



Volume 23 – 05

www.FlyingClub1.org

May 2023



The Privileged View

Steve Beste, President

A new Flying Club 1. We're making big changes at Flying Club 1. Last month, the Board voted to acquire two airplanes and thereby become an entry path for people wanting to get into light sport flying.

Such an entry has long been missing. Newbies come to our meetings and say, "Cool! Can I get a ride?" No. "Can I get training around here?" No. "Well, if I got training somewhere else, do you have an airplane could I fly?" No. "OK! I'm outta here." I've watched all the other USUA ultralight clubs in Virginia die. We're the only one left. The Board thinks that our future depends on solving that newbie's problem.

The Concept

Here's the concept.

1. We acquire two airplanes – an ultralight and a 2-seat ultralight-like airplane suitable for training.
2. We offer discovery flights in the 2-seat airplane.
3. If they join the club, newbies can pay a CFI for training in that same 2-seat airplane.
4. After suitable ground school and flight training, members can fly the club's ultralight airplane for an hourly rate. If they go on to get their Sport Pilot license, they can fly the 2-seat.
5. **Result:** We've helped create another generation of pilots. And we've sustained the club for another generation.

The folks at the Michigan Ultralight Flying Club are operating with this model as I wrote [last month](#). They tell me that new people can get trained in about 10 hours (plus some ground school covering airspace, navigation, weather, and so on).

It's early days yet so these are by no means final prices, but it looks like someone could get trained to fly an ultralight for about \$1,500. They could then fly an ultralight the typical 40 hours/year for about \$1,500. We think there's a market for that here in Northern Virginia.

Getting There

What will it take to get there?

1. **Two airplanes.** This is the fun part, of course. Tim Loehrke is heading up the search. Early possibilities range from:
 - This 2-seat [M-Squared Breese](#) for \$43,000. As an SLSA, we could do more with it than with an ELSA. Its Rotax 912 and 2,000-hour TBO is a plus over a 582 (300-hour). And it has enough power for today's heavy pilots. This is the model airplane that the Michigan Club uses.
 - This [Quicksilver Sport 2S](#) for \$23,000. This has a Rotax 582.
 - For the ultralight, a [Quicksilver MXL Sport](#) for \$12,500.
 - Or a new [ELECTRIC Aerolite 103](#) kit with 3 battery sets for about \$43,000.
2. **Money.** We aim to acquire the airplanes either as gifts or through donations of money. Our goal of making more pilots is something my generation of pilots has been wanting to see happen for years. I think there will be nationwide support for this if we reach out well.
3. **Hangars** for the two airplanes.
4. **Insurance.**
5. One or more **CFIs** willing to train ultralight pilots.
6. Active **outreach** to potential pilots in our area. Do you have social media savvy?
7. Someone competent in charge of **maintenance**. (Tim Loehrke has volunteered.)
8. **Software** for scheduling
9. **A project leader.**
10. **Volunteers.**



The Plan

Phase 1 – Plan It. Here, we line everything up. We find the specific airplanes we want. We raise the money for them (or arrange for donations). We find hangars, insurance, and a CFI. With those costs in hand, we write a Business Plan that lays out our costs, projected membership, and usage, and the rates we'll have to charge for initial membership buy-in, monthly fees, and hourly flight time.

Milestone – Choose a Course. At the end of Phase 1 the membership decides:

- Which airplanes to acquire.
- Which hangars to go with.
- Which rates (to join, per month, and per flight hour) to charge.
- Timing: When should we start incurring fixed costs? Now? Or is it too late in the year to attract paying members and we should wait until next spring?

Phase 2 – Do It. Here, we start spending money. We collect the donations, acquire the aircraft, lease a hangar, buy insurance, change the by-laws, and publicize our offering – everything to make the new Flying Club 1 a reality.

Jobs

This is absolutely crucial. Our success depends on us volunteering to do the work.

Some of you have already told me how excited you are about this new direction. If you're willing to put your shoulder to the wheel, here are the jobs we need to fill.

