

We need to work out the whole fueling operation. That ladder is a loaner – should we get the same kind? A taller one? Should we get one of these electric pumps so that no one has to hold a jerry can the way Michael is doing here? How full should pilots leave the tanks? (It has one in each wing.) We've already decided that the Club will supply the oil and that pilots will bring their own gas in their own jerry cans.

Here's Michael running the engine on October 6th. It purrs like a kitten, as well it should with only 26 hours on it.



What else do we have to do before members can start flying it?

1. **Add an altimeter** to the plane. Michael has found just the ticket for \$350, this instrument from [Radiant](#). In addition to altitude, it shows airspeed and vertical speed. It's sized for a 2½" panel mount, so Michael will 3-D-print a pod for it, to be mounted just below the existing instrument pod.
2. **Add a radio.** Culpeper has a lot of fast, mixed traffic. Although a radio is not legally required to fly there, the plane definitely needs one. It came with a huge half-wave antenna mounted on the wing (not yet mounted in the picture above), so a hand-held should work just fine. Michael has offered to donate a radio and figure out a way to mount it.



3. **Figure out headphones.** We need furnish both pilot and passenger with headphones and microphones connected to the radio and to the intercom that came with the plane. I think we also need helmets with visors for cold-weather flying. I fly with one of these Flycom helmets year-round in my trike. Others are dreaming of warm summer days with the wind on their face. We'll see.
4. **Do a condition inspection.** Tim Loehrke will arrange for this. From what I've seen, the plane will *easily* pass inspection.
5. **Fly off the 5 hours of Phase 1.** Before an Experimental aircraft can carry passengers, it must go through a period of flight testing known as *Phase 1*. For an Experimental Light



Sport Aircraft (ELSA) built at the factory as ours was, that's five hours. The previous owner never did that, so we must.

6. **Set up operating rules.** How to schedule the plane. How to refuel it. Reporting damage and maintenance squawks. AOPA sent us a [sample](#) that you can see on our website, but this all needs to be sorted out for our situation. I'd appreciate any suggestions you may have.
7. **Set up Flight Circle.** We'll be using the Flight Circle app to schedule the plane, manage maintenance on it, and collect payments. That needs to be set up.

Fortunately, much of this can be done in parallel.

Grover McCall goes to M-Squared in Alabama. On his own initiative, longtime Club member and CFI Grover McCall went to the M-Squared factory for three days of flying with M-Squared owner Paul Mather. This is the plane they flew.



Grover says he'll write up the experience in a future newsletter.

Leather Jackets! Under their [Virginia Aviation Ambassadors program](#), the Dept. of Aviation will give you a leather jacket if you visit all 65 public-use airports in the state. These three Flying Club 1 members did it! Here they are at the awards ceremony at the Hummel Wings, Wheels & Keels event last month.



JJ Campbell, Jasmine, Steve Beste, and Michael Bishton

I don't know how long it took the other guys, but it took me 5½ years to get all the stamps. I lost a year to an engine overhaul, then missing weather windows and life itself.



Chuck Tippet buys **Horse Feathers**. After months of uncertainty, Chuck Tippet has finally closed the sale on the Horse Feathers airfield. This is great news for Chuck and his friends (which is to say *everybody* in aviation in Virginia), but also for the cause of keeping grass airfields open. If you see him, please congratulate him.



Horse Feathers looking north



Dick Martin, Steve Beste & Allen Whatley at Horse Feathers during the 2017 poker run

