



Volume 22 – 03

www.FlyingClub1.org

March 2022



The Privileged View

Steve Beste, President

Changes at Lenn Bros. The Lenn brothers' farm field is one of my favorite grass airstrips, not least for the warm welcome that the brothers and their nephews and nieces have given us over the years. When we land there during a poker run, they all turn out to chat and share our fun.

But there's news. Wayne Lenn died in January of last year. The last remaining Lenn brother, Boots Lenn, is now 94. He sold up and moved to a nursing home nearby. Naturally, I went to visit him and to meet Dennis Brown, the new owner.

I found good news all around. Boots' mind is still sharp, so I was able to learn the history of the brothers, the farm, and the airstrip. New owner Dennis turned out to be the next door neighbor. He grew up on the farm just east of the Lenn's and has known the brothers his whole life. As we stood on the airstrip talking, Boots' niece Kristen Meredith walked by with her dog. She and Dennis got to talking, and I heard about the sailboat the brothers had built in that hayloft over there and then sailed it off-shore to Florida. And about the time Boots caught a wing of his Cessna on the tall corn taking off. "I was in the plane myself!" said Kristen. (No one was hurt.) I felt like I was privileged to be listening in on a family conversation.

The good news for us flyers is that Dennis plans to keep the airstrip open and mowed even though he has no desire to become a pilot himself. This year's poker run will definitely include a stop at Lenn's.



Boots at the 2019 Poker Run. He was 91 then.

The Lenn Brothers. Originally there were four: Bobby, Wayne, Edwin, and Kaye ("Boots"), but Bobby drowned in a boating accident many years ago. The only family connection with aviation

is that their father worked as a freight agent for the Seaboard Air Line. But that was a railroad, so perhaps I'm stretching it. Come WWII, though, the three older brothers all got into the Army Air Corps. Bobby piloted B-17s out of England, Wayne was part of a B-24 unit in the South Pacific, and Edwin flew as chief engineer on Catalina PBVs in the Med. Boots was born on December 31, 1927, so he missed the war. But the Army drafted him anyway in 1946, which sounds like miserable bad luck. But no. After a year, the Army figured it had survived demobilization and they let him go. At that point he was eligible for GI Bill benefits and used them to get a bachelor's degree and then a master's in physical therapy from the Medical College of Virginia in Richmond. That was his career for the next 30 years or so.

Meanwhile, Wayne and Edwin had become dairy farmers. In 1952, they moved to Virginia and bought their current farm as a dairy operation. Wayne loved the animals, and Edwin was always a whiz with machinery. But like so many WWII flyers, they had a yen to get back in the air. In 1954 or thereabouts they created the first 1,700' of the airstrip and took lessons from an instructor who would fly up from Richmond. Wayne quit after two lessons saying that he would always be flying with Edwin, so one pilot was enough. But Edwin got his ticket. Later, they built the hangar and bought a used Cessna 172. Mind you, they did have a business requirement for the plane. As newcomers to the dairy business, they would scour the surrounding counties for good used equipment and bargains on cows. The airplane would let them do that more quickly.

Off in Pueblo, Colorado, Boots also got the airplane bug. He bought a used Piper Tri-Pacer, found it to be underpowered for the high altitude, and upgraded to a Ryan Navion. He flew it for fifteen years or so, accumulating 2,000 hours.

The late 1970s brought big changes. First, Wayne and Edwin switched the farm from dairy cows to field crops. Labor was hard to find by then, and Wayne's knees were ailing.¹ At the same time, Boots joined them on the farm, retiring from physical therapy. Since Wayne and Edwin by then had a Mooney on the farm, Boots sold his Navion.

Thus, 1980 found the three brothers living on the farm. None of them ever married.



Hangar in March, 2022

¹The dairy business was ailing, too. Dennis tells me that in the 60s, Culpeper County had ~68 dairy farms. It has none now. He says to make a go of dairy farming nowadays you have to have 600+ cows and a milking parlor with robot milking machines at \$300,000 each (good for only 60 cows/day). Dennis himself plants field crops and raises cattle.

In 1984, they tore down the original farm house and built the house that's there now. They also added the southern 500' to the airstrip, making it the current 2,200'.

Now out of the dairy business, the brothers turned their hands to experimental airplanes. They built three. In order:

- A 2-place metal plane whose type Boots doesn't recall.
- A Wheeler Express, a complicated 4-place composite.
- A cloth & tube ultralight whose type Boots doesn't recall.

