



Volume 21 – 12

www.FlyingClub1.org

December 2021



The Privileged View

Steve Beste, President

Flying while pissed off. “Front Royal traffic, experimental trike four-two-alpha-tango right downwind for 28.” As usual in my slow trike, I was flying a tight pattern at 500 feet AGL. Nobody was around, but I was making all the radio calls. That’s the local etiquette at Front Royal, and indeed, I was patting myself on the back for being *such* an accomplished pilot, one who shares the airspace responsibly. “What a good boy am I,” I thought.

I was almost at the end of the downwind when I noticed a high-wing Taylorcraft on the taxiway. He was directly abeam of me and moving in the same direction. I made a note to keep an eye on him.

As I turned base, I noticed that the Taylorcraft also made the same turn. Now he was once again abeam of me, and it occurred to me then that with his high wing he probably couldn’t see me. I hoped he was listening on the radio as I said, “Front Royal traffic, experimental trike four-two-alpha-tango right base 28.” Oh, well, he’ll stop at the hold-short line. Good thing, because I’m going to be on a very short and low final.

But as I turned final, he turned onto the runway right in front of me!



I was now about 100 feet up on a very short final with this idiot in front of me, pretty much as you see here. What the hell's the matter with him?! Who does he think he is? Doesn't he have any regard for the rest of us here? I'll show him how wrong he is!

And right there is where I make my mistake. I was now flying while pissed off, and nothing good can come from that.

What I should have done is gone to full throttle and offset to the right so I wasn't on top of him and could keep him in sight. Then, after gaining altitude, I should have turned right, back into the downwind leg.

Instead, because I was pissed off at him, I thought "I'll teach him not to cut people off like that!" I descended further and flew right over him, revving my engine as I did so. "That'll wake him up," I thought with satisfaction.

But as I flew over him, I noticed that he had begun his takeoff roll. In an instant the situation flipped completely on its head. Now I had an airplane close on my tail – one that flies faster than I do! Worse, if he remained as unobservant as he had so far shown himself to be, he might not even notice me! In a flash I went from avenging angel to frightened rabbit. I climbed like hell and bailed out to the right before we were a quarter of the way down the runway. So much for flying the pattern. So much for being Mr. Model Pilot. Meanwhile, the Taylorcraft made a normal take-off and departed the area. I never did find out if he'd ever seen me, much less if he'd ever "learned any lessons".

I was flying stupidly. Unsafely. And it all started when I lost my temper. When I lost my temper I lost my judgment.

So chill, fellow pilots. Remind yourself that the world will always have its share of jerks and fools. There's no shortage of people who need to learn some lessons, including you and me. Next time you have the thought, "I oughta teach that idiot a lesson", understand that *you're* the one who needs the lesson, and it's a simple one: Chill. Recover your composure. *Fly the airplane*. Let him go. Deal with him later on the ground, if at all.

Fly safely,
Steve



P.S. For all that I was pissed at this Taylorcraft pilot for barging in front of me, he probably did not intend to do that. With his high wing, he genuinely could not see me. So be alert for this condition with high-wing airplanes. His mistake – and it was a big mistake – was in not using a radio. He's not legally required to use one, but if he had he wouldn't have taxied out in front of an aircraft on short final as he did.

P.P.S. About the picture. Thanks to **Frank Noe** for taking the original on a landing at Front Royal in 2019. Thanks to my wife Linda for Photoshopping the airplane into it. And yes, I know it's not a Taylorcraft. Although the web has a million pictures of airplanes, it has *only one* taken from above and behind. The original here was of a radio-controlled model of a Piper Cub sitting on the grass.

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, 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
Sat, Jan 8 / 8-10:30AM	2nd Saturday Pancake Fly-In	Williamsburg-Jamestown Airport (KJGG)	99 NM
Sat, Jan 8 / 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

Mark Barron sends his regrets for not being able to attend the Christmas party “because a few AirDogs are driving south to fly Panama City Beaches where it’s WARM!” He sends us these pictures of his trailer packed up and ready to go as a consolation. Safe travels!



Quiz

Congratulations to Allen Whatley for identifying last month's mystery airport as Massey Aerodrome (MD1)! Even though it took him until last night and he needed the hint "You got this! We've been there!" We stumped the rest of you!

