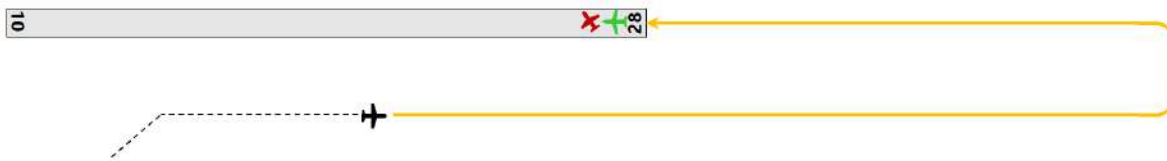
By Steve Beste

Awhile ago, you announced your intention to land at Front Royal (KFRR), runway 28, left-hand pattern. Now you have entered the downwind leg.

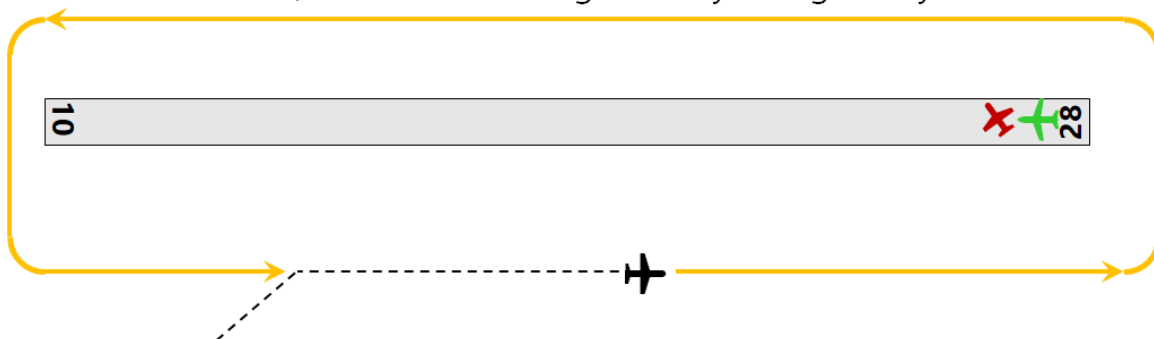
But wait! What's that at the departure end of the runway? As you get closer you see that it's a glider with a tow plane. The two are close together, which means that they're still hooking up the tow line. Next, the tow plane will pull it taught. Then they'll take off. Meanwhile, here you are on downwind moving fast.

Question 1. What do you do?

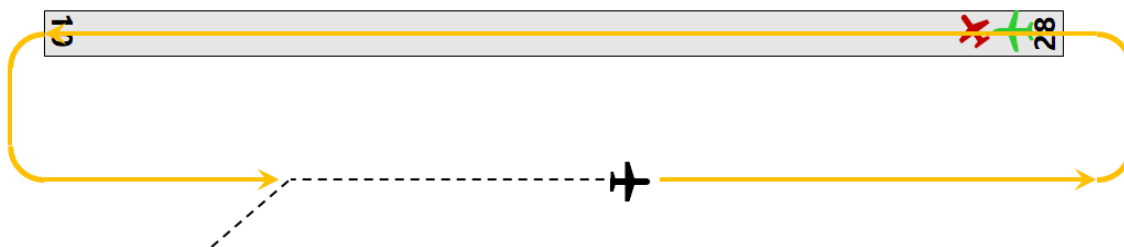
A. Extend your downwind in the hope that the glider will have left by the time your long final reaches the runway.



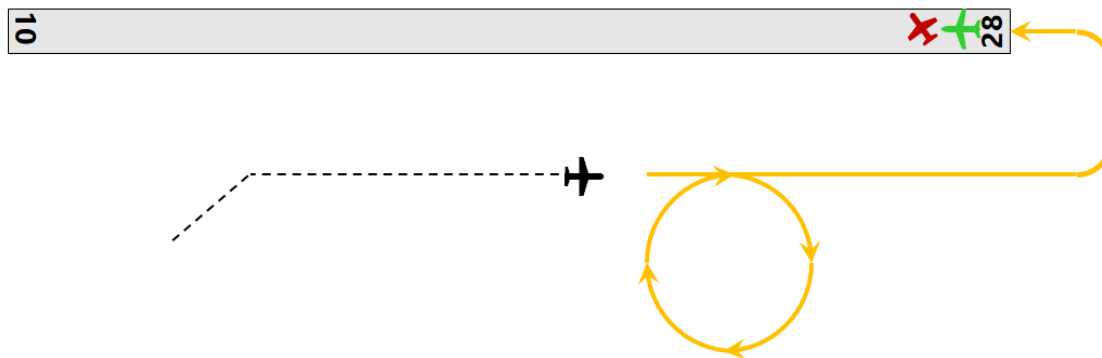
B. Go around the pattern. You'll cross over to the upwind leg, then crosswind, then downwind again. They'll be gone by then.