Fly safely,
Steve

This Month's Fly-In Destinations

To encourage all of us to get in the air more, the following is a list of fly-ins I found within (about) 100 NM of the Warrenton-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-Sun, Oct 21-22 | Golden Age Air Museum Great Pumpkin Fly-In | Grimes Airport (8N1) | 130 NM |
| Sat, Oct 21 / 10AM-12:30PM | EAA Chapter 1563 Breakfast and Monthly Meeting | Gordonsville Municipal Airport (KGVE) | 35 NM |
| Sat, Oct 21 / 12-2PM | Wing Nuts Flying Club Cook-out | Richmond Executive - Chesterfield County Airport (KFCI) | 76NM |
| Sat, Oct 21 / 10AM-3PM | Chorman Airport Fly-in. Rain date 10/28 | Chorman Airport (D74) | 100 NM |
| Sat, Oct 21 / 2:30-4:30 PM | Drones 101 and Aviation Career Fair | Reading Regional Airport (KRDG) | 133 NM |
| Sat, Oct 21 / 2-6 PM | Hollingshead Pumpkin Drop and Cookout | Hollingshead Airport (NJ25) | 137 NM |
| Sat, Oct 21 | Ball Airport 51th Anniversary Fly-in. Land 36, depart 18 | Ball Airport (79NC) | 153 NM |
| Sat, Oct 21 / 10:30AM-12PM | EAA 1641 Monthly Gathering and FAA Wings Seminar | Bloomsburg Municipal Airport (N13) | 154 NM |
| Sat, Oct 21 / 11AM-3PM | 15th Annual Fall Fly-In | Benton Airport (PA40) | 166 NM |
| Sat, Oct 28 / 10AM-4PM | Annual Harvest Festival Fly-in | Shannon Airport (KEZF) | 28 NM |
| Sat, Oct 28 / 9AM-12PM | Rusty Pilot Refresher Course at Chesapeake Sport Pilot | Bay Bridge Airport (W29) | 71 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 |

| Date | Event Description | Location | Distance |
|----------------------------|--|---------------------------------------|----------|
| Sat, Nov 4 / 11:30AM-1PM | Hannah Field Pork BBQ Lunch | Hannah Field Airport (7VA9) | 86 NM |
| Sat, Nov 11 / 9AM-11AM | 2nd Saturdays Pancake Fly-in / Drive-in | Williamsburg-Jamestown Airport (KJGG) | 99 NM |
| Sat, Nov 11 / 9AM-1PM | Young Eagle Rally | Williamsburg-Jamestown Airport (KJGG) | 99 NM |
| Sat, Nov 18 / 10AM-12:30PM | EAA Chapter 1563 Breakfast and Monthly Meeting | Gordonsville Municipal Airport (KGVE) | 35 NM |
| Sat, Nov 18 / 10:30AM-12PM | EAA 1641 Monthly Gathering and FAA Wings Seminar | Bloomsburg Municipal Airport (N13) | 154 NM |
| Sat, Nov 25 / 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 (KCBF) - 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!](#)

Great Pumpkin FLY-IN

A Family Fun Day out at the
Golden Age Air Museum 🍁

Grimes Airfield, 371 Airport Rd. Bethel, PA 19507

Activities

- 🍁 Aerial Pumpkin Bombing Contest
- 🍁 Vintage & Unusual Aircraft
- 🍁 Cruise In Automobiles
- 🍁 Live Music
- 🍁 Kids Candy Drop 1pm.
- 🍁 Raffles
- 🍁 Lunch and refreshments
- 🍁 And much, much, more...



**OCTOBER
21 & 22**

9 a.m. to 4 p.m.

Admission

Adults \$12

Children age 6 -12 \$7

Museum members free

BIPLANE RIDES



For more information 🍁 717-933-9566

www.GoldenAgeAir.org

Chorman Airport (D74)
Fly – In Saturday October 21, 2023
Rain date or in case of TFR October 28, 2023
Time: 10 to 3



Picnic lunch provided by Chorman's (catered by Sydney's)
Vanderwende ice cream truck on site
Come look at airplanes and enjoy aviation camaraderie
Prizes will be awarded for best classic, antique,
warbird, best dressed pilot and greatest distance flown.
Bring lawn chair
Questions call Jeff 302-349-5055

9th Annual

Harvest Festival Fly-in

at Shannon Airport KEZF



SATURDAY
28
OCTOBER

MAKEUP DATE SUNDAY, OCTOBER 29

CANDY DROPS
at 12pm & 3pm for kids ages 12 & under

TRICK -or- TREAT
Aviation Style

PILOTS BRING CANDY & KIDS WEAR COSTUMES!
10AM-4PM
GA (13-up) \$18
KIDS \$10
3 & UNDER FREE



AFRICAN AMERICANS IN AVIATION TRAVELING MUSEUM
DC-3 "Shannon Air Express"
C-54 "SPIRIT OF FREEDOM"
Rare, Vintage Aircraft, Exhibits... and more!

