



Volume 23 – 09

[www.FlyingClub1.org](http://www.FlyingClub1.org)

September 2023



## The Privileged View

Steve Beste, President

**Project News.** The Board officially approved the purchase of that M-Squared Breese II in Florida that I wrote about last month. At \$18,000, it's a steal. It cost \$43,000 four years ago and has only 26 hours on it. Donations now total \$9,000 (thank you!). I have loaned the club the difference on a 5-year 5% loan. Our crew – probably Jeff Crider, Michael Bishton, and Tim Loehrke – will take Bob Chapman's trailer to Florida sometime this month and bring the plane home to Culpeper. The exact timing is yet to be determined, but we will be flying in October!

### How much to charge?

At a Board meeting in August, we agreed on these rates for people who join the club as flying members. Dues for everyone else will continue as they are.

- Dues: \$700/year, payable in advance. Your year begins when the club accepts you as a flying member, so people's years will start on different dates from one another.
- Flight-hours: \$35/hour, dry. "Dry" means that you'll buy your own gas. At current prices, that will cost you another \$22/hour, for a total of \$57/hour.
- Since the Breese has a 2-cycle Rotax 582 engine, it also burns oil. The Club will supply the oil.



These rates should cover our costs, providing that we have at least nine flying members, so now we're recruiting! If you want to dig into the finances, you can download a [spreadsheet](#) that shows how these rates will work.

### Risks – and what to do about them

Let's be blunt about it: this project carries a lot of risks for the Club. There's the liability risk, of course. But also the risk that one of the pilots will damage or destroy the airplane. The more I dug into the world of aircraft insurance, the more gloomy things got. Here's our situation and what we plan to do.

**1. Liability risk.** It turns out that no one will sell liability insurance to a club that has students flying an Experimental aircraft. That's us, so we will be operating an airplane uninsured – both for liability and for damage to the plane. Yikes!

*Mitigation #1.* To offset the liability risk, we'll require every pilot to purchase non-owned aircraft insurance (about \$190/year). This will cover them if they injure someone or cause property damage, like taxiing into a Cirrus on the ramp.

*Mitigation #2.* We'll require pilots to sign a pretty severe liability waiver that we got from AOPA. It says *they* won't sue the Club.

*Mitigation #3.* We'll require pilots to get their *passengers* to sign a liability waiver like the one that's been on the Club [website](#) for years.

*Mitigation #4.* The Club will also be buying Directors' and Officer's insurance. This protects us officers from the possibility that someone will sue us individually, claiming that we were derelict in our corporate duties, by, say, failing to maintain the airplane in a safe condition. Without this, nobody will serve as a Club officer.

**2. Risk of aircraft damage.** Paul Mather, the M-Squared owner, told me this story. He had an inexperienced instructor working for him once, flying one of Paul's airplanes. The instructor misjudged a student's readiness to solo. The student took off on his first solo flight, got scared, and pulled the BRS emergency chute rather than try to land the airplane. The chute worked, and the student pilot walked away. But the airplane was destroyed. The student refused to pay (and probably didn't have the money anyway). Paul took a \$35,000 loss.

Let's not have that be us.

*Mitigation #1.* We'll require all pilots to purchase aircraft damage coverage with their non-owned airplane insurance. (about \$380/year for \$50,000 in coverage). As a bonus, this coverage extends to any airplane you rent. So if you want to rent a Cessna, you're covered. If the non-owned insurance chosen by the pilot has a deductible, a refundable deposit will be required equal to the amount of the deductible. This prevents pilots from walking away from damage too small for their insurance to cover.

*Mitigation #2.* The Breese is inexpensive to repair. It's a simple bolt-together airplane with slip-on wing covers. Further, the manufacturer is still in business, so parts are available. We won't be needing to fabricate parts.



### **What about the ultralight?**

Recall the point of this whole project of buying airplanes: It's to bring more pilots into the ultralight end of the sport. The Breese will make a nice trainer, but where's our ultralight?

We'll get there. But we're going to start with pilots who can fly the Breese because they already have licenses. That's just the simplest way to get going. Once we have enough flying members to assure our financial viability, we'll expand to getting an ultralight.