Thanks go again to Mark Baron for providing a mystery airport for us this month. This mystery airport is a bit farther away, but can you guess what it is?



Mark provides the following picture taken on the ground there as a hint:



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



Michael O'Daniel's Celebration Of Life

By Mark Barron

“He was full of life. Passionate about life and he seemed very happy on the trip just before he died. He died doing what he loved”. This is one of the

many stories shared at the Celebration of Life for Michael O'Daniel on November 6, 2021 at The Flying Circus Aerodrome in Bealton VA. A long time Paramotor pilot and instructor at Warrenton Air Park and the Flying Circus from 2009 to 2020, I knew him as my Powered Paraglider instructor and later my friend. His older brother Pat, wife Maria, daughter Sarah, and several cousins were among many family members that attended. There were also several General Aviation pilots and friends from the Flying Circus who did a fly over in his honor. Of course there were several Paraglider and Powered Paraglider pilots, many of which had Michael to thank for giving us the gift of flight. Michael was a Chiropractor by day and I guess in today's terms you could call teaching students to fly Paramotors his “side hustle”. But to us, the students, it was more than that. He was the tether in our ear that calmed us when we got overwhelmed at all the things to



Mark Barron and Sarah O'Daniel



Pat O'Daniel and Sarah O'Daniel



Sarah O'Daniel and Maria O'Daniel

remember to do in order to fly these pieces of thin fabric into the air. For more information about how it feels to be trained by Michael see the article [“You Never Forget Your First Solo”](#) in the April, 2020 issue of the Flying Club One Newsletter.



Phil Russman, Michael O'Daniel, Jeff Goin, and Stephen Hammer

Michael mastered flying Paramotors over the course many years and was even part of a film called “Why We Fly” by Lite Touch Films where Michael, Stephen Hammer, Phil Russman and, the author of the PPG Bible itself, Jeff Goin went on a flying adventure to Mexico and documented the love of flying. Unfortunately the DVD is no longer being sold but I’d be happy to host a viewing if anyone would like to watch it. According to Syrus, his main Paragliding flying buddy, his real passion was Free Flying or Paragliding. No engine noise, no false propulsion, just you and the wind in your face. It was also more technical, having to find thermals to keep the euphoric ride going as long as you could. It turns out his PPG training business helped fund his Paragliding adventures. I remember when I first started training with Michael he warned me that he would be out of town most of the month after I was to start. This was because he was going to the Swiss Alps to fly and attend [La Coupe De Icare](#) festival in France. He sent me a few pictures I’m sure to say “Hey I may not be able to teach you this month but look what you have to look forward to!”.



Swiss Alps



Michael at The Matterhorn preparing to fly

Several of the AirDogs PPG Club were Michael's students. We all have a few "Michaelisms" that we will say when the occasion fits. The first time I heard a particularly popular one is when I failed a launch and wrapped my lines in my prop during training. This happens if you don't run fast enough or don't "check" the wing from overflying you and the wing goes slack. Usually the lines just get tangled around the prop and after inspection



