



Volume 23 – 07

www.FlyingClub1.org

July 2023



The Privileged View

Steve Beste, President

Let's bring new people into the sport. I got an email out of the blue last week from a young man who wants to get into flying. His name is Alex Horton, and he sent me the pictures below of himself with his dad in about 1993. He's now reached a time in his life – late thirties by the look of him – when he'd like to follow his father's dream and take up flying. Could Flying Club 1 give him a steer? Yes, of course.



Alex Horton in 1993 with his father

I sent Alex off to Helen Woods at Chesapeake Sport Pilot to get his Sport Pilot license. He'll be in good hands there, but it will cost him upwards of \$5,000, and he won't be flying an out-in-the-air machine like these ones he remembers with his dad.

There's a better way. What if Flying Club 1 owned an ultralight and a similar 2-place airplane that

our members could train in? They say you can train someone to fly an ultralight in about ten hours of flying (plus ground school). If so, someone like Alex could be **flying safely and have access to an airplane** for maybe \$2,000. That would open the door to a lot more pilots. I think our region has a lot more Alexes – even if not many of them got to sit in a Weedhopper when they were kids.



Wrote Alex: “We started with Weedhoppers. He bought two of them. One to fly and one to cannibalize for parts.” Fortunately, quality has improved since those days.

Of course, as you know, this is exactly what we’re setting out to do at Flying Club 1.

Where we are now

Enough of this project has fallen into place that I can see it’s going to happen. We have the interested people, a likely hangar, a promising plane, and a sustainable business plan. Now we need the money, either donations or loans. We could be flying by August 1st.

We have enough interested people

Thirteen people have expressed interest in becoming flying members. That is definitely enough to make this project financially feasible. As it happens, they all have pilots licenses. Therefore **we’ll buy the 2-seater first** and then the ultralight as we accumulate money or receive a donation.

We may have a hangar

I'm talking with Joe Van Wingerden at [Greenhouse](#) (02VA), 3 miles east of Lenn Bros. If we can work out the details, he will let us use his beautiful hangar and airfield.



We have a candidate airplane

Michael found this Flightstar on [Barnstormers](#) for \$14,000. The Flightstar was the Cadillac of ultralights back in 2001 when this one was built. This is a particularly nice one. It has a Rotax 582 engine with 120 hours SMOH (since major overhaul). The sails were new last year. It looks to have been well-maintained. It even has a *heater*. If everything falls into place, Tim Loehrke will fly up to New Hampshire to inspect it.





We have a workable business plan

I promised you a Business Plan this month. Here's something better: a Business Plan Calculator. It's an Excel spreadsheet that you can download [here](#). Use it to try out various scenarios. I cranked in costs for that Flightstar on Barnstormers for \$14,000. If we buy that plane and:

- We charged \$600/year dues and
- \$30 per flight hour dry and
- Flew the plane 75 hours/year (what the Michigan club does) and
- Had 12 members

Then we would clear **\$1,481/year**. That's a sustainable operation.

If you, as a flying member of the club, flew 40 hours/year, then the cost of your flying hobby for the year would be **\$3,028**. That is a phenomenal deal.

Mind you, the Calculator factors in sales tax, loan cost, set-aside for the next engine overhaul, and so on. But don't take my word for it. Download the Calculator and scrutinize all the numbers yourself. Play What-If with any of the parameters.