Wayne was the carpenter and Edwin did the electrical and mechanical work. But it wasn't just airplanes. Apparently, the brothers could build anything. They built a sailboat in the hay loft of the barn east of Stevensburg Road. It was so big they had to take out the end of the barn and haul the boat out with a crane. They then trucked it to the Potomac, tilting it at times to pass under power lines. I don't know when they learned to sail, but the family says they sailed the boat offshore in the Bermuda Triangle.

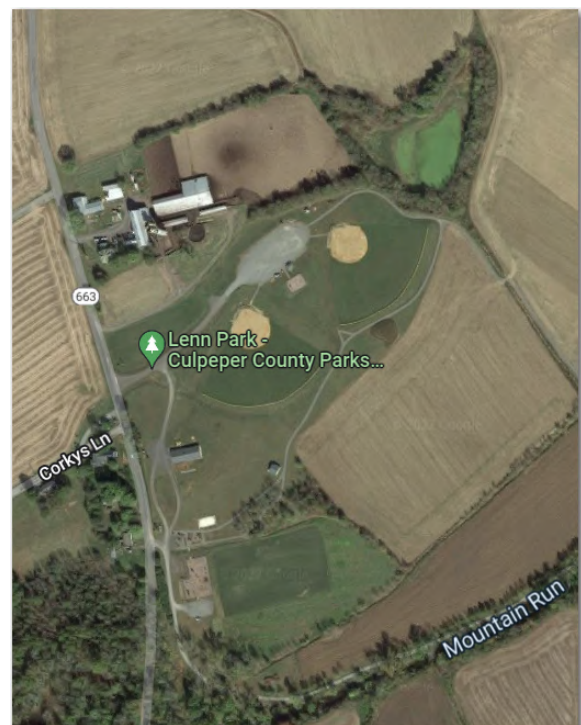
Their other big adventure was flying the Mooney to Brazil. They'd heard that there was farmland available there such that you could farm in Virginia during our summer and in Brazil during our winter, commuting with the Mooney. Once there, they quickly learned that it wouldn't work. "They told us that if you left some equipment there, it wouldn't be there when you got back unless someone was there year-round." So they flew home, nothing lost and a memorable flight gained.

Their last airplane was a Cessna 206, the one in which Edwin hooked some tall corn with a wingtip on landing. Soon after, the brothers gave up flying for health reasons. Edwin died in 2008, and Boots had eye problems. But with amazing generosity, the brothers kept the airfield mowed and open to everyone for the many years of their time there.

Lenn Park. Their generosity extended far beyond us flyers. In the late 90s, the brothers donated 85 acres and \$450,000 to Culpeper County to make [Lenn Park](#). Besides two ball fields, a pavilion, a tot lot and a dog park, the property includes the **Lenn Model Airpark**, a flying field for RC (remote control) model airplanes. The airpark is operated by the Culpeper Model Barnstormer's Remote Control Club.

A few years back, Wayne told me that he wanted to build some hangars on the farm and give them and the house to the park authority. But the county didn't want them. Alas!

Dennis Brown. I met new owner Dennis Brown at the field last week. He's a generation younger than the brothers, of course, and seems to be as active as they were back in the day. He has just had a new roof put on the house. A construction dumpster testified to renovation work going on inside. I



didn't go in, but I can imagine that a 1984 house lived in by three elderly bachelors would need some work. Dennis' son is about to get married, and the couple will move into the house.



New owner Dennis Brown in front of the hangar

As for the hangar, Dennis has cut down the large tree that used to be next to it. A flight instructor from Culpeper donated the new wind sock. The poles of the hangar are sound, and it has electricity, but the siding and the floor are in poor shape. It never had a solid door, just plastic sheets. Dennis is weighing whether to fix it up to rent out. I'm sure he could easily find a tenant.

Meanwhile, he plans to keep the airstrip mowed, and has told me that we're all still welcome, which is wonderfully generous of him.

And as for Boots? His mind is sharp and he loves visitors. Go talk with him. He's about five minutes from the farm at [Our Father's House, 15261 Jubilee Re., Culpeper, VA](#). Call ahead on his cell phone, 540-718-3197 to make sure he's in. Meals are at noon and 5pm, and you're welcome to eat with them.

Landing at Lenn Brothers. I love watching new pilots try to find Lenn Brothers during the poker runs. If you've never landed there, it's almost impossible to find. In fact, the first time I landed there myself, I actually landed on the wrong field, the one across the road to the north. Now, I wonder how I could have made such an obvious mistake. But when it's all new, nothing is obvious.