Michael training at the Flying Circus



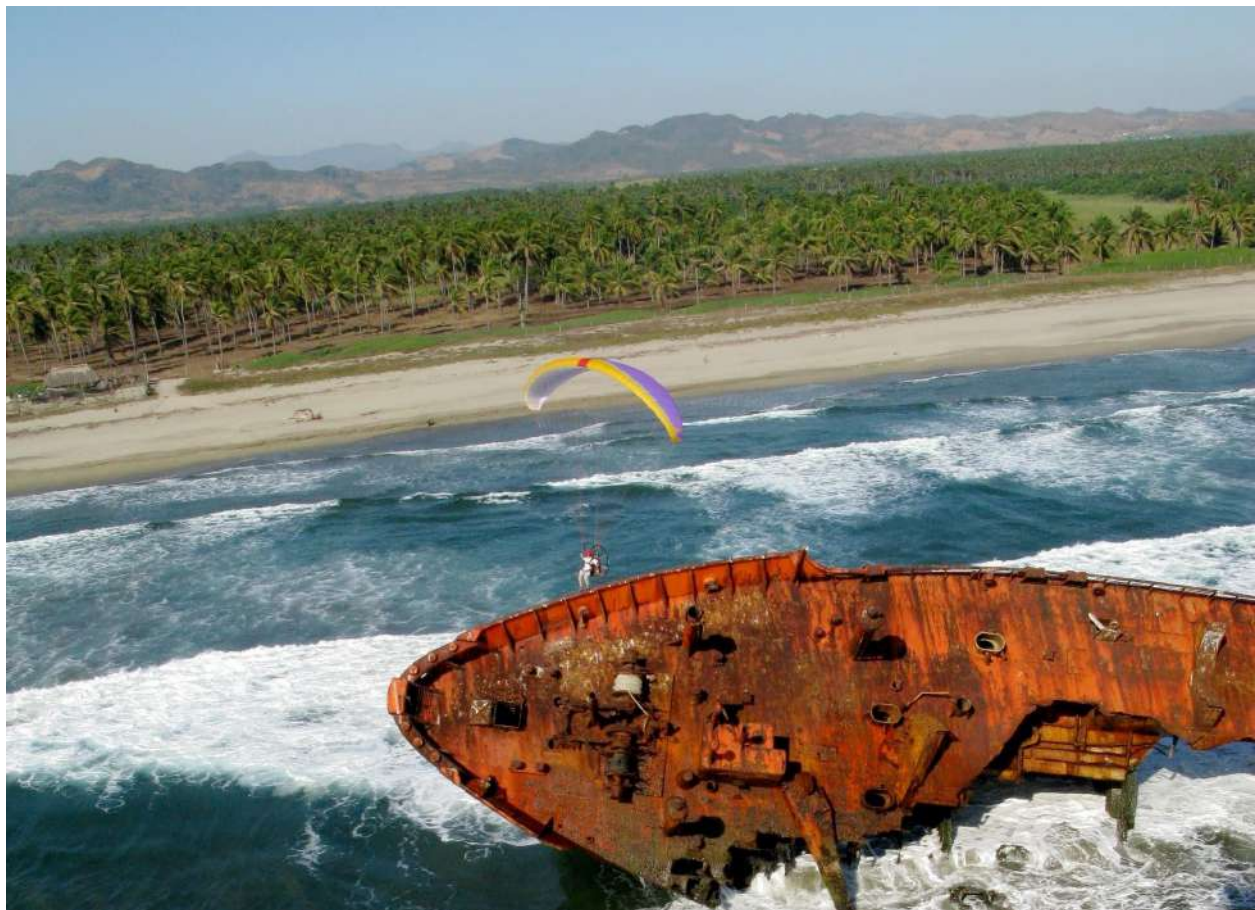
Michael training at the Flying Circus

you're fine to try again. This time I had torn the sheath that covers one of my lines. The inside was undamaged but I was ready to pack it up until I replaced it. Michael looked at it intently and after about a minute said "I'd fly it". So I did and eventually I did replace the line but ever since then I noticed he said that a lot. "Hey Michael, the wind is blowing pretty hard today, what do you think?". "Id fly". Or "Hey Michael, it's getting late in the morning and thermals are picking up, what do you think, should we stop?".

“I’d fly”. So every once in a while when we all sit around doing what’s called parawaiting (waiting for the wind to die down) one of us will say “Michael would fly”. While this is a funny Michaelism I don’t want you to think he was careless in any way. In fact he instilled in all of us a sense of safety that caught me by surprise sometimes. For example when 8 or 9 pilots were getting ready to fly (more than I had ever flown with at once) he pulled everyone together before launching. Michael wasn’t flying with us, he was teaching other students on the ground, but he didn’t miss the opportunity for a “teaching moment” with his former students. He asked us questions like “Do you have a plan?”, “Which direction are you flying in?”, “Does everyone have a radio?”, “Who will lead?”, “Clear your turns”, “How far and how long do you plan to fly?”, “Does everyone have enough fuel for that?”. I hadn’t thought about these things before then. All of us had trained with Michael but our training didn’t stop after we knew how to fly. That’s the culture that has been ingrained in all of us. Keep learning. Keep teaching each other. Keep each other honest and true to the freedom of the sport without being disrespectful to others, land owners, or the PPG community. What one of us does reflects all of us. That’s what Michael taught all of us.



