



Volume 22 – 11

www.FlyingClub1.org

November 2022



The Privileged View

Steve Beste, President

40 YEARS! Flying Club 1 is forty years old this month. That's just extraordinary given all the changes that those years have brought to light sport flying.

In the late 1970s, people started putting chainsaw engines on hang gliders and fixed-wing gliders. It all got regularized when Part 103, the ultralight rule, went into effect on October 4, 1982. The next month, Flying Club 1 began, then organized as an EAA chapter.

The first official EAA Ultralight Chapter 44 meeting was held on Thursday, 4 November 1982, at Burke Forest Veterinary Clinic, 6214 Rolling Road, Springfield, Virginia.

From the first [newsletter](#)

In 1986, the club left EAA and joined the new U.S. Ultralight Association as their first chapter, hence, Flying Club 1.

About Part 103. It's an extraordinary rule. Short and clear, it says that you can fly an ultralight "vehicle" without a license or registration. You still have to obey the airspace rules. (Don't try landing at Dulles.) But it's a rule that would please any libertarian.

Bob Chapman knew one of the two men who wrote the rule back then. He says they were old school, with years of hands-on airplane experience. They were being displaced in the FAA by a new generation of young men with college degrees but less practical experience. Bob thinks that Part 103 was their "screw you" to the FAA. They both retired soon after.

Bob thinks that if it had been five years later, the rule could never have been published.

To understand the anniversary, I read thirty years of Club 1 newsletters, which Bob Chapman had saved. (They are now digitized and on the Club's [website](#).) Here's what I learned.

What Hasn't Changed?

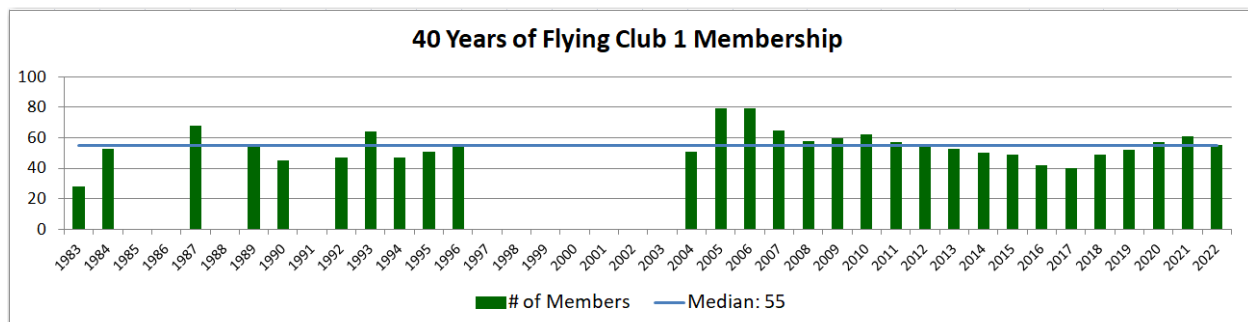
1. **A shortage of hangars.** Members were *constantly* wondering where they could hangar their planes. In the 1980s and 90s, home base for the club was Whitman Strip (now Maples Field,

VG57, owned by Charlie Maples, who was active in the club back then.) Members went so far as to build three of the hangars that you see there. Most of the hangars at Lost Griz were built ~2003 to accommodate the Club 1 aircraft coming from Whitman. The shortage of hangars is still an obstacle to aircraft ownership.



Hangars at Maples Field, ex-Whitman Strip

2. **Club 1 membership.** Despite everything – including the disappearance of all the other Virginia USUA clubs – and USUA itself mostly – our membership has been about 55 all these years.



3. **Interest in ultralights.** This has gone up and down but is now up again. The 90s were the boom years for ultralights. By 2003, though, USUA membership had declined until the organization was \$47,000 in debt. But the boom years are back. Writing this month, industry watcher Dan Johnson [wrote](#), “**Part 103 ultralights sell at approximately the rate of new Light-Sport Aircraft.** Most folks find that hard to believe. I understand but this reveals how invisible these flying machines tend to be. Part 103 ultralights are frequently flown from fields, distant from controlled airports. As they don’t fly fast or make a lot of noise they somewhat dissolve into the background of aviation.”