The first challenge will be finding a hangar for it. Let me know if you hear of one.

The second challenge will be finding CFIs to train the pilots. That's our next step.

If I had to guess, I'd say we'll be in the ultralight business next June. But so much depends on finding a hangar. Stay tuned.

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](http://www.socialflight.com), [funplacestofly.com](http://funplacestofly.com) and the [Virginia Department of Aviation Calendar of Events](#).

Date	Event Description	Location	Distance
Sat, Oct 7	Cheat River Island Fly-In. FREE FOOD! Camping welcome!	39.32° N / 79.66° W	95 NM
Sat, Oct 7 / 8AM-2PM	EAA 1641 Pancake Breakfast, Young Eagles, and FAA Wings Seminar	Bloomsburg Municipal Airport (N13)	154 NM
Sat, Oct 7 / 10AM-4PM	Aviation Day	Currituck County Regional Airport (KONX)	159 NM
Sun, Oct 8 / 7:30-11AM	Elk Flyers Fall Foliage Fly-in	St Marys Municipal Airport (KOYM)	169 NM
Sat, Oct 14 / 9AM-4PM	Culpeper Regional Airport Annual Air Fest	Culpeper Regional Airport (KCJR)	8 NM
Sat, Oct 14 / 8-11AM	2nd Saturdays Pancake Fly-in/Drive-in	Williamsburg-Jamestown Airport (KJGG)	99 NM
Sat, Oct 14 / 10-11:30AM	EAA Chapter 321 Seminar - Flying the Hudson River	Reading Regional Airport (KRDG)	133 NM
Sat, Oct 14	EAA 879 Monthly Chapter Meeting	Lake Ridge Aero Park Airport (8NC8)	163 NM
Sat, Oct 21 / 10AM-12:30PM	EAA Chapter 1563 Breakfast and Monthly Meeting	Gordonsville Municipal Airport (KGVE)	35 NM
Sat, Oct 21 / 10:30AM-12PM	EAA 1641 Monthly Gathering and FAA Wings Seminar	Bloomsburg Municipal Airport (N13)	154 NM
Sat, Oct 28 / 10AM-4PM	Annual Harvest Festival Fly-in	Shannon Airport (KEZF)	28 NM
Sat, Oct 28 / 8:30-11AM	Monthly Fly-in Breakfast	Chase City Municipal Airport (KCXE)	117 NM
Sat, Oct 28 / 12-5PM	Fly-In Harvest Party	Keller Brothers Airport (08N)	126 NM
Sat, Oct 28 / 8-10AM	EAA Chapter 339 Pancake Breakfast	Chesapeake Regional Airport (KCPK)	138 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. Ultralights (with no N-number) not welcome on the field.
- 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](http://birddogbistro.com).

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

## Quiz

Congratulations to Jim Heidish as the first to identify last month's mystery airport as Greenhouse (02VA). He notes that "Looking down on the big glass greenhouse near the strip in December you see it is full of bright red poinsettias." Sounds super neat! I'll have to go check it out this year!

This month's quiz picture was taken by yours truly, and is something a bit different. Where was I and what is this airport known for? It's a tricky one!



Know the answer or have a picture for the guessing game? Email me at [ooi.lucy@gmail.com](mailto:ooi.lucy@gmail.com).