Michael teaching in his hangar at WAP



Michael during the filming of Why We Fly



Spreading ashes with a rainbow

During the Celebration Of Life, I met Sarah, Michael's daughter. During a casual conversation she mentioned she had never been flying before. I had my tandem trike with me and asked if she would like to go up when we spread her fathers ashes over the field. Without hesitation (I don't think I even finished the sentence) she said "Absolutely".



Sarah O'Daniel and Mark Barron

After a quick briefing of the flight to include a Missing Man formation and second pass this time with 3 of the pilots (including Sarah) spreading Michael's ashes over the field which he spent so many of his weekends at training students. It was a very emotional flight. After the last pass and ashes had been spread I asked Sarah if she wanted to land or stay up for a while. She asked for a little longer so we took the long way back. When we landed the other pilots had already landed and were there to greet us. She later posted on her Facebook page something that I always knew but had never quite been able to put into words as well as she did. *"I understood a language that can't be spoken after you fly...you feel it in your cells and you see it in the eyes of your mates...and you know...you're forever bonded."*

Sarah's first flight and the spreading of ashes can be watched in an uncut [360 degree video](#).

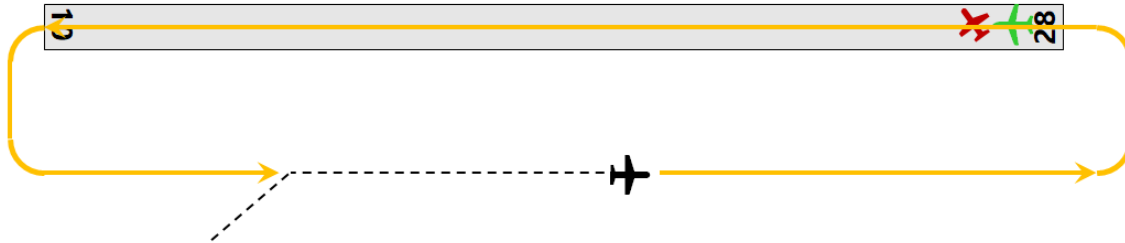
The [slide show](#) that was played during the celebration can be found on the [Michael O'Daniel Memorial Page](#) on Facebook.

Special thanks to fellow Flying Club One members Richie and Penny Ramos and Brian Goff for coordinating the Celebration of Life for Michael O'Daniel.



After flight and sharing the moment

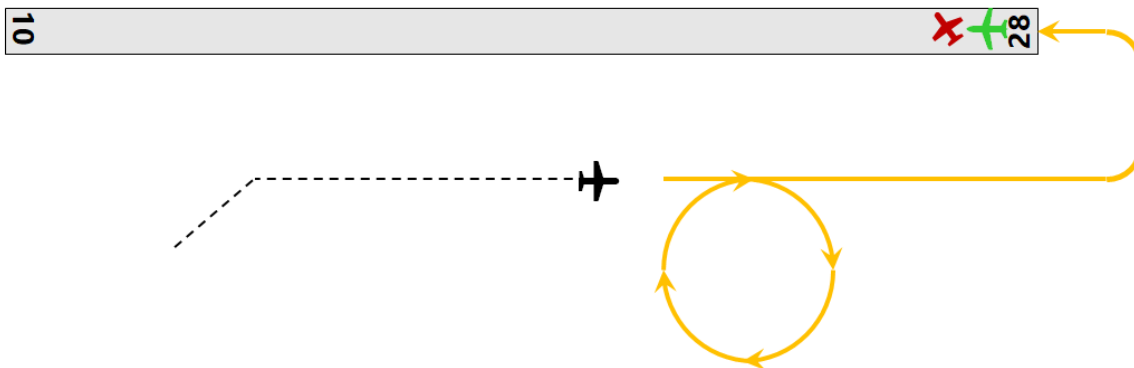
C. Treat it like a landing go-around. While staying at pattern altitude, you go upwind over the runway, then crosswind, then downwind again. They'll be gone by then.