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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, Jul 8 / 8-11AM	2nd Saturdays Pancake Fly-in/Drive-in	Williamsburg-Jamestown Airport (KJGG)	99 NM
Sat, Jul 8 / 8-11AM	EAA 518 Fly-in Drive-in Breakfast	Mifflin County Airport (KRVL)	121 NM
Sat, Jul 15 / 10AM-12:30PM	EAA Chapter 1563 Breakfast and Monthly Meeting	Gordonsville Municipal Airport (KGVE)	35 NM
Sat, Jul 15 / 10:30AM-12PM	EAA 1641 Monthly Gathering and FAA Wings Seminar	Bloomsburg Municipal Airport (N13)	154 NM
Sat, Jul 22 / 8-10AM	EAA Chapter 339 Pancake Breakfast	Chesapeake Regional Airport (KCPK)	138 NM
Sat, Jul 29 / 11AM-2PM	“West Virginia Dog” Days Fly-In	Hinton-Alderson Airport (WV77)	150 NM
Sun, Jul 30 / 8AM-12PM	EAA Chapter 426 Fly-in/Drive-in Breakfast	Greater Cumberland Regional Airport (KCBE)	73 NM
Sat, Aug 5 / 10AM-2PM	Louisa Pie-in Fly-in Drive-in	Louisa County Airport (KLKU)	37 NM
Sat-Sun, Aug 5-6	Stafford Regional Airport Air Fest 2023	Stafford Regional Airport (KRMN)	17 NM
Sat, Aug 12 / 10AM-3PM	Airplanes and Automobiles Fly-in Drive-in	Elkins-Randolph County Airport (KEKN)	98 NM
Sat, Aug 12 / 8-11AM	2nd Saturdays Pancake Fly-in/Drive-in	Williamsburg-Jamestown Airport (KJGG)	99 NM
Sat, Aug 12 / 8AM-12PM	EAA 748 Breakfast	Clearfield-Lawrence Airport (KFIG)	146 NM
Sat, Aug 19 / 10AM-12:30PM	EAA Chapter 1563 Breakfast and Monthly Meeting	Gordonsville Municipal Airport (KGVE)	35 NM
Sat, Aug 19 / 10:30AM-12PM	EAA 1641 Monthly Gathering and Presentation	Bloomsburg Municipal Airport (N13)	154 NM

Date	Event Description	Location	Distance
Sat, Aug 19 / 7:30AM-4PM	2023 American Spirit Aviation Festival	St Marys Municipal Airport (KOYM)	169 NM
Sat, Aug 19 / 10AM-3PM	National Aviation Day	Dare County Regional Airport (KMQI)	187 NM
Sat-Sun, Aug 26-27	West Virginia's Greatest Air Show	Eastern WV Regional Airport (KMRB)	51 NM
Sat, Aug 26 / 9AM-3PM	Garrett County Wings and Wheels Fly-In	Garrett County Airport (2G4)	91 NM
Sat, Aug 26 / 10AM-5PM	Wings and Wheels Car and Air Show	Ingalls Field Airport (KHSP)	105 NM
Sat, Aug 26 / 8-10AM	EAA Chapter 339 Pancake Breakfast	Chesapeake Regional Airport (KCPK)	138 NM
Sat, Aug 26 / 8AM-2PM	EAA 1641 Pancake Breakfast, Young Eagles, and FAA Wings Seminar	Bloomsburg Municipal Airport (N13)	154 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!](#)

May 27

11-2 PM

July 1

July 29

Sept. 2

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

**AUGUST 12, 2023
10:00 AM TO 3:00PM
AT THE**



**400 AIRPORT ROAD
ELKINS, WEST VIRGINIA**

**EAA CHAPTER 1530
ELKINS PILOTS CLUB
MOUNTAIN STATE STREET MACHINES**

SPLIT SHIFTERS CAR CLUB



12th ANNUAL GARRETT CO. AIRPORT CRUISE-IN

**in conjunction with the
GARRETT CO. AIRPORT
“WINGS AND WHEELS FLY-IN
CELEBRATION”**

SATURDAY AUGUST 26, 2023, 9AM TO 3PM

Come enjoy static displays of Airplanes, Cool Cars,
Trucks & Motorcycles and Emergency Vehicles

**DASH PLAQUES TO THE FIRST 75 CARS
AIRPORT MANAGER'S CHOICE TROPHY
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*Delicious Food from Sweitzer's BBQ
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WEST VIRGINIA'S GREATEST
AIRSHOW
A CENTENNIAL 1923 CELEBRATION 2023
FLY MRB
REGIONAL AIRPORT AUTHORITY
OF SHEPHERD FIELD

AUGUST 26TH & 27TH, 2023
10:00 AM – 5:00 PM

PLANE ACTS | **KIDS VILLAGE** by Plane Things | **FOOD** by San Francisco Puffs & Stuff, Inc. | **STATIC DISPLAYS**

SPONSORSHIPS AVAILABLE! Tickets go on sale **APRIL 1ST!**

For more information, visit www.WVAirshow.com

From Our Members

Steve Beste sends this picture of the aircraft line-up from last month's meeting at Maples Field. What a perfect day for it!



Quiz

Congratulations to Jim Heidish as the first to identify last month's mystery airport as Culpeper Regional Airport, just down the road from our Warrenton-Fauquier meeting location!

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.

The Aircraft Insurance Picture

By Steve Beste

As we transition to an ownership club, I looked into our insurance options. They're not good.

Insurance is probably not available.