Please let me know if you're willing to take on one of these jobs. We need you.

Project Manager

Duties: Pull everything together and keep the project on track. Keep the volunteers happy. Recruit other volunteers as necessary.

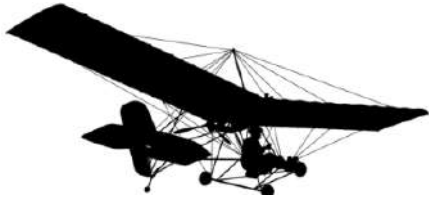
Aircraft Chief – Tim Loehrke

Duties in Phase 1: Find candidate airplanes. Estimate the costs to acquire them, fix them up to a high standard, maintain them, and operate them. Highlight the key decisions, such as:

- SLSA or ELSA?
- 2-cycle vs. 4-cycle
- Ready-to-fly vs. fixer-upper
- Tail wheel (Kolb) vs. tricycle gear
- Foldable wings vs. not, in case we can't find hangars.

Do you know of a likely airplane? Please let Tim know at AircraftChief@flyingclub1.org.

Duties in Phase 2: Acquire the two airplanes. Make them operational. Create a maintenance plan for each. Oversee maintenance of the aircraft.



Fundraising Chief

Duties in Phase 1: Raise money to buy the airplanes. Identify, contact, and follow up with prospective donors. Possibilities:

- Donations in kind. Nationwide, can we find people to donate their aircraft to the club? Some of these might be planes that we don't use but sell.
- Donations of money. Nationwide, can we find people who want to see more pilots and support ultralight training? GoFundMe?
- Leases. You can legally lease an SLSA or an ultralight but not an ELSA. Is someone willing to lease their plane to us?
- Loans. Will someone loan us some or all of the money to buy the aircraft?

Duties in Phase 2: Consummate the donations, leases, or loans.

Hangar Chief

Duties in Phase 1: Identify hangar(s) for our prospective aircraft. Explore the hangar possibilities with local airport owners. Report the cost to the Business Plan Chief. If no hangar is available, we might have to keep the aircraft in trailers with the wings folded. If so, then foldable wings become a requirement. In that case, coordinate with the Aircraft Chief and price that storage option.

Duties in Phase 2: Consummate the hangar lease(s). Or, if we have to use trailers, acquire the trailer(s) and set up ground leases for them.

Insurance Chief

Much work on this topic has already been done by club member Michael Bishton and Steve Bateman of AOPA as well as by the Michigan Ultralight Club. Our goals are to insure the club and our members against liability, and to insure our aircraft against hull damage. Insurance of any kind for the ultralight may not be available.

Duties in Phase 1: Establish what kind of insurance we should buy and how much it costs. It may be that pilots buying Renters Insurance is the way to go, as they do in Michigan.

Duties in Phase 2: Line up specific insurance policies. Buy them as soon as we acquire aircraft.

CFI Chief

Certified Flight Instructors are essential to our goal of bringing more pilots into the sport. They will be independent contractors; the students will pay them directly; the club will not be part of that transaction. But we do need to have a roster of CFIs to whom we can refer students.

Duties in Phase 1:

- Flesh out our requirements for a Certified Flight Instructor (willing to work weekends in Fauquier County, willing to train ultralight pilots...).
- Coordinate with the Insurance Chief as what kind of insurance will be needed. (Paid by the club? Paid by the CFI?)
- Sound out some candidate CFIs to see how available CFIs are and on what terms.
- Report to the Business Plan Chief what rate our students could expect to pay to the CFIs.

Duties in Phase 2: Set up relationships with some CFIs.

Business Plan Chief – Steve Beste

Duties in Phase 1: Prepare a Business Plan for presentation to the club at the end of Phase 1. This will establish the financial feasibility of the project. The Business Plan will lay out several scenarios. If we acquire these aircraft for X dollars; hangar, insure, and maintain them for Y dollars; and fly them for Z hours/year, how many members will we need to attract and how much will we have to charge them (to join, per month, and per flight hour)? The Project Manager will ask the membership which scenario is best for us.