C. Treat it like a landing go-around. While staying at pattern altitude, you go upwind over the runway, then crosswind, then downwind again. They'll be gone by then.



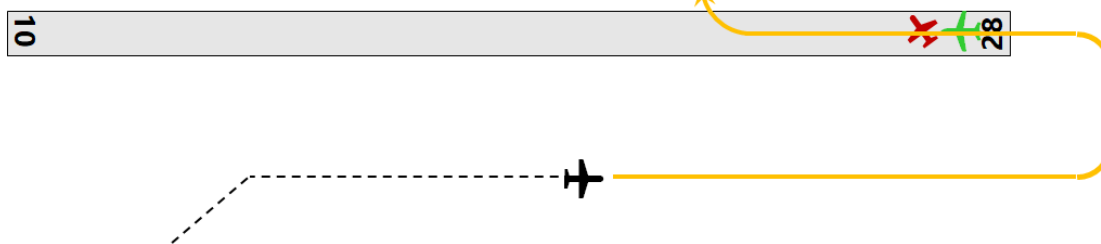
D. Do a 360° turn where you are. Maybe that will delay you enough that they'll have taken off.



E. Bail out. Turn right and leave the pattern entirely. Circle around to the 45 and try again.



F. Land over top of them. You know from experience that hooking up will take them awhile. You can be on the ground and off the runway before they're ready to take off.



Question 2. You recall that at Front Royal gliders fly a right-hand pattern. You see no gliders and have heard none on the radio. Does this recollection make you change your choice above?

Question 3. As you're about to make your move, you hear on the radio that another aircraft is behind you. He announces that he's #2 to land after you, so he definitely sees you. But you don't know if he sees the glider and tow plane. Does this news change your choice above?

Question 4. Whatever you choose, you should announce it on the radio. What, exactly, do you say?

Mid Atlantic Soaring (W73)

By JJ Campbell

One of the things on my bucket list is going for a demo in a glider. In furtherance of that goal, I visited W73 Mid Atlantic Soaring (midatlanticsoaring.org) which is a GA airport owned by a glider flying club. The airport is conveniently located 18 NM West of Hagerstown (HGR) just across the state line in Pennsylvania.

The airport's asphalt runway 15/33 is 2,700' x 50' and is flanked by two uncharted parallel grass runways. Everyone takes off on the asphalt 15. GA planes land on the asphalt 33 and gliders and the tow planes use the two 33 grass runways for landing. There is enough of an upslope on 33 to minimize any impact from a tailwind.

I'm looking forward to my demo ride whenever the weather and the club's flight operations coincide.



The view from short final at W73



Taxiing to the hangars



Getting familiar with the glider from a CFI. Note the glider in the trailer in the background.



JJ's co-pilot Jasmine makes friends wherever she goes!

Meeting Minutes

October 2021

Flying Club One Meeting

Saturday, October 9, 2021

Warrenton Airpark

Warrenton, VA

Call to Order

President **Steve Beste** called our meeting to order at 11:15 AM.

29 members and visitors

Selling of 50-50 tickets

Visitors and New Members

None

Old Members

Sarah Reynolds said she has spent many hours flying out of Dogwood Airport with husband Ralph. **Jim Van Kirk** said he flew his Bi-Annual Flight Review with an A320 Airbus airline captain along for the check – quite a twist in the PPC. **Sean Roe** went out to the *Challenger* Fly-In event at Erie, Illinois. Gyro guys, **Frank Noe** and **Kurt Mohr** flew in from Frederick, MD. **Sabin Zachariya** had his whole family out for the meeting. **Mark Barron** was flying and camping between Blacksburg (VA Tech.) and Woodstock VA. **Lucy Ooi** flew north to Lovettsville, VA. **Tim Loehrke** attended the great *Reno Air Races* in Nevada.

Many of the PPG pilots are still looking for the new regulations pertaining to flying PPGs at the Warrenton Airpark. More info is needed from owner, Matt Christensen.

Regular Reports

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

Treasurer: **Fabian Georges** (not at meeting, sent in) reported that the September income was \$57.00, expenses were \$95.35 and check book balance is \$3179.46.