I've added the field to the chart image above. It's not on the FAA's charts. How about aiming for

that non-directional beacon that's so big on the chart, NAILR? It's big on the chart but invisible on the ground. And nobody has an ADF receiver anymore anyway. If you're high enough to see Culpeper airport, you can position yourself in line with runway 22, stay north of the quarry and then north of Mountain Run. Myself, I look for the house with its grove of trees out in the middle of the fields, with the hangar 500' north.



Looking south on approach to Lenn Bros.

When you find the field, remember that it's narrow, only about 35' wide. Edwin Lenn is not the only person I know of who clipped the corn on landing. That narrowness makes the field unsuitable for PPCs and PPGs. Indeed, there was an incident some years ago when a PPC pilot trampled the crop because he needed to take off into the wind. The brothers asked me to put out the word that PPCs and PPGs should not use the field.

Besides ourselves, I hear that a flight instructor out of Culpeper uses the field to introduce his students to grass-field flying. Likewise, an instructor at Orange does the same.



Flying Club 1 flyers with Boots Lenn at the field during the 2019 Poker Run

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, Mar 12	Bryce Resort Winterfest - see website	Sky Bryce Airport (VG18)	47 NM
Sat-Sun, Mar 12-13	Fly-In with shuttle to Monterey Maple Festival (see website)	Hannah Field Airport (7VA9)	86 NM
Sat, Mar 12 / 8-11AM	EAA 518 Fly-in Drive-in Breakfast	Mifflin County Airport (KRVL)	121 NM
Sat, Mar 19 / 11AM-12PM	EAA Chapter 1563 Monthly Meeting	Gordonsville Municipal Airport (KGVE)	35 NM
Sat-Sun, Mar 19-20	Fly-In with shuttle to Monterey Maple Festival (see website)	Hannah Field Airport (7VA9)	86 NM
Sun, Mar 27 / 8AM-12PM	EAA Chapter 426 Fly-in/Drive-in Breakfast	Greater Cumberland Regional Airport (KCBE)	73 NM
Sat, Apr 9 / 8-10:30AM	2nd Saturday Pancake Fly-In	Williamsburg-Jamestown Airport (KJGG)	99 NM
Sat-Sun, Apr 9-10	Keller Bros Airport Fly-In Campout	Keller Brothers Airport (08N)	126 NM
Sat, Apr 9 / 8-11AM	EAA 518 Fly-in Drive-in Breakfast	Mifflin County Airport (KRVL)	121 NM
Sat, Apr 16 / 11AM-12PM	EAA Chapter 1563 Monthly Meeting	Gordonsville Municipal Airport (KGVE)	35 NM
Sat, Apr 23 / 12:30-4PM	Cub Scout Aviation Day	Gordonsville Municipal Airport (KGVE)	35 NM
Sat, Apr 23 / 9AM-4PM	Open Airplane Day at Hagerstown Aviation Museum	Hagerstown Regional Airport (KHGR)	63 NM

Date	Event Description	Location	Distance from 7VG0
Sun, Apr 24 / 8AM-12PM	EAA Chapter 426 Fly-in/Drive-in Breakfast	Greater Cumberland Regional Airport (KCBE)	73 NM
Sat, May 14 / 10AM-2PM	18th Annual Chili Fiesta Fly-In	Massey Aerodrome (MD1)	100 NM

Don't forget 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. Also reported temporarily closed Mondays due to COVID), 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

Kurt Mohr and Frank Noe went to Winchester (KOKV) to shake off the winter blues and catch up with each other. They were told that additional hangars are to be built and for a cool \$500k you can get yourself a very nice space!



Quiz

We stumped you again! Tom Simmons came closest to guessing last month's airport...but he was on the wrong side of the Potomac. Last month's mystery was Hampton Airport (MD45). Better luck this month!

This month's quiz should be much easier as it is right in our backyard. What airfield is this? Apologies for the poor quality photo. It was taken by yours truly.

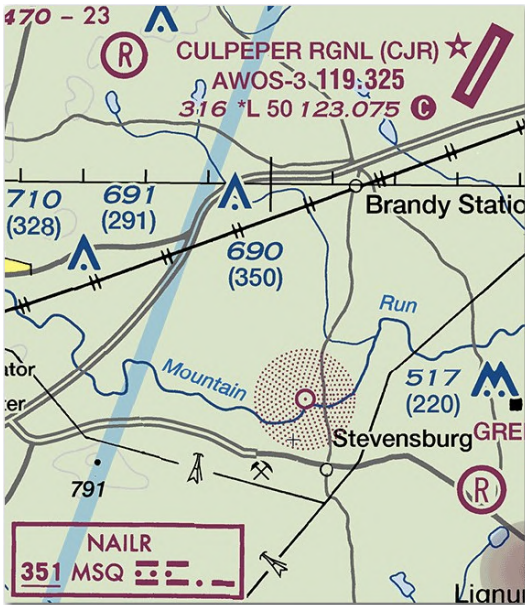


Know the answer or have a picture for the guessing game? Email me at ooi.lucy@gmail.com.