It looks like the club will have to self-insure for both liability and damage to the airplanes. Individual pilots will be protected by non-owned aircraft insurance.

I talked to Greg Ellsworth of Aviation Insurance Resources in Frederick, MD. He's the broker that the Michigan Ultralight Flying Club uses. His news:

- **Liability insurance.** If we want liability insurance for an airplane used by student pilots, we may be able to get it for an SLSA (Special Light Sport Aircraft), but definitely not for an Experimental, neither ELSA (Experimental Light Sport Aircraft) nor E-AB (Experimental Amateur-Built). If available, expect it to cost \$4,000/year.
- **Hull insurance.** This is the coverage that pays if you break something on the plane. It costs \$8-10,000/year. This makes no sense for an airplane worth \$14,000.
- **Non-owned aircraft insurance,** aka. Renter's Insurance, costs about \$400/year and protects the pilot from damage and injury claims. We will require all our flying members to purchase it.
- **No insurance for ultralights.** We already knew from the Michigan club that neither hull nor liability coverage is available for a club-owned ultralight.

Do we need insurance?

Of course, having insurance is better than not. The problems are that:

1. Insurance would require us to have an SLSA. Quicksilver-like SLSAs are rare. We could wait a long time for one to come onto the market. Currently, in the whole country there are only:
 - 12 M-Squared Breese SLSAs
 - 15 Quicksilver SLSAs – the factory sold a used one for \$30,000 last year.
 - 2 CGS Hawk SLSAs
2. SLSAs are expensive. Barnstormers currently lists a Breese SLSA but its price is \$39,000. At that price, we'd be paying \$4,700/year just for the loan.
3. Add another \$4,000/year for the insurance itself. To cover this, our annual dues would have to be \$1,000 or more.
4. The broker says that we're not guaranteed to be able to get insurance even if we do buy an SLSA. (!)

By contrast, if we buy an ELSA or E-AB, we have many choices of airplanes but will be self-insuring for liability. What does that mean?

Scenario: Pilot Joe flies in a way that injures someone, or causes property damage. The injured party or the property owner sues both Joe and the Club.

- Joe's non-owner insurance defends him and pays if a court finds him guilty.
- If we have liability insurance, our insurer will do the same for the Club.
- If we don't have liability insurance, then we have to hire a lawyer. If we lose the case, then all our corporate assets might be forfeit, which will mainly be the airplanes. Even if we win – let's say because we show that our plane was in good condition – we're still out the lawyer fees.¹

That's the worst outcome. But how likely is that to happen? In my 17 years of flying here, I've never heard of a personal-injury case involving our kind of aircraft. There's a reason for that. [Joseph Jonathan Brophy](#), a personal injury lawyer in White Plains, NY, told me:

“Your liability for passengers is limited by the obviously hazardous nature of aviation. Flying in ultralight airplanes is considered an ultrahazardous activity, like parachuting or scuba diving. People who engage in those activities and are injured or killed have a very hard time successfully suing operators for injuries or death that may result. The legal doctrine that applies is called assumption of the risk. In a nutshell, you know it's dangerous when you choose to do it, so you can't sue for the risks inherent in the activity. Operators often have people who use their services sign liability waivers. You should speak to a local lawyer to find out what kind of language is appropriate in your state and have passengers sign a waiver before they go up in your ultralight. It won't protect you completely, but it will add some protection. The only thing that will protect you completely is to stay home in your recliner and watch TV.”

SLSA or Experimental?

The insurance situation puts this question before the Club: *Shall we buy an SLSA and fly with liability insurance despite the high cost? Or shall we buy an Experimental and self-insure as above?*

Myself, I think we should buy an Experimental and save the money – the more so as there's no guarantee that we can get insurance even if we do spend the money for an SLSA. Michael Bishton has the same opinion.²

¹The Club should also buy Officers and Directors insurance to defend them in case someone goes after them in their personal capacity.

²As an aside, I should note that the Commonwealth of Virginia requires all airplanes to carry liability insurance, even ultralights. But if insurance is flat unavailable, what then? I don't hear that the Commonwealth is planning to ground the fleet.

Who pays for damage to the airplanes?

For damage coverage, we would need *hull insurance*. That's completely separate from *liability insurance*. Liability insurance will do nothing to pay for damage to the planes.

We're not going to get hull insurance. At \$8-10,000/year, it makes no sense for a \$14,000 airplane. Instead, we'll expect individual pilots to make good any damage they do to the airplanes. What does that mean?