And that’s not counting PPGs, about which more below.

4. **Difficulty finding training.** In 1988, the Club was having enough trouble finding instructors that they looked at buying a 2-seat Quicksilver for training. (They didn't.) Things got better by 2006, but then the new Sport Pilot rule destroyed ultralight airplane training. The instructors licensed by USUA were thrown out of business, told to become FAA-certified instructors and buy \$30,000 airplanes if they wanted to continue. Almost no one did. It's a problem unsolved to this day.

What's Different?

1. **Our aircraft are more reliable.** Bob Chapman says he's had 50 engine outs, mainly back in the day. By contrast, my 2001 HKS has flown for 20 years with never an engine-out.

At one 1987 fly-in, "The fly-in also turned into a 'break-in', with various ultralights suffering assorted minor and not-so-minor breakdowns. Ignition problems, instrument pod support breakage, broken engine mounts [!], worn prop-drive bearings, you name it."

2. **We have more different kinds of aircraft.** In 1987, the club had 12 ultralights at a fly-in. Nowadays, our members have ultralights but also many faster aircraft. The speed differences make it hard to fly together as they did in the past.



Weedhopper



Quicksilver MX

3. **We don't do as much group flying.** The Club's plan for 1989 included 12 fly-outs. Some of these were "Mystery Flights" where the destination would be chosen just before take-off by the pilots who showed up. For the past decade we've managed only one fly-out per year – the Poker Run.

In the 80s, you could show up at Whitman Strip on any fair weekend and expect to find friends flying. It was a destination for fellowship. By contrast, Lost Griz these days is dead.

Still, for 1990, a good year for flying, only 9 members flew more than 5 cross-country flights during the whole year. So not everyone was flying.

4. **Our notion of a long flight has changed.** In 1987, a flight from Whitman's to Orange (34 miles) was a long cross-country. That got a boost in 1990 and 1991 with flights to Corning, NY, for the Ultraflight fly-in, 283 miles. (See their route as I've reconstructed it in [iFlightPlanner](#).) Contrast that with Loyd Peterson flying his Kolb to Oshkosh in 2008. Of course his Kolb flies at 80mph and those early ultralights flying to Orange flew 45.

5. **We were younger then.** There's no blinking it. Current member Bob Chapman was 34 when he signed on as our first president at that November 4th meeting. He says there were older pilots in the club, but I'm guessing it was a younger group than we have today.
6. **GPS!** The GPS system was opened to the public in 2000. Prior to that, all of Club 1's cross-country trips were navigated the old-fashioned way. One trip report says that newbies can follow a gas line all the way from Maples to Orange. There's a gas line there? I had no idea. Just so have I let GPS ruin my pilotage skills.



Gas line north of the Flying Circus

7. **Better weather info.** Both the forecasts themselves and their availability are astoundingly better nowadays.
8. **The SFRA.** The old newsletters talk about flights to Deale, MD22, (known as Deep Creek at the time). That's now inside the SFRA and we don't go there.
9. **Newsletter technology.** Lucy Ooi has it so easy. Back in the day, the newsletters were done on early word processors. Black & white and no graphics or pictures, thank you. The editor then took originals to a print shop. Then affixed labels and stamps to 50 items and took them to the post office. Yuck! We were still doing this as late as 2003.

On the other hand, many of the early newsletters had pieces by Tom Simmons, whom many of you remember. His sparkling style stands out and stands up after all these years. We should reprint some of his pieces this anniversary year.