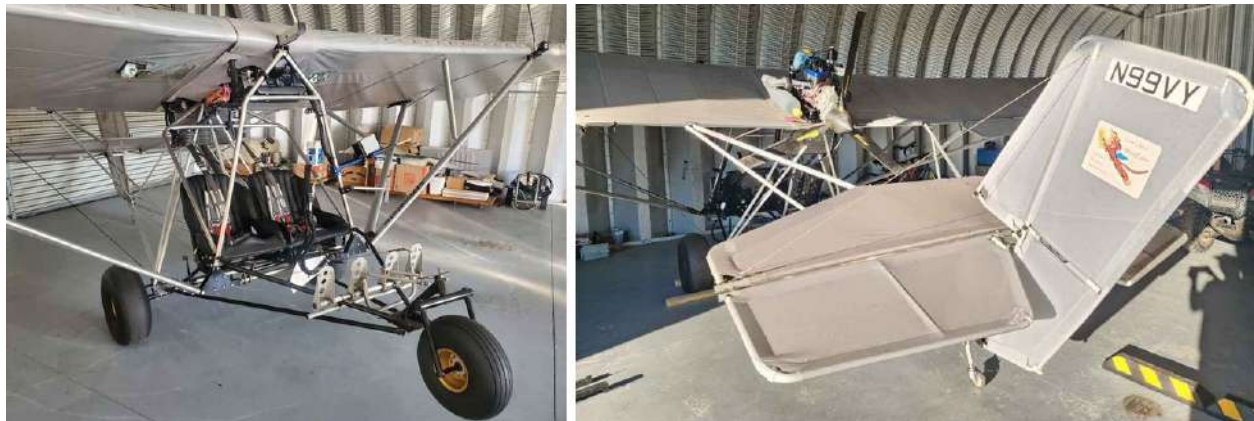




## The Deal

By Steve Beste, Flying Club 1 President

Flying Club 1 offers you an inexpensive way to fly an ultralight airplane – or a two-seat ultralight-like airplane. Here's how it works.



*The Club's two-seat M-Squared Breese II*

### ***1. A Shared-Ownership Club***

Flying Club 1 owns an M-Squared Breese II that we hangar at the Culpeper Airport (KCJR). You can fly it, shared with other Club members. After being checked out to fly it, you schedule time using an online app and pay a per-hour charge.

We intend to acquire a single-seat ultralight, too, but have not yet done so.

This is not an *equity* club. There is no buy-in fee and you do not own a saleable share of an airplane. Instead, the Club owns the airplanes and you pay annual dues plus a per-hour charge to fly. The current dues are \$700/year. The per-hour charge is \$35, dry. Dry means that you provide your own gas. (The Club will provide the 2-cycle oil that this airplane requires.) Expect gas to cost another \$22/hour.

If you fly 40 hours per year – the average for this kind of flying – you will have spent about \$3,500 on your hobby for the year. That's an unbeatable bargain.

## *2. A Community Experience of Volunteers*

This is not a solo deal. You will also be signing up to volunteer. During the annual condition inspection, the Airplane Chief will expect you to assist. Likewise if the hangar or the airplanes need cleaning, plan on being there. If someone damages the airplane – even if it wasn't you – you'll be expected to lend your expertise and time toward fixing it. The Club has monthly meetings where members can share their experiences. Plan on coming to many of those.

Flying Club 1 has forty years experience as a social organization promoting light flying. That continues now that we own airplanes. We're a community.



*Chuck Tippet offers his advice at a Flying Club 1 meeting*

## *3. If You Have a Pilot's License*

If you have an airplane pilot's license of any kind, you can fly either of our airplanes.

- **The Breese** is an Experimental Light Sport Airplane. That means that you'll be flying it as a Sport Pilot, even if you have a more advanced license. *That* means that:
  - You do not need an FAA medical. Your driver's license is enough – unless you have failed an FAA medical. (That's a whole other discussion.)
  - You'll be flying daytime VFR only.
- **The ultralight** requires no FAA license at all. It's a Part 103 vehicle. However, you will need to conform to FAA airspace rules and pass a checkride with the Club's Safety Officer.



#### ***4. If You Don't Have a Pilot's License***

Here's where Flying Club 1 can really help you get flying.

**If you want to get a license**, you will probably go for a Sport Pilot license because it costs half of what a Private Pilot license does. You can train in the Club's 2-seat airplane. You hire your own Certified Flight Instructor (CFI). They can teach you in our airplane – even though it's an Experimental – because as a member of the Club, you'll be learning in your own airplane.

**If you don't want to get a license**, you will be able to fly the ultralight, but not the two-seat Breese. You will need to:

- Do several hours of ground school with a Club volunteer. This is free and covers airspace rules, navigation, weather, aeromedical, theory of flight, and so on.
- Hire a CFI for roughly ten hours of dual instruction in the Breese.
- Pass a checkride with the Clubs Safety Officer.