As several members observed, the hazard here is that the airplane on the runway will take off and collide with you from below. If he has a high wing, he might not see you. And in any case, he's probably not expecting you to be over top of him.

Someone suggested that you might offset to one side or the other to eliminate the collision-from-below possibility. That's an improvement so long as you don't offset so much that you're into the right or left downwinds. However, many pilots will offset themselves as soon as they've taken off. If their engine fails on takeoff, they then have only a 180° turn to get back to the runway, not a 270°- 90°. Their offset might cancel your offset and put them underneath you.

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



This emerged as a favorite, though it depends on whether you have a fast plane or a slow one. For fast-plane pilot Bill Sullivan, the loop is so big that it takes him back to the 45, which in effect is Option E below. His big loop also avoids the airplane that's #2 behind you.

For us slow flyers, the loop is much smaller, more like what's shown in the diagram. For us, that following plane is very much a consideration because we might arrive back in the downwind leg at the same time that he does.

This is where radio communication is critical. Just remember that *communication* means two-way talk. In this scenario it's not enough for you to announce your intention to pull a tight 360. That's 1-way radio talk. You need to hear the following plane acknowledge that he heard and understood you. We've all had enough radio problems over the years to expect that sometimes our transmitter won't work. And sometimes his receiver won't work. So yes, if the following pilot acknowledges your plan to do a tight 360, then this could work.

But really, how much of a delay do you need to let the glider and tow plane clear the runway? In my experience at Front Royal, the gliders folks are quick and considerate. But sometimes they have glitches. In truth, as with any departing airplane, until it's rolling you don't know for sure when it will take off.

That brings us to Option E

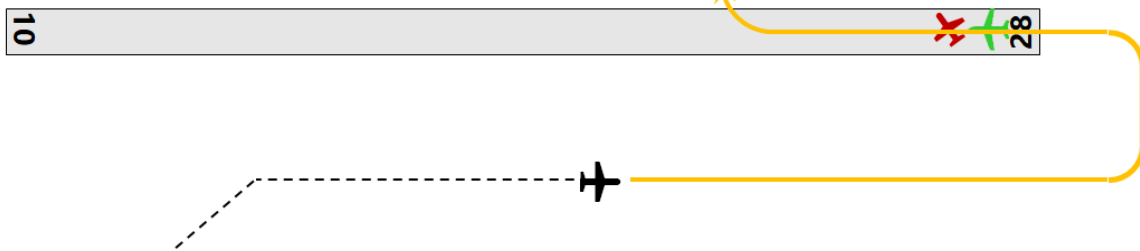
E. Bail out. Turn right and leave the pattern entirely. Circle around to the 45 and try again.

10  28



This the simplest and safest option. You exit the pattern to the right (announcing your intention!). There, outside of the pattern, you keep an eye on the glider and tow plane. And you spot that airplane that was following you. You watch the tow plane move into towing position and hook up. Based on that, you enlarge or contract your circle back to the 45.

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.



Talk at the meeting did not recommend this option. The big hazard is that the tow plane and glider move faster than you thought and start their takeoff just as you arrive on final. But let's say that you called it right – or even that it's just the glider on the runway, which obviously isn't taking off by itself. The general rule is *don't land over top of aircraft or people on the runway*. An unlucky gust of wind or a misjudgment on your part could have you landing shorter than you intended – right into them.

* * *

This quiz provoked an excellent discussion. Let's have more of them during our winter meetings. Please send your ideas to me!