Home Base: Whitman Strip, the Warrenton Airpark, Lost Griz

Whitman Strip was the center of Club flying from the beginning until about 2000. Members built some of the hangars, and big weekend-long fly-ins were held there for many years. Ed Whitman owned the place and was apparently quite a character. In particular, he had no use for government bureaucracy, which led to many fights with the Fauquier County Board over the years. I suppose this made him a good host to a bunch of unregulated airplane pilots. I don't have the details, but it all came to an end in 2005 when ultralights were banished from Whitman's per an agreement between Ed and the county after complaints by neighbors.

Warrenton Airpark. In his [history of the Warrenton Airpark](#), Tom Richards writes that people were migrating to the Airpark from Whitman's as early as 1998. This shift accelerated after Tom bought the Airpark from Chris Beatley in April, 2004. New hangars were built and 6 airplanes moved in.



One of two hangars under construction at the Airpark, March, 2007

Tom's easygoing welcome – and his hangars – opened the door to flying for many new pilots. Club 1 continued meeting at the Airpark during the warm months as it had in Beatley's time.

Lost Griz. Matt and Erica Christensen bought the Airpark from Tom Richards in May, 2021. As always when an airfield is sold, we pilots wonder whether it will be kept as an airfield or sold to developers. Matt and Erica have kept it as an airfield and have renamed it the *Lost Griz Aerodrome*. Club 1 monthly meetings continue there to this day.

Jim Heidish's Graphics

Flying Club 1 started looking a lot classier than we really are when graphic designer Jim Heidish showed up. He gave us the artwork that you see everywhere.



Tim Loehrke found this wrecked Challenger south of Richmond last month. Neither he nor the owner knows when it was connected to Club 1, but obviously it was.



The Rotax Tabernacle Choir

This group sang at our holiday parties from 2000 to 2006. Personnel varied.

Rotax Tabernacle Choir at its 3rd Annual Christmas Performance in 2002



PPGs

Powered Paragliders (PPGs) arrived on the scene in a big way in the 2000s. Club president Dave Riedel bought a Rans S-12 airplane in 2003, but by 2007 he'd switched to PPGs.

Instructors Michael O'Daniel (right, at New Market in 2009) and Jerry Starbuck brought many new people into the sport and into Club 1. By 2005, PPGs accounted for a fifth of the membership. Total membership spiked to 79 that year and the next.

Déjà vu. It strikes me that PPGs are recapitulating the early days of ultralight airplanes. Consider:



- PPGs are now the least expensive way to go flying, as ultralights airplanes were in 1983.
- Most of the young newbies I talk to go into PPGs, not airplanes or trikes.
- Finding a flying field is the BIG problem for PPG pilots, just as it was for the early Club 1 pilots.

- Some undisciplined pilots have pissed off landowners, leading to expulsions from fields. (The [April, 1990, Club 1 newsletter](#) includes a list of airports where ultralights were welcome or not.)
- Instructors are hard to find. The big schools in Florida have months-long waiting lists. Michael and Jerry are no longer teaching. Same with Club 1 in the 1980s.
- Engines are finicky, though much more reliable than the engines of 40 years ago. It seems that most PPG pilots have replaced a broken prop at some point.
- It's a very social crowd, with lots of flying together, just like Club 1 in the 1980s.
- Aircraft-band radios are slowly being adopted, as was the case in the 1980s.

In response to all this, local PPG pilots have formed a club, just as ultralight airplane pilots did in 1982. It's called the Air Dogs, and is thriving with over 70 members. May they prosper for 40 years!

A dawn PPG flight wakes up the campers at Shreveport North, June, 2010



PPGs at the Airpark, June, 2009, Len Alt carrying his helmet

And from the [old newsletters](#), comes this extraordinary photo from Chuck Tippet, who must have been flying nearby:



Randy Nageotte flying by the World Trade Center before 9/11. (Photo by Chuck Tippet)

Long live Flying Club 1 and light recreational flying in Northern Virginia!

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 Lost Griz Aerodrome which are occurring in the next month. Sources are: The [EAA Calendar of Events](#), www.socialflight.com, funplacestofly.com and the [Virginia Department of Aviation Calendar of Events](#).