Scenario: Pilot Joe damages the airplane

- Joe will have signed an agreement with the club that he is responsible for all damage to the plane. If he bends the landing gear, he will fix it. If he totals the plane, he will pay. (BTW, this argues for having an inexpensive plane. It reduces Joe's exposure.)
- If Joe skates and the damage is too small to sue over, then the Club is out the cost of the repair.
- If Joe skates on big damage, then the Club can sue him and his non-owned insurance will pay. The Club is out the lawyer's fees.

Our defense against these bad outcomes is a) Have sound rules for flying, overseen by a Safety Officer, b) Avoid pilots who have a cavalier attitude towards the rules, and c) Have airplanes that are simple, inexpensive, and easily-repairable. Fortunately, everything we're looking at falls in that category.

The Michigan club says they operate this way and have not had any problems doing so.



Adventure Wingman Challenge 2022

Part 3: Really Getting Going

By Mark Barron

Day 3 and 4: Beatty Airport to Kingston Ranch



Beatty Airport was actually on one of my “alternate” routes to the East of our planned flight plan just in case we had major headwinds. So driving there and passing all of the gas stations and small airports that I had planned was reassuring. When looking at a spot in Google Earth you can’t really tell what the terrain will be, or if there are any small fences or power lines that you couldn’t see, or worse that the Google info was out of date.

At Beatty I chose to pitch my tent away from the others so I could hopefully get a good nights rest and watch the stars without any light pollution. It was amazing. The next morning everyone was up and motors were warming up. Zak was the first to take off. He was up for about 10 seconds when we lost him over the rise and couldn’t hear his motor. He had a riser twist so decided to land on a road and launch again. He was in the air before anyone could even get to him. The rest of us all got up in the air without issue.



I was flying with Rob and David and our plan was to fly to the Amargosa Valley Rest Area and refuel and head south from there. Again I was making good progress until about half way and hit headwinds. After checking my fuel I decided to land once I saw an opening in the sage brush near the road below me. I might have been able to make it but after yesterday and the motor repair I was having range anxiety. I ended up getting dragged a bit due to high winds when I landed but suffered no injuries to me or my gear. I was able to flag down a truck (well they flagged me down). As I was walking along the road I heard a guy in a truck say “Hey, your buddy is about 2 miles ahead of you!”. I replied, “I know, you wouldn’t want to give me a ride to where he’s going would you?”.

He happily turned around and drove me 6 miles to the rest stop. He was with a work buddy and they were just heading home. They were explosive techs out of Area 51. As I sat in the back of the truck and looked around I saw some very interesting items...but didn't touch or go near any of them because as I was climbing into the truck the guys said "Oh yeah...don't touch that, we're explosive techs and we don't know if that is live or not."



My ride ended up arriving at the rest area before David landed. He was fighting a 15-20mph headwind and I knew he was going to get dragged like I did if I didn't help him. So I pointed to a large open area in the gas station parking lot and motioned for him to land. When he landed his weight shifted and he got dragged about 10ft before I could get to him and trap his wing. His nose and GoPro took most of the damage. We had a nice visit from the local police who, after some explaining, was interested in learning more about PPGs. After a quick picture he sped on his way.



Rob would come in about 15min later and for some reason decided to land in the wind shadow of the store. He dropped about 10-15ft at the end as his wing hit the rotor and sink but he was unharmed.

After closer inspection, we found that David's exhaust had cracked during his flight and even though his wife mailed him a replacement this would ultimately be the end of his Wingman Challenge Adventure. He drove home two days later to shore up his home in Florida from the incoming hurricane Ian.



Like Bridgeport there isn't much to do in Amargosa Valley Rest Area. There's a gas station/mini mart, a fireworks store, an area 51 tourist trap/restaurant, and a brothel. After stowing our gear at the campground. We decided to check them all out (I know what you're thinking, we did not partake). We knew we weren't going anywhere in midday and would assess things again in the evening. In the end Rob and I would end up staying the night at the campground and leaving early the next day as David got a ride to the mandatory "rest" stop to wait for his exhaust to arrive. I also had to swap out my motor with someone from the ground crew because the repair that was done the day before had blown out again. They realized they didn't let the sealant set up for 20min before joining the metal pieces together. Which is probably why I ran out of gas 6 miles short of my destination. I was only in the air for about 1hr and should have had 2hrs of fuel. Hence my range anxiety was high for the rest of the trip.