Duties in Phase 2:

1. Update the Business Plan based on actual costs. Get a decision from the Board as to rates. Prepare a rate sheet.
2. Propose modifications to the By-Laws as necessary. (Michael Bishton has prepared a sample from a club he's forming in Maryland.)

Outreach Chief

This is someone who's savvy about social media.

Duties in Phase 1: Assist the Fundraising Chief in reaching out to potential donors nationwide.

Duties in Phase 2: Create a social media presence for the club with the aim of attracting new members.

Safety Chief

Duties in Phase 1: None.

Duties in Phase 2: Create:

1. Criteria for certifying members to fly club aircraft.
2. Operating rules appropriate to the aircraft and the field(s) where they fly.

Software Chief – Steve Beste

Duties in Phase 1: None.

Duties in Phase 2: Choose and set up software by which members can:

1. Reserve aircraft online
2. Report online any maintenance issues and hours flown
3. Pay monthly dues and flight-hour charges online
4. Track maintenance due dates

We'll discuss all of this at the May meeting. I hope to see you there.

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-Fauquier Airport 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
Sat, May 13 / 10AM-2PM	Chili Fiesta Fly-In. Info.	Massey Aerodrome (MD1)	100 NM
Sat, May 13 / 8-11AM	EAA 518 Fly-in Drive-in Breakfast	Mifflin County Airport (KRVL)	121 NM
Fri-Sun, May 19-21	Flying Horseman Fly-In	Landis Airport (VG16)	160 NM
Sat, May 20 / 11AM-12PM	EAA Chapter 1563 Monthly Meeting	Gordonsville Municipal Airport (KGVE)	35 NM
Sat, May 20	CALF New Strip and Hangar Pot Luck!	Makoutz Airport (MD20)	69 NM
Sat, May 20 / 8:30-12PM	Max Lichty Annual Pancake Breakfast	Essex Skypark Airport (W48)	73 NM
Sat, May 20 / 12-4PM	Cheat River Island Fly-In. FREE FOOD! Camping welcome!	39.32° N / 79.66° W	95 NM
Sat, May 20 / 10:30AM-12PM	EAA 1641 Monthly Gathering and FAA Wings Seminar (Crossing Borders)	Bloomsburg Municipal Airport (N13)	154 NM
Sat, May 27 / 8-10AM	EAA Chapter 339 Pancake Breakfast	Chesapeake Regional Airport (KCPK)	138 NM
Sat, May 27 / 11AM-2PM	“West Virginia Dog” Days Fly-In	Hinton-Alderson Airport (WV77)	150 NM
Sun, May 28 / 8AM-12PM	EAA Chapter 426 Fly-in/Drive-in Breakfast	Greater Cumberland Regional Airport (KCBE)	73 NM
Thu-Mon, Jun 1-5	Fly on the Ford - Fly on EAA's Ford Tri-Motor flytheford.org	Chesapeake Regional Airport (KCPK)	138 NM
Fri-Sun, Jun 2-4	Mid-Atlantic Air Museum World War II Weekend	Reading Regional Airport (KRDG)	133 NM
Sat, Jun 10 / 8-11AM	2nd Saturdays Pancake Fly-in/Drive-in	Williamsburg-Jamestown Airport (KJGG)	99 NM