FOOD



SCAN HERE TO PURCHASE TICKETS OR BECOME A SPONSOR!
DON'T MISS OUR EARLY BIRD DISCOUNTS!





AIRPLANE & HELICOPTER RIDES



Available for purchase

Proceeds will support the Shannon Air Museum LLC, a 501(C)3 non-profit organization. Tickets are non-refundable. For questions, vendor inquiries and sponsorship opportunities, email info@shannonezf.com or call 540-373-4431. For event updates, visit our Facebook page @ShannonairportFredericksburg www.shannonezf.com | 3380 Shannon Airport Circle Fredericksburg, VA 22408



HANNAH FIELD FLY IN

**Your Invited to a Pork Bbq lunch at
Hannah Field (7VA9) Saturday NOV 4 2023**

Lunch will be served from 11:30-1:00

Or while supplies last.

Alternate weather make up date is Oct 21.

Contact Oren Heatwole (540) 478-7967 for more info

Drive in:

869 Airport Terrace Rd
Monterey, VA 24465

Fly In:

(7VA9) Hannah Field
Elevation 3,050
Runways 04/22
2300ft Grass
Make calls on 122.9
Runway 22 preferred if winds are calm



Quiz

I stumped you! No one was able to identify last month's quiz picture of Avenger Field (KSWW) in Sweetwater, TX. This field was famous as the training base for the Women Airforce Service Pilots (WASP) during World War 2. Today, the field houses a [museum dedicated to these pilots](#).

This month's quiz picture was submitted by Mark Barron. What airport is this?



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



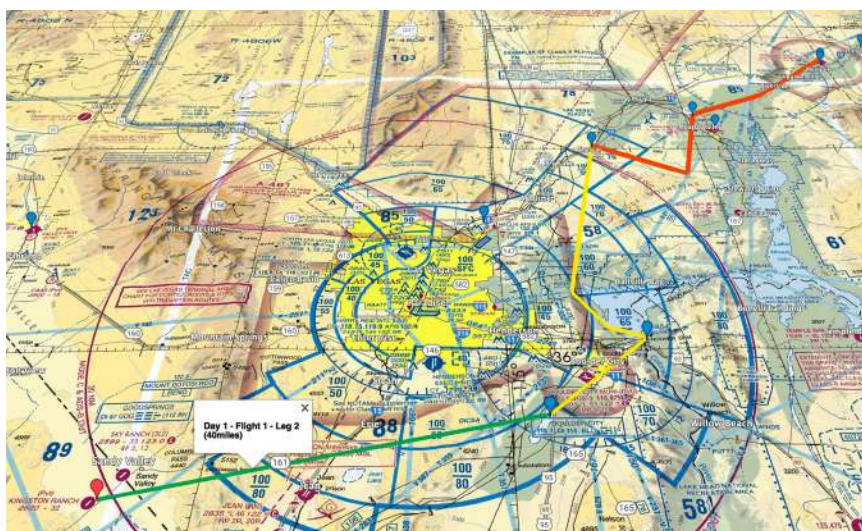
Adventure Wingman Challenge 2022

Part 4: Day 5, Part 1 - Kingston Ranch (04NV) to Overton/Perkins Field (U08)

By Mark Barron

Mark Barron participated in the 2022 Wingman Challenge. This is an unassisted (no ground crew) cross country challenge in an aircraft that travels at 25 mph. In 2022, it was an 1,100 mile course starting from Lake Tahoe to the Grand Canyon. It was split into three unassisted 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. When we last left our intrepid adventurer, he had completed the first leg of his journey and made it to the rest day at Kingston Ranch. See the first parts of his journey in the [May](#), [June](#) and [July](#) newsletters.