Meeting Minutes

November 2021

Flying Club One Meeting

Saturday, November 13, 2021

Warrenton Airpark

Warrenton, VA

Call to Order

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

27 members and visitors

Selling of 50-50 tickets

Visitors and New Members

None

Old Members

The annual *Color Run* had few takers, with only **Ralph Reynolds**, **Sean Roe** and **JJ Campbell** showing up for **Steve Beste's** snack stop at the Front Royal Airport. **Mark Barron** said that some of the PPG community flew a special *Missing Man Formation* above the Flying Circus Airport to spread the ashes of popular PPG instructor **Michael O'Daniels**. Michael died in a training accident in 2020. **Stephen Waide** had an engine out just south of the Warrenton Airpark, did a 180° turn and set up for a landing in the big field, but the tall weeds snagged him and his aircraft flipped over. Steve got out of it with 8 stitches in his head, but his aircraft was totaled. August, Georgia, *Golfers' Paradise* was a recent destination for Peter Bastien's twin turboprop charter flight. **Lucy Ooi** has a new/old aircraft, a *Curtiss-Wright CW-1 Junior*, a 2-place, high wing pusher produced in the United States in the 1930s. Lucy needs help to cart it here from the west. Members said that the local **Horse Feathers** grass strip is no longer allowing PPG operation at the field. Also, the **Airlie** property with the big paved airstrip just north of Warrenton, VA was sold, but it is unknown what will happen to the large estate. Maybe the airstrip would be open to outsiders?

Regular Reports

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

Treasurer: **Fabian Georges** (not at meeting, sent in) reported that the October income was \$57.00, expenses were \$88.00 and check book balance is \$3123.46.

Membership Director: **Fabian Georges** – not at meeting

President: **Steve Beste** reported the sad news that long time member **Jim Birnbaum** died of pancreatic cancer and his funeral will be on Sunday, November 21st (more information to come on

place and times). Jim was our Treasurer and Membership Director for 17 years. He will be missed by the flying community.

Warrenton Airpark Owner: **Matt Christensen** – not at meeting

Old Business

With the help of **Mark Barron** our Holiday Party (aka Christmas Party) will be held from noon to 3 PM on Saturday, December 11th in the NEW terminal building at the **Warrenton-Fauquier Airport**. You can fly in if you like! The party will be held in the large meeting room upstairs. It will be a potluck with meats and drinks provided by the Club. More information to come.

New Business

With winter, the Club's monthly meetings will go indoors. We have held the winter meetings in many places, but with the NEW terminal building at the **Warrenton-Fauquier Airport** having such a great meeting room upstairs, the members thought it would be an ideal place to have our monthly Saturday meetings. More information to come.

Also, **Bob Chapman** said that he will install wheels on our Club outdoor lunch grill today. Now just one member can roll it out. Thanks Bob!

Program

We had a short quiz and discussion on runway conflicts at **Front Royal Airport** mostly pertaining to glider and tow plane take-off preparation at the end of the active runway. Many opinions on the subject.

50-50 Drawing

Winner **Bob Chapman** donated his winnings to the Club.

Adjourn

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

Cook Out

Tim Loehrke was the chef for the second time this year. He always has a great lunch!

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
- **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, December 11th, 12-3pm	Holiday Party	The terminal building at the Warrenton-Fauquier Airport	Monthly meeting and Holiday Party
Saturday, January 8th, 11am	Winter meeting	The terminal building at the Warrenton-Fauquier Airport	Program: TBD
Saturday, February 12th, 11am	Winter meeting	The terminal building at the Warrenton-Fauquier Airport	Program: TBD
Saturday, March 12th, 11:00am	Winter meeting	The terminal building at the Warrenton-Fauquier Airport	Program: TBD
Saturday, April 9th, 11am	Fly-in, club meeting, and cookout	Outdoors at the Airpark	Club meeting, fly-in, and cookout at Warrenton Airpark
Saturday, May 14th, 11am	Fly-in, club meeting, and cookout	Outdoors at the Airpark	Club meeting, fly-in, and cookout at Warrenton Airpark
Saturday, June 11th	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 9th, 11am	Fly-in, club meeting, and cookout	Outdoors at the Airpark	Club meeting, fly-in, and cookout at Warrenton Airpark
Saturday, August 13th, 11am	Fly-in, club meeting, and cookout	Outdoors at the Airpark	Club meeting, fly-in, and cookout at Warrenton Airpark
Saturday, September 10th, 11am	Fly-in, club meeting, and cookout	Outdoors at the Airpark	Club meeting, fly-in, and cookout at Warrenton Airpark

Date	Activity	Location	Description
Saturday, October 8th, 11am	Fly-in, club meeting, and cookout	Outdoors at the Airpark	Club meeting, fly-in, and cookout at Warrenton Airpark
Saturday, October 22nd, 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 10th, 12-3pm	Holiday Party	The terminal building at the Warrenton-Fauquier Airport	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>

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