Date	Event Description	Location	Distance
Sat, Jun 10 / 10AM-4PM	51st Antique Airplane Fly-In	Massey Aerodrome (MD1)	100 NM
Sat, Jun 10 / 8-11AM	EAA 518 Fly-in Drive-in Breakfast	Mifflin County Airport (KRVL)	121 NM
Sat-Sun, Jun 17-18	Father's Day Fly-in Campout	Flying H Farms Airport (8MD5)	57 NM
Sat, Jun 17 / 11AM-12PM	EAA Chapter 1563 Monthly Meeting	Gordonsville Municipal Airport (KGVE)	35 NM
Sat, Jun 17 / 10AM-2PM	Mid-Atlantic Gathering of RVs and GA Aircraft	Carroll County Regional Airport (KDMW)	68 NM
Sat, Jun 17 / 8AM-12:30PM	Pancake Breakfast and Young Eagles Rally	New Garden Airport (N57)	117 NM
Sat, Jun 17 / 7:30AM-12PM	Lebanon Valley Fly-in Breakfast	Deck Airport (9D4)	122 NM
Sat, Jun 17	Westmoreland County Air Show	Arnold Palmer Regional Airport (KLBE)	123 NM
Sat, Jun 17 / 10AM-1PM	Young Eagles Flights	Clearfield-Lawrence Airport (KFIG)	146 NM
Sat, Jun 17 / 10:30AM-12PM	EAA 1641 Monthly Gathering and FAA Wings Seminar	Bloomsburg Municipal Airport (N13)	154 NM
Sun, Jun 18 / 8AM-12:30PM	73rd Annual Father's Dad Fly-In Breakfast and Car Cruise	Somerset County Airport (2G9)	101 NM
Sun, Jun 18 / 11AM-5PM	Danville Airport Car Show Fly-In	Danville Regional Airport (KDAN)	145 NM
Sat, Jun 24	Women Can Fly. Volunteer pilots and ground support needed! Details and sign up.	Warrenton-Fauquier Airport (KHWY)	0 NM
Sat, Jun 24 / 9:30AM-4PM	15th Annual Bluegrass Family Day and Fly-in & Car Show	Middle Peninsula Regional Airport (KFYJ)	83 NM
Sat, Jun 24 / 8-10AM	EAA Chapter 339 Pancake Breakfast	Chesapeake Regional Airport (KCPK)	138 NM
Sun, Jun 25 / 8AM-12PM	EAA Chapter 426 Fly-in/Drive-in Breakfast	Greater Cumberland Regional Airport (KCBE)	73 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

New Restaurant!

I just found out about a new(ish) restaurant located at the St. Mary's Airport (2W6). I have yet to check it out, so if any of you go, let me know how it is! They are open Wednesday through Saturday 10AM-2PM. See their website: birddogbistro.com.

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

Cheat River Spring Fly-In

May 20, 2023 at 10 am.

✈ \$0



Join us for a weekend of flying, camaraderie, and fun. Arrive by plane or drive in and ride the shuttle to this secluded island paradise.

You'll have the opportunity to walk around and check out a variety of different airplanes. It's a great chance to watch airplanes landing and taking off, see a variety of aircraft up close and talk to the pilots who fly them. There will also be opportunities to explore the island, or just relax.

Don't miss out on this unique aviation event. Invite your flying friends and let's fill the sky with the sound of piston engines.

Saturday, May 20 is the main event. Lunch will be provided from 12pm-4pm. Feel free to fly in the day before and camp for the weekend; all are welcome. Coordinate: 39.32° N / 79.66° W.

**May 27
July 1
July 29
Sept. 2**

11-2 PM

2023

“West Virginia Dog” Days!

HINTON-ALDERSON AIRPORT (WV77) IN PENCE SPRINGS



**Serving the famous WV Dog
(Chili, slaw, onions, mustard, catsup... all the goodness!)
Dog, chips and a soda or water for \$10
Fly in or drive in... check out our historic airport!**

ALL PLANES WELCOME

<https://www.oncourseaviationllc.com>

FOR QUESTIONS CALL KELLY AT 757-810-6974



Women Can Fly will hold an event at Warrenton-Fauquier (HWY) on June 24th and is looking for both ground and pilot volunteers! Information and sign-up here:

<https://www.womencanfly.com/events/72/warrenton-airport/>

From Our Members

Kurt Mohr sends this picture of him and new member Kit Farwell on a flight earlier this month, checking out the scenery north of Frederick, MD.



Quiz

Congratulations to Justin Rodes, of Bear River Field on being the first to identify the mystery airport as Gordonsville (GVE) with their new runway! Jim Heidish also identified Gordonsville shortly after.

This month's quiz picture was taken by yours truly. What airport is this?