Rob got off the ground fairly easily, I had some trouble starting mine as it was a loaner and took some TLC to get started. We had picked a spot out the night before but during the night some truckers decided to park in our LZ. So a minor adjustment and we were on our way to Calveta Meadows Airport (74P) in Pahrump, NV. We landed right next to the gas pump and made a quick credit card swipe. I had to laugh because the default fuel amount is 50 gallons...so when I corrected it and put in 3 gallons I think I heard the computer chuckle. Our stop was fairly uneventful. However I noticed that at all the stops so far we had to land on asphalt. The dirt was littered with sage brush so we couldn't land anywhere else. I'm used to landing on nice plush grass and if I go down on my knees it's not a big deal. But going down on your knees on asphalt?! I didn't want to do that.



While flying to Kingston Ranch it was getting later in the day than I wanted to fly (we left Calveta around 10am). I could see dust devils off in the distance so I was about to land but really I just wanted to get to the “rest” day and relax. Some of the others had already made it and sent pictures sitting by the swimming pond having a beer. In hindsight the “smart” thing would have been to land but I got lucky. I landed just as the guy I borrowed the motor from came out onto the runway. All I could think to myself was “Don’t biff Mark...don’t biff and break his motor”. I came in a bit hot and once again had to land on asphalt but I managed to stay on my feet. I was exhausted. What the hell was I doing? My mind and body were arguing with the reason I had come on this trip. After stowing my gear in the hangar I hung my hammock and fell asleep instantly.



The 1st leg of our trip was over. Two more to go. At this point we had 1 pilot that had stitches in his left knee, one was dropping out due to an exhaust break and a broken nose, one had a motor out due to not mixing up his oil with his fuel before starting his motor and fouled the carb. It was only day 4 out of 11. Yeah my psychological brain was hitting a wall and screaming that I should just go home and call it quits.



To be continued...

Meeting Minutes

June 2023

Flying Club One Meeting

Saturday, June 10, 2023

Maples Field (VG57)

Call to Order

President Steve Beste called the meeting to order at 11:12 AM with 25 attendees.

CONNECTIONS

Visitors and New Members

Steve Cypher, who flies his PPG with the Air Dogs attended the meeting after flying in the PPG Poker Run.

Nicole Cowboy flew with Lucy Ooi on the Poker Run. Nicole is a Sophomore at Averett College working towards her BS in Flight Operations. Nicole is working on her Commercial Pilot Certification.

Old Members

Stephen Waide earned his Sport Pilot certification. Steve finished his training at Heavenbound Aviation in Johnstown, Ohio. Congratulations!

Michael Bishton completed his Gold Level Virginia Aviation Ambassador and will soon be the proud owner of the program's coveted leather jacket. (This was inadvertently omitted from last month's minutes.)

JJ Campbell completed the Gold Level Virginia Aviation Ambassador program and is eagerly awaiting his leather jacket.

Ralph Reynolds' wife, **Sara**, has been diagnosed with bile duct cancer.

Steve Beste won the \$25 pot in the club Poker Run with a pair of Jacks. Steve flew his Trike and competed against: Art Felt (Tike), Stephen Waide (Junior Cub), Lucy Ooi & Nicole Cowboy (Lucy's Aeronca Champ "Rudolph"). The route was: Horse Feathers → Pleasantdale Field → Greenhouse → Rhynalds → Maples Field.

Mark Barron won the \$50 PPG Poker Run with 3 Kings. Mark competed against: CK Chong, Bob Eaheart, and Christian Hutecker. The route was: Maples → Flying Circus → Messick's Farm → Satish's Farm → Horse Feathers → Maples.

Regular Reports

Treasurer and Membership Director: Fabian Georges did not attend the meeting.

Secretary: JJ Campbell: The minutes for May were accepted as published in the June newsletter.

New Business

At the June club meeting, the members in attendance voted unanimously to spend up to \$200 on signage for KHWY. Jim Heidish has been working with the KHWY airport manager, Dave Huss, and has come up with some generic “Event Today” designs. For \$200, Jim will get them printed on vinyl and mounted on frames. It’s a gesture of thanks to Dave and his crew.

Program

Project Manager **Michael Bishton**, reported that 9 members have committed to the Ownership Flying Club, 7 of which will commit to an initial 2-year membership. There were 15 members who indicated they would remain as social-only members. There were various commitments to extra monetary donations.

Adjourn

President, Steve Beste adjourned the meeting at 11:47 AM.

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 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, 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

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-

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