Date	Event Description	Location	Distance from 7VG0
Sat, Nov 19 / 11AM-12PM	EAA Chapter 1563 Monthly Meeting	Gordonsville Municipal Airport (KGVE)	35 NM
Sat, Nov 26 / 8-10AM	EAA Chapter 339 Pancake Breakfast	Chesapeake Regional Airport (KCPK)	138 NM
Sat, Dec 3 / 9AM-12:30PM	AOPA Rusty Pilots Seminar	Frederick Municipal Airport (KFDK)	50 NM
Sun, Dec 4 / 10AM-3PM	Massey Open Hangar Party & Fly-In	Massey Aerodrome (MD1)	100 NM
Sat, Dec 10 / 8-11AM	EAA 518 Fly-in Drive-in Breakfast	Mifflin County Airport (KRVL)	121 NM
Sat, Dec 17 / 11AM-12PM	EAA Chapter 1563 Monthly Meeting	Gordonsville Municipal Airport (KGVE)	35 NM
Sun, Dec 18 / 9AM-1PM	Fly-in Farmers' Market	St. Mary's County Regional Airport (2W6)	62 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), 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!](#)

MASSEY OPEN HANGAR PARTY & FLY-IN

DEC 4 FREE



Massey Aerodrome – Photo by Edwin Remsberg

Massey Open Hangar Party & Fly-In on Sunday December 4, 2022 from 10 A.M. to 3 P.M. Come to our Annual Open Hangar Party, Rain or Shine! — Fly in or Drive in. Help us celebrate our progress and new projects. Friends can bring a covered dish or dessert item (optional) and the airport supplies the main course, cider, lemonade & coffee. If the weather cooperates, you will be able to watch the field fill up with over 100 fly-in guests, expect to see interesting airplanes. There's always plenty of food, so renew old friendships & meet others who love aviation. Tour the Air Museum, hangars, DC-3 & An-2 biplane. If you have a motorcycle, vintage car or hot rod, come early, park up front around the DC-3 for everyone to see & admire. Pilots: As always, keep an eye out for "no-radio" aircraft. Winds permitting, we usually use Runway 02 for arrival on event days, if not – we have widened the west side "Back Taxi" lane. Remember it's on the **FIRST SUNDAY** of December! 10 A.M. to 3 P.M. General Public Invited! Children Welcome. Free Admission. **FOOD IS SERVED AT NOON.**