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

Procedures for Flying Into Maples Field (VG57) for the June Flying Club 1 Meeting

Area notes that apply to Maples Field as well as Warrenton-Fauquier Airport and Lost Griz Aerodrome (7VG0):

- These airports are within 60 NM of Washington, DC and the Washington DC SFRA training is required. This is a one-time online course that can be found at: <https://www.faa.gov/gslac/ALC/courseLanding.aspx?CID=405>
- These airports are within the Mode C veil for Washington Dulles airport, so ADS-B out equipment is required for any aircraft with an engine-driven electrical system.

At Maples Field, the DC SFRA bisects the runway, so special procedures are required for takeoff and landing.



For aircraft equipped with a transponder, call Charlie Maples at 703-218-9801.

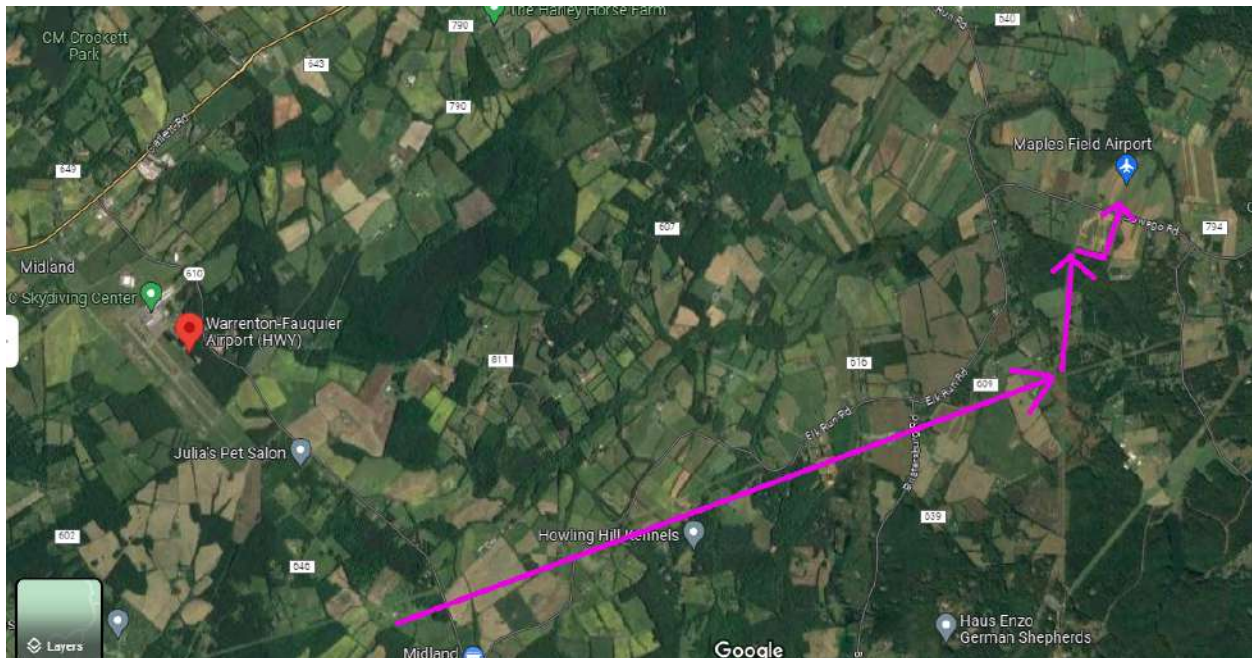
For aircraft not equipped with a transponder, Maples field is one-way in and one-way out. Land over the road/fence to the north and takeoff to the south. Follow the procedure for landing:

- Follow the power lines south of the field to the east
- At the intersection with the power lines running north/south, follow the lines to the north
- At the third tower from the road, if you have the field in sight, turn right and line up for a landing to the north (over the road)
- If the field is not in sight by the third tower, turn left to exit the area and go back out to follow the power lines for another attempt

- If a go-around is necessary, turn left as soon as able and exit the area

Fly-bys and buzzing the field is not permitted. Do NOT overfly or circle the field. Stay out of the SFRA to the greatest extent possible.