I woke up in my tent before the sun came up. Don't know why...nerves I guess. I packed up my tent and sleeping gear and went through the mental struggle of what to carry with me vs. what to send with the ground crew to the next mandatory rest area. If all went well I would not see them for 3 days. It was the same as last time but this one felt different. Do I have enough oil? Do I need so



much water? Every ounce was an important decision at these altitudes and conditions. The plan was simple. I would fly 40 miles the first leg (green line above) from sunrise to about 8AM (allowing for some headwinds). Then I would fly over the Hoover Dam (yellow line) for some quick pictures then up to a Chevron gas station just to the west of the Valley of Fire where I would refuel and wait out the midday thermals for a beautiful sunset flight (orange line) over the Valley of Fire and end my day at Mesquite Airport (67L) where I had a reservation at the local casino for the night. However as with all things planned...things would end up going much differently.

I made my way to the runway where other PPG pilots were warming up their motors and figuring out where to lay out their wings just before sunrise. The runway was long...but also very narrow. A cross wind launch was necessary unless you wanted to run through sage bushes (which more than one pilot ended up doing...unintentionally). As I did my preflight and stowed my gear in the saddle bags and front flight deck I watched as others made their way into the air. Almost everyone else had launched and I carefully picked my spot and laid my wing out into the wind. Just as I hooked in the wind shifted about 90 degrees. I cursed at myself for taking too long. Thermals were starting to make the wind shift unpredictably This is when fatigue kicked in and I made a bad decision. Rather than unclip and reset I told myself I could correct for the crosswind during my run out. This proved to be wrong. I inflated the wing and it turned immediately toward a large tree.



I managed to side step and pull opposite brake and correct but I was running with a slight tailwind. I had more weight than I could handle with a nil wind launch let alone a tailwind. I should have killed the motor and started over. I was fixated on getting off the ground on the first attempt. I kept running and running...not getting any lift, and then it happened. I tripped and went down on my left knee, then on my hands. I call this the “superman” stop. I managed to kill the motor as I fell so there was no danger of a spinning propeller as I landed on my throttle hand. But the damage to my body was already done. I was wearing a pair of cloth knee braces, thermal underwear and two pairs of thin flying pants that day. It was cold in the mornings and the more padding the better for just this event. Even with all that, my fall was painful. I didn’t need stitches but I was definitely picking small stones out of my knee and my palms. At this point my emotions took over. I sat

there broken on the asphalt as people ran to my aid. All I could think is “What am I doing, why am I here?”. I was physically and emotionally drained. The Las Vegas airport was a short 2 hr drive from Kingston Ranch. I could just go home! Those that helped me to my feet encouraged me to go wash my wounds and consider launching again.

“Don’t quit now Mark, you’ve come so far” they said. After tending to my cuts I noticed that my Wingman, David, hadn’t launched yet either. His wife had shipped his spare exhaust from Florida. He sat with me for a bit. Both of us were beaten, his broken nose and my knee and the secondary wound that I hadn’t noticed at first, road rash below the knee. He told me he had tried to launch and failed. He didn’t fall but his mind wasn’t in it. He was thinking about his wife and home with Hurricane Ian bearing down on it and in the end that was enough for him to pack up and go home. I was tempted to follow suit. Then one of the ground crew came over to me. He could see it in my face that I was done. It was Jason Lehel, a PPG pilot and skydiver who was volunteering as part of the ground crew and videographer for the trip. He said something to me that I will never forget. He said “I know you feel like giving up, but I want you to imagine yourself two weeks from now, at home, after quitting this challenge. Let that sink in.” I did and the feeling of despair (exaggerated from my emotional state) was overwhelming. What would I tell my two boys who looked up to me for doing this crazy trip? I always tell them not to quit what they started. What would I tell myself looking back at this experience later in life? Jason continued.



“Now imagine that same vision two weeks from now, at home but after completing this challenge. What an accomplishment you will have done. Potentially a life changing thing... Don’t quit, you will regret it for the rest of your life, I guarantee it.”