From Our Members

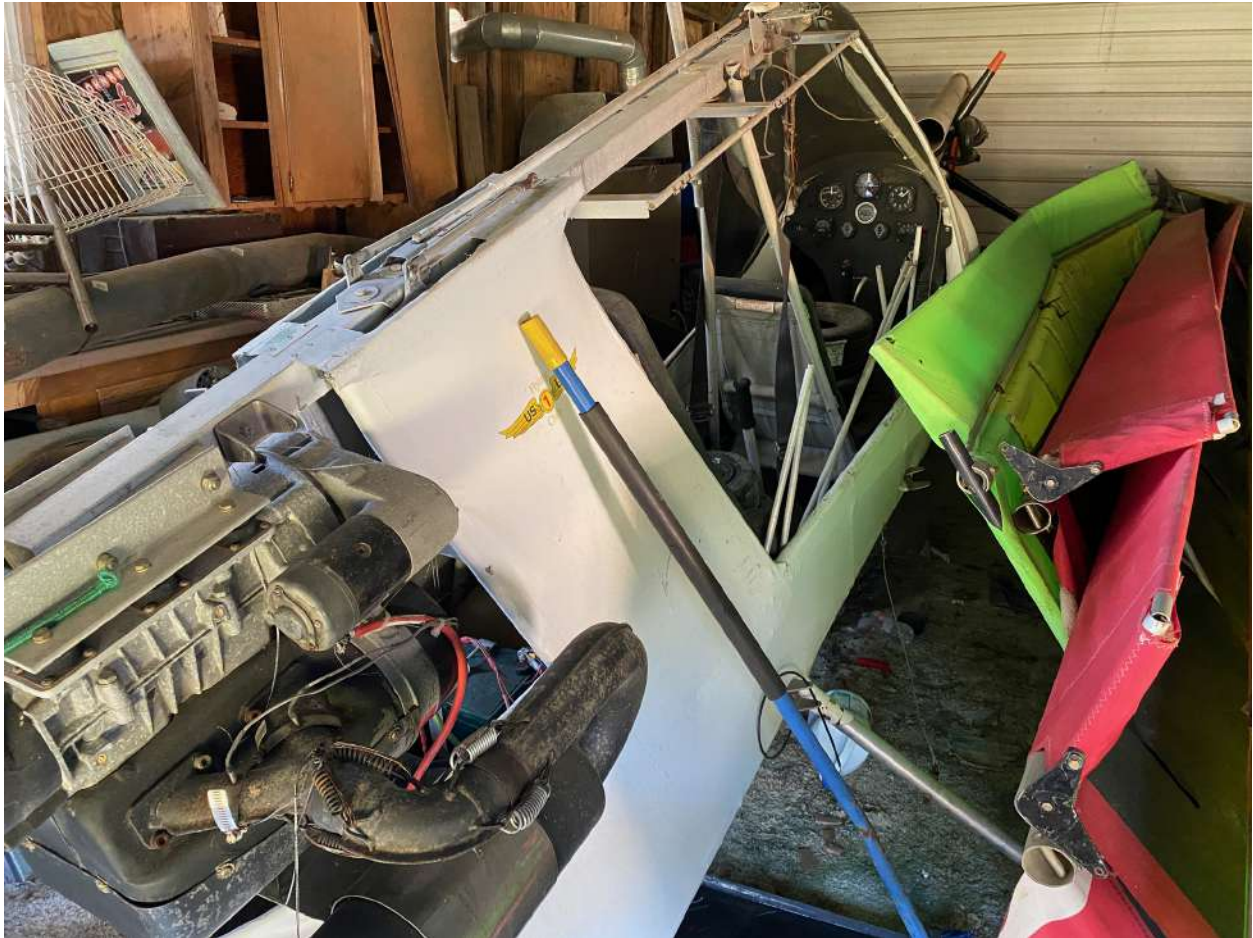
Stephen Waide sends in this photo of Upperville airport (2VG2), a private field. He writes: “I would now doubly not recommend landing there, as it appears they are building some sort of structure on the runway!”



On a happier note, Stephen also sends in this picture of “Creative farmer art just west of Culpeper airport”



Tim Loehrke sends us another view of the Richmond Challenger with the Club 1 decal.



On one of the days when they weren't flying, Kurt and Jim bumped into each other in Arlington, VA! What are the chances?



Quiz

Congratulations to Jim Heidish for correctly identifying last month's quiz as the Brunswick, MD railroad yard on the Potomac River!

This month's quiz picture was submitted by Steve Beste. He asks "What registered airport can you glimpse in this photo?" He admits that this is a tough one, so he provided us with some clues:

- Note the distinctive pattern of mountains in the distance: mountains, valley, mountains, valley, mountains.
- The picture was taken at sunset.
- The big rectangle of trees with a water tower is a local landmark.

For extra credit, he poses an additional challenge: Send me the link to Google Maps centered on the horse barn with the red clay around it.



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

Answers to Last Month's Bridge Quiz

By Steve Beste

Here are the 16 highway bridges over the Potomac River going downstream from Paw Paw, WV.