For takeoff, taxi to the far end of the field and take off to the south (towards the road).



Follow the power lines south of HWY



At the third tower from the road, if the field is in sight, turn right for a base leg to landing



View from the base leg



Adventure Wingman Challenge 2022

Part 1: Plans

By Mark Barron



The Wingman Challenge

As I reflect on the Adventure Wingman Challenge in September of 2022, all I can think about is extreme highs and lows, emotionally and physically. Here's a quote from my post on Facebook on the last day of the trip: "You know those mornings you wake up and say "I don't want to fly this morning, it's too damn early" but then you do and you're glad you did? Well every day was like that. But even if I wanted to, I couldn't hit the snooze button. I had others depending on me to move on. My wingman. We had 100s of miles to fly to the next checkpoint. So you push yourself and push yourself and don't always make the best decisions."

It was a trip I jumped into without fully understanding what it was. I received a call from my good friend Satish Venkatesan. "Hey Mark, I'm signing up for a PPG trip out west. It includes flying over or near some epic locations like Yosemite, Mt Zion, Monument Valley, Valley of Fire, Hoover Dam, and Moab. There's only a limited amount of time before they sell out. Are you interested?" To be clear, Monument Valley has been on my bucket list for a long time, and the others were bonuses. Satish had gone on trips with this company (Scout) before to some amazing places like New Zealand, Croatia, and the Egyptian Pyramids! So without hesitation I said YES and signed up by paying a deposit to hold my spot. Then I started to look closer at what this trip was all about, lured by the possibility of fantastic views without hesitation.



What is the Adventure Wingman Challenge? It's not a race although its origins are born from one. There's a race in the PPG community called the Icarus Race. This is a 5-7 day unassisted cross country race where you fly from airport to airport or gas station to gas station and camp along the way. You carry your oil, camping, and survival gear with you. No ground crew. The first to make it to the finish line wins. The founder and chief engineer of Scout Paramotor, Miroslav Svec, participated in this



race in 2016. There were two divisions of this race: assisted and un-assisted. You can read about this [here](#). Miro came away from the Icarus race enthusiastic about the adventure but he didn't particularly like the pressure of the "race". He enjoyed the challenge of un-assisted travel in an aircraft that only travels at 25 mph and is limited to weather conditions. He also discovered that there was an incredible bond between pilots and appreciated his "Wingman" waiting for him when he had trouble toward the end. So he invented the Wingman Challenge to embrace that endurance challenge and "wingman" bond without the anxiety of a race.