Non-Directional Beacon NAILR

By Steve Beste

While visiting the Lenn Bros. field, I detoured to look at that non-directional beacon half a mile to the south, NAILR. The antenna is just off Corky's Lane.



This transmitter is the simplest kind possible. It just sits there and transmits the international code for “MSQ” over and over again on 351 kilohertz in all directions.

What surprised me when I looked at the antenna up close was these huge insulators at the bottom of the antenna legs. Then, I noticed the wire that goes from the yellow box on the left directly to the frame of the antenna. This is not a tower that holds an antenna. The tower IS the antenna.



I asked a ham radio friend about it, and he replied:

Yes. The tower is actually the antenna for the NDB. NDBs operate just a notch below the AM broadcast band, and you’ve probably seen similar antennas associated with AM radio stations where the tower is really the antenna.

NDB signals are vertically polarized, so their antennas are vertical structures. The length (height) of the antenna would be calculated based on the wavelength of its operating frequency, usually expressed in meters. NAILR operates at 351 kHz, which has a wavelength of 854 meters, or ~2,800 feet. Obviously, this would be an impractical antenna height, as would the half-wave and quarter-wave resonant alternatives. So, a shortened, non-resonant antenna is used for NDBs (typically 20 meters, or ~66 feet). These require a suitable matching network consisting of an inductor and a capacitor to “tune” the antenna to resonance. The metal box to the left of the antenna base in your photo houses this matching network. Usually a ground plane or counterpoise is connected underneath the antenna to improve its efficiency.

NAILR is a fairly low-power beacon, with a range of only 25nm, and a transmitter power of less than 50 watts. Without knowing more about the actual setup there, we can only estimate the voltage present at the tower base. The feed-line impedance value for this type

of antenna can vary from 75 to 300 ohms. At 50 watts, these values would produce either ~60 volts or ~123 volts, respectively, at the feed point. At least, that's my best guess, using the normal formula.

As for NAILR's usefulness, a rusting sign on the fence says that it's owned by the Virginia Dept. of Aviation, not by the FAA. It probably costs less to keep it going than to have it dismantled, at least until something breaks. The FAA's plans are to have all the NDBs gone by 2030.

For now, if you have an ADF (Automatic Direction Finder) receiver in your aircraft (which you do not), you can home in on the beacon. You can then use it with a [published NDB instrument approach](#) to Culpeper runway 04. Why you would do that instead of using the published RNAV (GPS) approach? You wouldn't. So NAILR sits there quietly rusting and transmitting MSQ to an unhearing world.

NAILR's lonely companions in our area are:

- SHANNON
- CAVERNS
- DAVEE

A somewhat [outdated map](#) of NDBs will help you find these remnants of another era.

Tower Practice

By Lucy Ooi

I recently had the opportunity to fly to Hagerstown, MD (KHGR) for work. The weather was expected to be gorgeous the day of the flight except for a few bumps in the afternoon, so there was no way I was going to pass this opportunity up and suffer through a two hour drive! The only downside was that I had to get going early. Very early. I am not a morning person, so this was one of the very few pre-dawn takeoffs I have ever made...I'm more of a sunset flyer, to be honest. But this flight reminded me of some of the benefits. There were no bumps, I had a decent tailwind, and the sunrise was beautiful. I even saw the V formation of a flock of what appeared to be snow geese in flight right off my wing.



I also experienced a first on this flight - I was in the air less than ten miles from HGR when the tower opened for the day. Yes, tower. I know many of you avoid towers like the plague, and I usually agree with you, but this was my third trip to HGR and I have found a few very good reasons to keep coming back despite the tower. Besides, the tower is friendly, accommodating, and understanding for those who may be a bit rusty at this. Don't ask me how I know that. It is a large airport with two runways that form an X. The shorter runway (2/20) is closed when the tower is closed, but they are open just about all day every day - check the information on the edge of the sectional chart for their hours.

The FBO is in the northwest quadrant, and there is the Hagerstown Aviation Museum in the southeast quadrant. Let the tower know where you are headed and they'll help you get there.