Picture Letter	Common Name	Official Name
J	Paw Paw	Maryland 51 Bridge
N	Hancock	Berkeley Springs Hancock Bridge
L	Williamsport	US 11 Bridge
E	I-81	Veterans Memorial Highway Bridges
G	Shepherdstown	Shepherdstown Pike Bridge
H	US 340 near Harper's Ferry	Sandy Hook Bridge
O	Brunswick	Brunswick Bridge
D	Point of Rocks	Point of Rocks Bridge
F	American Legion	American Legion Memorial Bridge
C	Chain Bridge	Chain Bridge
I	Key Bridge	Francis Scott Key Bridge
M	Roosevelt Bridge	Theodore Roosevelt
A	Memorial Bridge	Arlington Memorial Bridge
K	14 th St.	<ul style="list-style-type: none"> •George Mason Memorial Bridge •Rochambeau Bridge •Arland D. Williams, Jr. Memorial Bridge Read the Wikipedia article on this bridge complex.
P	Wilson	Woodrow Wilson Memorial Bridge
B	301	Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge

Virginia Ambassador Update

By JJ Campbell

After my 3-month hiatus due to aircraft maintenance, I've finally started collecting passport stamps again. In September, I visited New River Valley (PSK) and Virginia Tech (BCB) for stamps.



On approach to VA Tech (BCB)



Getting directed to parking at BCB



BCB airport sign



Approaching New River Valley (PSK)



Pulling up to the FBO at PSK

The ceremony to welcome the new class of Gold Level Ambassadors was held during Shannon's Harvest Festival on October 29th. I was so close this year! Only three airports left!



The 2022 Class of Virginia Aviation Ambassadors

Meeting Minutes

October 2022

Flying Club One Meeting

Saturday, October 8, 2022

Lost Griz Aerodrome (7VG0)

Warrenton, VA

Selling 50/50 tickets before meeting

Call to Order

President Steve Beste called the meeting to order at 11:12 AM with 15 attendees.

New Members

Lisa and Jeff have an RV-9 at Luray (KLUA). Jeff is interested in ultralights. They have been looking at the FC1 website for quite a while and since they were going to the Culpeper Airshow, they thought it was a good opportunity to attend the FC1 meeting to learn more about ultralights.

Old Members

JJ Campbell flew to Twin Counties (KHLX) get the passport stamp. The round trip was 6.2 hours which is a new daily flight time record for him.

Steve Beste due to a broken leg will not be able to organize the Color Run this year. There being no volunteers, the Color Run is canceled for 2022.

Steve informed the group that the meeting room at Warrenton/Fauquier Airport (KHWY) was already booked for the club's planned Holiday Party. Therefore, the party has been rescheduled for Saturday December 3, 2022, at 11:30 at Warrenton-Fauquier.

Steve shared that John Ballantyne had passed away on October 4. John was the founder of USUA and was very helpful in getting Flying Club 1 launched as the first USUA chapter. Many members of the group shared recollections of John's numerous contributions to aviation.

Mark Barron has been talking to Dennis Brown who manages Lenn Brothers. Mark informed the group that Dennis is having difficulty getting insurance for activity at the airport. There was some discussion about the Virginia Code that exempts airport owners from liability. Steve Beste reported that the liability exemption in this statute only applies to airports that are registered with the FAA. Steve volunteered to talk to Alan White at the RAF about potential insurance companies and said he would call Dennis Brown and offer his assistance in completing the paperwork to get the airport registered with the FAA.

Regular Reports

Secretary: **JJ Campbell:** The minutes for August and September were accepted as published in the September and October newsletters.

Treasurer and Membership Director: **Fabian Georges** did not attend the meeting. **JJ Campbell** gave the treasurer's report based on an email from Fabian. There is currently a balance of \$3,225.10 in the club's bank account which is up almost \$100 from the previous month.

Lost Griz Aerodrome Owner: **Matt Christensen** did not attend the meeting.

New/Old Business

None

Program

None

50-50 Drawing

Mark Barron had the winning number.

Adjourn

President, **Steve Beste** adjourned the meeting at 12:02 PM.

Cook Out

Tim Loehrke served a classic burger & hotdog lunch with all the extras.

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:** 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 Lost Griz Aerodrome (7VG0). 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 7VG0	Club meeting, fly-in, and cookout at 7VG0
Saturday, De- cember 3rd, 11:30-3pm	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, Lost Griz Aerodrome (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 714-661-8800

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 714-661-8800

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