#### ***5. Maintenance***

The Club maintains its airplanes to the highest standard. We are fortunate to have in Tim Loehrke a club member who is FAA-certified to maintain Light Sport Aircraft. He also owns an ultralight-like airplane himself (a Quicksilver) and has years of experience with them, including their two-cycle Rotax engines.

We maintain the ultralight as if it were a Light Sport Aircraft – to that standard.

Members are encouraged to assist in all maintenance tasks (under Tim's supervision) so that they come to know the airplanes intimately.

Indeed, before your first flight, you will need to attend Tim's course, *Introduction to Our Airplanes*. Held in the hangar, this will teach you about Rotax 2-cycle engines, high-drag airplanes, Dacron wing coverings, our fueling procedures and so on.

#### ***6. Your Liability***

This may give you pause.

The Club has no insurance of any kind on its airplanes because it's unavailable. Therefore, you fly at your own risk, both for liability and for damage to the plane.

As to liability, you will be required to sign a pretty severe waiver of liability. If you hurt someone or something, the responsibility will be yours, not the Club's.

To mitigate this, we require all pilots to obtain non-owner's airplane liability insurance (including aircraft damage coverage) for about \$570/year. If your insurance coverage has a deductible, a refundable deposit must be made to the club equal to the amount of the deductible.

## ***What If You Damage the Airplane?***

You break it, you fix it.

Note that our policy is not, *You break it, you pay*. It's *You break it, you fix it*.

For example, let's say that you made a hard landing and bent one of the landing gear tubes. Your fellow pilots will expect you to:

- Work with the Club's Airplane Chief to figure out a fix.
- Locate, order and pay for any needed parts.
- Do the repair – under the supervision of the Airplane Chief.

Will the hull insurance coverage in your non-owner's airplane insurance pay? Probably so. In any case, these are simple, inexpensive airplanes. There aren't many things to break, parts are readily available, and our Breese in particular was built with extra-beefy bits.

## ***8. What Kind of Flying Can I Do?***

People sometimes ask, "Why do you fly airplanes that are so slow they can't go anywhere?" Our answer is, "They do go somewhere. They go up."

Up is what's on offer here. Cross-country transportation not so much.

You will probably not be flying to the Outer Banks in one of these planes (although you could). But Northern Virginia is chockablock with [grass airfields](#), [airport restaurants](#), and fly-ins. Plus, it's drop-dead beautiful from the air.



*Light flyers at Greenhouse (02VA) during a Flying Club 1 Poker Run*

Here's the performance of the planes.

Style	The Breese	Typical Ultralight (Flightstar Spyder)
Cruise speed	69 mph	55 mph
Fuel capacity	16 gallons	5 gallons
Burn rate @ 75% power	5.6 gph	3.3 gph
Range (with ½-hr reserve)	176 miles	82 miles
Endurance (with ½-hr reserve)	2:20 hours	1:30 hours
Useful load (with full fuel)	639 lbs	340 lbs



Is this a deal you want to take? If so, look at the document *The Application Process*, which will be out soon.

## 3-Day Road Trip!

*By Michael Bishton*

### *One Day to get there.*

Jeff and I hooked up Chappy's trailer to Jeff's F350 truck and left for Brunswick, FL on Monday at 8:00 am to arrive at a Brunswick exit off US 95 around 7:30 pm to meet with John Armstrong and purchase the plane. The trip down was uneventful, with some sun, rain, dramatic skies, and truck stops where we rolled in with the bigger mother-truckers.



John showed us all of the documents he had, and a tub with some additional parts. We signed papers over dinner and listened to his recollections of flying with his father, Everest Anderson, the Breese's builder, and some of Everest's UL/LS flying and building experience on previous and this aircraft. We had a lovely dinner at a Mexican restaurant and called it a night.