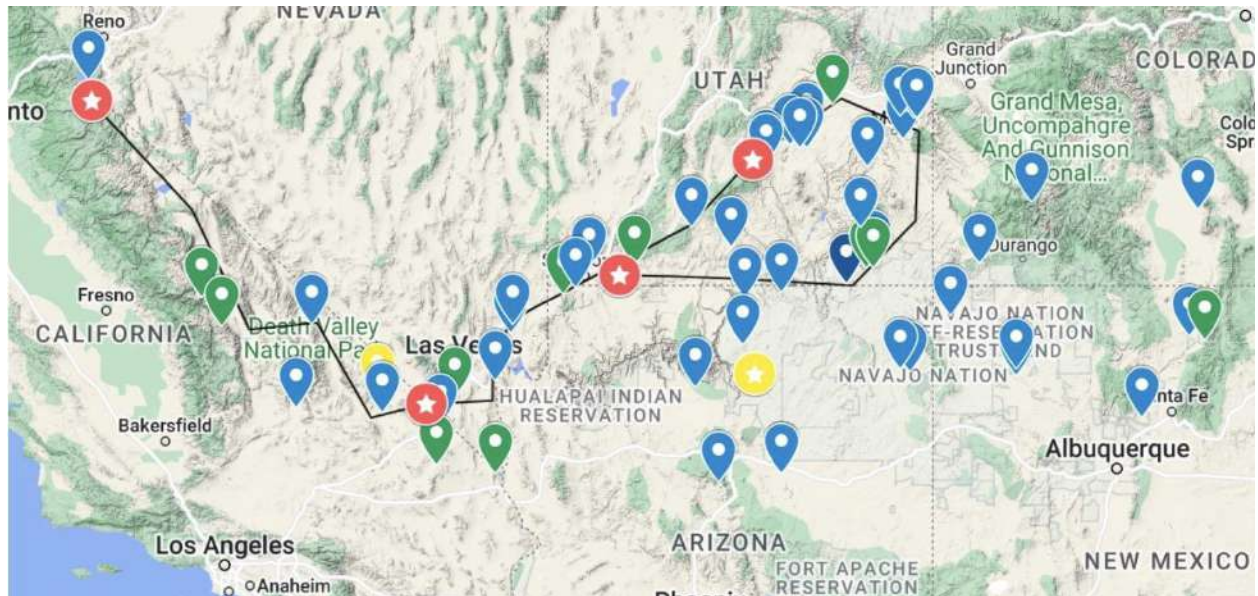


The Wingman Challenge 2022 was an 1,100 mile course starting from Lake Tahoe to the Grand Canyon. It was split into 3 un-assisted sections/legs of about 400 miles each with a mandatory "rest" day in between at a resort with beds, food, hot tubs, pools, saunas, etc. You had to make your way to the rest day location in 3 days on your own. If you didn't and wanted assistance, you could ask the ground crew to

come pick you up and bring you to the resort, but this was highly discouraged. We all had Garmin Satellite transponders on and the ground crew was never far from the group and would help in emergency situations.

So after reading the fine print I called Satish back. "Hey, did you read what this is? Are you sure you want to do this?" Satish doesn't like to camp and prefers staying in hotels. His answer was not reassuring "Yes, it shouldn't be that bad, besides you're good at planning and you're a Scoutmaster, so we'll be fine." I have planned a few cross country trips with the AirDogs but those have all been driving to destinations and flying around, then driving to another destination and flying around, etc. This was VERY different.

Planning



“Give me six hours to chop down a tree and I will spend the first four sharpening the axe.” – Abraham Lincoln, former U.S. President

Leading up to the Wingman Challenge (WMC) someone created a Slack group that included attendees and ground crew. I found comfort in planning with others that were basically doing the same routes. Some had planned on some sight seeing during the sections such as landing by some natural hot springs, camping near slot canyons on at the top of a butte. I was more direct and expected the worst to happen. 400 miles in 3 days means 133 miles in a day. 25 mph in no wind means 5.5 hrs of flying per day. Sunrise at 6AM would be the most optimal winds (or no wind) and in the desert you want to be grounded before thermals and dust devils kick up. So my plan was to fly 3-3.5hrs at a time, carrying three gallons of fuel in the main tank and two gallons in a bladder making the 5 gallon legal limit. Then I planned to stop for fuel and get back in the air for another few hours and 20-50 miles depending on which way the wind was blowing. This left one evening flight to get to our planned camping or hotel location and potentially do a bit of sight seeing if winds were in our favor. If we could do this three days in a row, we would be at the mandatory rest stop. I was also hoping for some tail winds to hopefully make it with only one fuel stop but that would prove to be impossible.



(You'll see why a bit later.)

The altitude at most of our flying locations was well over what I'm used to in Virginia. The first launch was Lake Tahoe (KTVL) 6,268ft and we would be carrying about 25-30lbs of camping gear, food/water, and oil. That's not including the extra two gallons of fuel in the bladder. So one month before the trip I was already a nervous wreck. I began test flights with extra weight. I had to come up with creative ways to buckle more gear to my flying seat in the sky, but I would not be flying my paramotor on the WMC. I was renting a Scout paramotor for the trip and Miro had invented saddle bags and a front mount bag which acted as your flight deck and carry bag. The two gallon fuel bladder would attach to the main tank and allow me to open the vent in flight and allow the fuel to flow into the main tank after you used two gallons from the main tank. ALL of this was new to me. The paramotor, the altitude, the weight, the saddle bags, the front mount bag. What could go wrong?!