Membership Director: **Fabian Georges** (not at meeting, sent in) reported that the new membership roster is going to be emailed out soon, so be sure he has your correct or up-to-date email address.

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

Warrenton Airpark Owner: **Matt Christensen** was out of town, but old owner **Tom Richards** said all the hay fields around the Airpark are cut, baled, and will be picked up soon. He said Matt and his wife Erica are cleaning up everything and constantly mowing the grass. The Airpark never looked so good!

Old Business

– None

New Business

With winter and the holidays around the corner, but COVID-19 still in the picture, Steve Beste asked the membership if they wanted to have our classic Holiday Party, and should we have it at the Airpark? The members present wanted to have one, but with changes: have the party at 12 noon and find a new (indoor) location. **Mark Barron** volunteered to work out all the details. More info to come.

Program

– None

50-50 Drawing

Winner **Steve Withee**

Adjourn

President, Steve Beste adjourned the meeting at 12:06 PM.

Cook Out

Allen Whatley presented a change in the menu with a delicious chili and cornbread lunch.

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



October meeting. Photo by Mark Barron



A different angle on our October meeting. Photo by Kurt Mohr.



Frank's gyroplane at the Airpark for our October meeting. Photo by Kurt Mohr.

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
- **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, November 13th, 11am	Fly-in, club meeting, and cookout	Outdoors at the Airpark	Club meeting, fly-in, and cookout at Warren- ton Airpark
Saturday, De- cember 11th, 5pm-8pm	Holiday Party	Tom Richards' house at the Airpark	Monthly meeting and Holiday Party

Classifieds

Ads will be run twice and then dropped unless resubmitted, or renewed by telephone or e-mail. Please advise the editor: **Lucy Ooi** (Ooi.Lucy@gmail.com) when the ad is no longer needed.

NORTH WING NAVAJO FOR SALE – \$14,500



NorthWing Navajo two seat tandem. Rotax 582 blue head with C-gear box. Just over 300 total hours, zero hrs SMOH. Many upgrades, well maintained and always hangared. Radio, helmets, GPS, landing lights, wheel pants, hydraulic disc brakes, new tires, 3-blade IVO prop, 1050 lb. BRS parachute recovery system, 13.5 meter double surface wing. Selling for health reasons. Aircraft is currently located at Front Royal Airport KFRR, Front Royal, VA

Contact Steve Cherry, Owner

Telephone: (302) 682-7629 or (540) 622-6158

See additional pictures and information at:

<https://www.barnstormers.com/classified-1674105-North-Wing-Navajo.html>

FlyProducts Vertigo PPG Trike with Ozone Roadster 3 Wing For Sale

A virtually new (3.9 hours) **FlyProducts Vertigo** PPG Trike, **Ozone Roadster 3** Wing, and many safety accessories at a significant \$ discount to purchasing new. The Vertigo Trike / Ozone Roadster 3 Wing is one of the best flying and safety featured PPG trikes and wing combos available for beginners through advanced flyers.

Included:

- Trike features a strong welded backbone frame, with a roll bar cage to protect the pilot's upper torso and head; aircraft aluminum landing gear with shock-absorbing struts, pneumatic tires w/ disk brake; adjustable footrests length; a unique rear 'clam shell' protective propeller cage; and integrated wing lines guides and "A-line assists" to greatly simplify wing inflation at launch.
- Vitorazzi Moster 185 Plus Engine (clutch, pull start)
- Ozone 30Meter Roadster 3 Wing; and Ozone Angel Square 220 Reserve Chute (new, unused)
- Accessories (New unused): Vitorazzi Moster Engine Maintenance Kit; PowerFloat XL auto-activated flotation collar sized for trike and large pilot; 2 rechargeable battery strobe lights; and a custom (towing receiver hitch mount) aluminum trike carrier

Use this link to view the Vertigo Trike, Wing, and Accessories equipment summary, with further links to videos, photos, owner's manuals:

<https://1drv.ms/u/s!AiO2bKLlUq1i3A2qxa1Ux4mNOtCE?e=4dSmze>

Please contact me to arrange to see the platform (at Warrenton Air Park) and discuss your trike investment goals.

Patrick Tisdale
patrick.tisdalejr@gmail.com
202 997 3025



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)

Avid Flyer for sale

Selling for health reasons. \$10,000 for the plane, Rotax 447 and all associated items, and \$2000 for the bespoke trailer, which was carefully designed and welded up specifically for the plane! It's a wonderful joy to fly this lovely craft, and you don't need a hangar, just fold the wings, put it on the trailer and stick in your garage!

N113P

Chuck Popenoe

cpops@verizon.net

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