### *One day to pack her in.*

We arrived at the airport at noon because Sandra, the current owner of the land and hanger that Everest owned, wanted to be there and wasn't going to arrive until noon. We finished loading and departed after dark at 8:30 pm. It was a long *hot* day, occasionally made somewhat bearable by the breeze flowing through the Quonset Hut most of the day.



Michael started with the deconstruction on the tail and removed the prop, while Jeff drained the wings, removed the ailerons, and disconnected the fuel lines from the tanks to the engines. Then it was wires and a bunch of other bits before we could disconnect the strut roots, drop the wing, take off the struts, and remove the wings. Somewhere around two in the afternoon, Ray showed up to ask questions and ended up helping us disassemble all these bits for three hours! Then two other farm hands showed up and helped us wiggle-waggle raise and lower the trike to get it all the way into the front of the trailer where I strapped it down. We had to take the trike back out and remove the front wheel and remove  $\frac{1}{2}$  of the air out of the main tires before it finally fit in and could rest on its back. Jeff and I would *never* have fit the trike in there without the help!

Then we had to spend quite a while to figure out how we'd fit and lash the wings; one to each side. It took a few tries. Once they were in, the rest went quickly, but by then, Jeff and I were really knackered. We slipped in all of the tubes and struts that we removed, and fit the tail and prop in last.





Jeff and Michael were starving because we'd had no lunch, so we stopped at a nearby Popeyes for a "quick" dinner on the way to our hotel. It seemed to take forever. Slow southern hospitality? By the time we got back to US 95 and rolled into bed, it was 1:00 am.

### *Wee wee, wee, Third Day Home.*

We had a 9:00 am start to get some sleep and breakfast. Then we tried making time with as few stops as possible for gas, food, and coffee. Some rain and heavy traffic slowed us down. We didn't roll into Culpeper Airport until 9:30 pm. Steve Beste and Chappy were there to meet us with the hanger door open and a tripod floodlight to see into the trailer and unload as quickly as possible, which took over an hour because it was really tricky getting a furniture dolly under the root tube and rolling it out past the trailer's roof ribs. Then the four of us scattered to the night, leaving the Breese forlorn, waiting to be reassembled and flown.









# Meeting Minutes

*August 2023*

## *Flying Club One Meeting*

Saturday, August 12, 2023

Warrenton-Fauquier Airport (HWY)

Midland, VA

### Call to Order

*Vice President Allen Whatley* called the meeting to order at 11:12 AM with 18 attendees. (President **Steve Beste** was ill and did not attend the meeting.

### Visitors and New Members

None

### Old Members

**Bob Trout** flew in with **Frank Noe** in his new certified Autogyro gyroplane. Bob has a gyroplane hangared at Frederick (KFDK) that he built in 1992.

**Fran & Pete Bastien** flew to Oshkosh and greatly enjoyed visiting the numerous aviation exhibits.

**Jim Vankirk** shared his experience taking a young, and unbeknownst to him first time flyer, for a flight in his AirWolf Parachute. Jim told how much he enjoyed how much the 17-year-old was enjoying this first-time experience.

**JJ Campbell** recounted taking his brother-in-law, Steve, to Richmond International Airport (RIC). Steve had flown in and out of RIC countless times but never in a small plane. It was exciting for both of us!

### Regular Reports

*Treasurer and Membership Director:* **Fabian Georges** reported that the club's bank balance is \$6,407.71.

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

### Business

None

### Program

**Michael Bishton** reported he spent over three hours looking over the M-Squared Breese 2 while he was in Florida. He said he thinks it is a steal-of-a-deal. It is essentially brand new with only 26.4 hours on the engine/airframe. The workmanship is meticulous. Everything is in its place. It is loaded with all the extras; ballistic parachute, MGL engine monitor, intercom with radio adapter, lights, two 12v sockets to run extras, like a hand-held radio charger for the long haul, and a tablet with some kind of moving map software. It has a nice a/b/both fuel tank selector and primer pump.

All the fuel lines are metal mesh covered, except for the short fuel lines to the carbs that are new, clear and supple.

### Adjourn

*Vice President*, **Allen Whatley** adjourned the meeting at 11:55 AM.