So about that FBO: It is called Rider Jet Center, and they certainly seem to have enough jets there to live up to that name. There was a big one there when I pulled up, and even though I topped off at a whopping 5.3 gallons, they still brought out a literal red carpet for me.



The FBO is NICE. Ridiculously nice. The woman at the desk was extremely accommodating and apologized for the cookies not being quite ready yet. They have full serve fuel from the truck that

you can order at the counter. It is expensive, but if you are eating at the restaurant and ask nicely, they might be able to give you the self serve price off the truck. Or, taxi around the corner and they have a self serve pump.



Photo from riderjetcenter.com

Did I say restaurant? Yes! They have a great restaurant called the Grille at Runways right in the FBO! When you are standing at the desk, it is literally right behind you! Could not be more convenient. They have a large menu and delicious food! (and a full bar, in case you are trying to convince a passenger to come along with you for a ride)

When I walked out on the ramp to leave, there was another surprise: Rudy had made friends with a Cirrus Vision Jet.



Now about that museum. This is where the A-10 Warthogs were built! They hold several open airplane days throughout the year, and their big event seems to be the Wings and Wheels fly-in which is planned for September 10th this year. I made it to this last year and it was quite fun! Lots

of aircraft and some exhibitor booths. There were also lots of neat old cars and some food stands. They seemed to be pretty successful in getting non-aviation locals to attend as well. Hopefully building some good will towards the airport with the members of the community. Check out their website at hagerstownaviationmuseum.org and go visit!



Photo from hagerstownaviationmuseum.org

Bottom line: Hagerstown is a great weekend flying destination! Don't let the tower scare you. Go visit!

Meeting Minutes

February 2022

Flying Club One Meeting

Saturday, February 12, 2022

Online Zoom meeting from members' homes

Call to Order

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

16 members participated online with webcam video and sound for our Zoom meeting.

Visitors and New Members

None

Old Members

Everyone congratulated **Stephen Waide** on his beautiful winter photograph of the Lost Griz Aerodrome which appeared in the February newsletter. **Matt Christensen** has been working on his pilot's license with **Chuck Tippet**. He and Chuck have been doing a lot of flying with Matt performing numerous unassisted landings. Matt should solo soon. We are all rooting for him!

Regular Reports

Secretary: **JJ Campbell** – The minutes for January were accepted as published in the February newsletter.

Treasurer and Membership Director: **Fabian Georges** reported that the club has plenty of money. Fabian requested that all members return their renewal applications to him noting any changes or indicating that there are no changes.

Warrenton Airpark Owner: **Matt Christensen** explained that the new name of the Airpark, Lost Griz Aerodrome, is in memory of his roots in Montana where the state animal is the Griz. Matt reported that he had gotten a quote on 8 new T-hangars last November and by April the price had gone up \$120,000 due to the increased cost of steel. Matt informed the group that Tom Richards decided to move in with his daughter. No decision at this time of what will be done with his house.

Old Business

None

New Business

None

Program

Lost Griz Aerodrome Owner: **Matt Christensen** gave a presentation about flying his new previously owned Carbon Cub from Vandenberg Space Force Base (KVBG) in Lompoc, California to Brandywine Regional (KOQN) in West Chester, Pennsylvania. Matt, a student pilot, made the trip with his CFI, **Chuck Tippett**. Matt shared many photos of his exciting journey. Matt's plane is currently hangared at KOQN which is close enough to Delaware to be within the TFR whenever President Biden goes home for the weekend. He explained the procedure for flying in and out of the TFR which is very similar to our SFRA procedure. Matt finished the presentation by answering questions about the flight planning and navigation for the trip.

President: **Steve Beste** led a lively discussion about the Trevor Jacob video of his supposed accidental crash in a vintage 1940 Taylorcraft. The many flaws and inconsistencies exposed in his video were explored by the group.

Adjourn

President, **Steve Beste** adjourned the Zoom meeting at 12:04 PM.

Submitted by **JJ Campbell**, *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, February 12th, 11am	Winter meeting	Zoom	Program: Matt Christensen's Cub adventures, Trevor Jacob's video
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
Saturday, October 8th, 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 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.

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.

2022 CLUB OFFICERS AND DIRECTORS

President: Steve Beste 703-321-9110

Vice President: Allen Whatley 571-235-6978

Secretary: JJ Campbell 703-379-8930

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

2022 CLUB VOLUNTEER STAFF

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 member support in varying amounts. Please indicate on your membership application the func-

tion(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