My flight from Kingston Ranch was of course incredible. I was full of emotion and thankful for Jason’s words of encouragement. Then it hit me. The bond we were making with people we were sharing this incredible journey with. This is what it was all about. What Miro, the founder of Scout and the Wingman Challenge Adventure, was trying to express to all of us. You can’t tell someone how incredible something like this is, you have to experience and feel it, body and soul.



I landed at El Dorado Dry Lake bed where a makeshift gas station was setup by the local PPG Flying club, Team Fly Halo. My landing was uneventful. I landed after everyone else had come and gone. But there were three people left with fuel, coffee, and donuts. Just 1 hr ago the place was busy with 15-20 paramotors. There was a crew from Channel 8 news filming and interviewing members of the trip. They were all gone now, but I was just fine with that. Unfortunately my launch from the dry lake bed didn’t go as planned. Maybe it was fatigue, maybe I forgot my form, but I fell again, opening up my knee for the second time and this time damaged part of my paramotor to where it was unflyable.



I would get bandaged up and with replacement parts from one of the local PPG club member's own motor I was able to get back to flying condition. However it was now mid-day and the thermals would be very dangerous if I tried to make the next leg by air. I had to give up one of the highlights of the trip, an epic flight over the Hoover Dam. This would have to wait for another time. The same person who gave me parts from his motor to continue my journey also gave me a ride to Echo Bay Marina where I had a back-up planned landing and fuel stop. Rob would be there and I wanted to catch up with him to have someone to fly with over this section of the trip as the land was very unforgiving if I had a motor out and would want someone to be "in the know" if I had trouble.



We made it to the marina where fellow Wingmen, Rob and Chuck, were fueling up. It was almost noon so I had mentally decided I wasn't going to fly in the mid-day thermals. However Chuck was anxious to launch. He would make a nice reverse take off after a few failed wind gusts but it looked very sketchy so Rob and I would hang hammocks and rest here in the shade of an abandoned marina from a receding Lake Mead shoreline for better conditions that evening.



To be continued...

Meeting Minutes

September 2023

Flying Club One Meeting

Saturday, September 9, 2023

Warrenton-Fauquier Airport (HWY)

Midland, VA

Call to Order

President **Steve Beste** called the meeting to order at 11:00 AM with 22 attendees.

Visitors and New Members

Paul & Evette Blayloth attended their first FC1 meeting. Paul is interested in aviation; Evette has had a life-long passion for aviation.

Steve Nurre, also attending his first FC1 meeting, is interested in ultralight and light sport aviation. He has had some flight training.

Old Members

Allen Whatley reported that he landed at two controlled airports in North Carolina. This is the first time in over twenty years that Allen has landed at a controlled airport.

Sean Roe talked about his trip to the Challenger fly-in held in Erie, Ohio in August.

Mark Barron talked about the Hot Air Balloon festival held at the Flying Circus (3VA3) on August 19-20.

Regular Reports

Treasurer and Membership Director: **Fabian Georges** reported that the club's bank balance is \$6,942.89 and there are currently 64 members.

Secretary: **JJ Campbell** handed out printed copies of the August minutes. The minutes were reviewed by the members present at the meeting and were accepted. They will be published in the September newsletter.

Business

None

Program

Steve Beste showed pictures from his tour of southwest Virginia airports. He was completing his Ambassador passport with stamps from his last nine airports. Because his trike is slow (52 mph) and because Virginia is so large, the 871 miles took him three days. Miraculously, the weather held fair across all that time and space except for 25 miles of VFR minimums through the mountains west of Abingdon.

Adjourn

President, **Steve Beste** adjourned the meeting at 12:01 PM.

Cook Out

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

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

Board of Directors Meeting

The club's board of directors met via Zoom on Monday, October 2, 2023, to discuss the refundable amount that flying club members should deposit to cover any damage they cause to a club-owned aircraft. The below item was voted on by the board members in attendance at the meeting:

- *Motion:* All flying members must place a refundable deposit equal to the deductible amount of their non-owned aircraft insurance policy. **Passed 5/1**

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 Klocker Aviation
(Abe Makely, Saverio Gambassi)
571-309-7023
airklockeraviation@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 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 |

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 indi-

cate on your membership application the function(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