### Cook Out

**Bob Eaheart** served a classic burger & hotdog lunch with all the extras.

Submitted by **JJ Campbell**, *Secretary*

### Board of Directors Meeting 1

The club's board of directors met via Zoom on Tuesday, August 22, 2023, to discuss issues relating to the purchase of an airplane for club use. The below items were voted on by the board members in attendance at the meeting:

1. *Motion*: Shall the club purchase the M-Squared Breese N99VY that's for sale in Florida for \$18,000? **Passed 6/6**
2. *Motion*: Shall the club give the seller a \$500 non-refundable deposit to hold the plane through September? **Passed 6/6**
3. *Motion*: Shall the club agree to borrow \$13,000 from Steve Beste to pay for the airplane?
  - **Stipulations:**
    - The loan is for 5 years at 5%.
    - The first monthly payment is delayed until April 9, 2024.
    - In mid-October, Steve and the Club will re-do the loan, increasing or decreasing the principal slightly once we know what our actual acquisition costs are and what our actual donations are.
  - **Passed 6/6**
4. *Motion*: Shall the club authorize Steve Beste to spend up to \$1,800 to procure two Flycom helmets, an associated intercom box, PTT, and radio patch cord? **Failed 6/6**
5. *Motion*: Shall the club rent the airplanes dry with the exception that the club will buy the 2-cycle oil and keep a supply in the hangar? **Passed 7/7**
6. *Motion*: Flying Club membership shall be for one calendar year, each member on their own schedule. **Passed 7/7**
7. *Motion*: Flying Club membership fees shall be non-refundable with the caveat that on a case-by-case basis, with the majority of the board in agreement, a refund exception may be granted. The board will also entertain requests from members seeking a refund who find a candidate to replace them. **Passed 7/7**

8. *Motion:* Flying Club members are required to maintain Renter's Insurance with liability coverage. In addition, either their Renter's Insurance shall include Hull Coverage, or the member shall pay the club a refundable \$2,500 deposit to be held in escrow for any damages to the aircraft caused by the member. **Passed 7/7**
9. *Motion:* Shall a Flying Club membership cost \$700 per year with members paying \$35/hour to fly a club airplane? The club will supply the 2-cycle oil; the member will supply the fuel. **Passed 7/7**
10. *Motion:* Shall the flying club offer a non-renewable one-month introductory membership for \$60? Solo flights are not allowed during the introductory period and the temporary member will pay the current hourly rental rate plus fuel for hours flown. **Passed 7/7**

## **Board of Directors Meeting 2**

The club's board of directors met via Zoom on Sunday, September 3, 2023, to discuss issues relating to the purchase of an airplane for club use. The below items were voted on by the board members in attendance at the meeting:

1. *Motion:* All flying members must maintain non-owned aircraft insurance with this coverage: Bodily injury: \$1,000,000. Property Damage: \$100,000. Aircraft damage minimum: \$50,000. **Passed 6/6**
  - This adds specific coverage amounts to our previous decision requiring insurance.
  - It also makes aircraft damage coverage mandatory.
2. *Motion:* All flying members must post a refundable \$2,500 damage deposit with the Club. This will not be used for routine damage repairs but will be used only if the member refuses to pay for damage they have incurred. **Passed 6/6**
3. *Motion:* Before being allowed to fly, flying members must attend a training from our Aircraft Chief: *Introduction to Our Airplanes*. **Passed 6/6**

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](mailto: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](mailto: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](mailto: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, October 14th, 11am	Fly-in, club meeting, and cookout	The terminal building at the <a href="#">Warrenton-Fauquier Airport</a>	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 <a href="#">Warrenton-Fauquier Airport</a>	Club meeting, fly-in, and cookout
Saturday, December 9th, 12-3pm	Holiday Party	The terminal building at the <a href="#">Warrenton-Fauquier Airport</a>	Monthly meeting and Holiday Party

## 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](mailto:Ooi.Lucy@gmail.com)

Web Master: Steve Beste,

[president@flyingclub1.org](mailto: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](mailto: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](http://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](http://www.usppa.org)**