About two weeks before the trip I had finished planning our first leg of the trip when I got a call from Satish. "Hey, I'm really sorry to do this to you, but I have COVID and I may not be able to go on the trip. I'll see how I feel in a week, but will have to play it by ear." Satish would end up having a very bad case of COVID and was very weak when he recovered. No way he would be able to do a challenge like this in his condition. So I announced to the Slack channel and the organizers that I was not going to attend as my wingman had to drop out. Immediately I received a rush of personal messages from pilots in the Slack that I had been talking with and making plans with and getting excited about the trip with. So in the end I was "lifted" by others and went on the trip. I made some loose plans with some other groups to fly with them. However I had no idea what their flying styles were or if we had the same "conservative" flying weather styles. I knew I would probably have to fly out of my comfort zone but I didn't want the pressure of flying when I felt it was dangerous. Satish and I had flown together for about four years and were comfortable flying with each other. I didn't know anything about these other pilots other than what we shared in Slack.

Next month: The Start of the Trip

Meeting Minutes

April 2023

Flying Club One Meeting

Saturday, April 8, 2023

Warrenton-Fauquier Airport (HWY)

Midland, VA

Selling 50/50 tickets before meeting

Call to Order

President **Steve Beste** called the meeting to order at 11:08 AM with 14 attendees.

Regular Reports

Treasurer and Membership Director: **Fabian Georges** reported that the club's bank balance is \$3,800.73.

Secretary: **JJ Campbell:** The minutes for March were accepted as published in the April newsletter.

New/Old Business

Matt Christensen, owner of Lost Griz Aerodrome (7VG0), attended the meeting to clarify his position vis-à-vis the aerodrome and the club.

Program

Bill Sullivan gave an interesting and educational presentation covering his many decades as a professional crop duster.

50-50 Drawing

Tee Wubie had the winning number. Tee donated his winnings to the club.

Adjourn

President, **Steve Beste** adjourned the meeting at 12:50 PM.

Cook Out

Stephen Waide served a delicious chili with cornbread lunch.

Board of Directors Meeting

The club's board of directors met at Warrenton-Fauquier Airport on Sunday, April 17, 2023, to discuss the future direction and goals of the club. The below were approved unanimously by the board:

- Pursue becoming an ownership flying club along the model sketched out in the April 2023 newsletter.
- Authorized the Treasurer to apply for and pay the application fee to be placed on the Warrenton-Fauquier Airport's hangar waiting list.
- Dispose of the old rusted-out grill and use the ones available at Warrenton-Fauquier.

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 at the Warrenton-Fauquier Airport (KHWY). 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, May 13th, 11am	Fly-in, club meeting, and cookout	The terminal building at the Warrenton-Fauquier Airport	Club meeting, fly-in, and cookout
Saturday, June 10th	8:00am Poker Run 11:00am Fly-in and club meeting	TBD	Poker Run Club meeting, fly-in, and cookout
Saturday, July 8th, 11am	Fly-in, club meeting, and cookout	The terminal building at the Warrenton-Fauquier Airport	Club meeting, fly-in, and cookout
Saturday, August 12th, 11am	Fly-in, club meeting, and cookout	The terminal building at the Warrenton-Fauquier Airport	Club meeting, fly-in, and cookout
Saturday, September 9th, 11am	Fly-in, club meeting, and cookout	The terminal building at the Warrenton-Fauquier Airport	Club meeting, fly-in, and cookout
Saturday, October 14th, 11am	Fly-in, club meeting, and cookout	The terminal building at the Warrenton-Fauquier Airport	Club meeting, fly-in, and cookout
Saturday, October 21st, 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 11th, 11am	Fly-in, club meeting, and cookout	The terminal building at the Warrenton-Fauquier Airport	Club meeting, fly-in, and cookout
Saturday, December 9th, 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, 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.

2023 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

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.

2023 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-

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