



Volume 23 – 12

www.FlyingClub1.org

December 2023



The Privileged View

Steve Beste, President

Miracles. In this season that celebrates miracles, I want to celebrate our own. It's happening: We're becoming a club that can offer people a way into light flying because we have our own airplane. Having had a front-row seat to this over the past year, I can tell you that it's a miracle that we have succeeded. You've heard this quote:

The moment one definitely commits oneself, then providence moves too. All sorts of things occur to help one that would never otherwise have occurred... Unforeseen incidents, meetings, and material assistance, which no man could have dreamed would have come his way.

Let me tell you about some of the *unforeseen incidents* and *material assistance* that have indeed come our way.

Miracle #1 – The EAA planted the idea. I'd been a member of the Club for 17 years, and had never heard anyone suggest that we should buy an airplane. Then, last March, in one of their ultralight webinars, the EAA told the story of the [Michigan Ultralight Flying Club](#). Their example created the whole possibility for this project. It would not have occurred to us without them. But who ever heard of MULA? The EAA had, and now we had, too, a seed carried from Michigan to us on the thinnest of connections.

Miracle #2 – The Board said yes. We knew this would be a big deal. Should we do it? It's going to take a *lot* of work! At the April Board meeting the vote could have gone either way. The idea could have been stillborn, But then **Fabian Georges** forcefully made the case and carried the day. We unanimously voted yes. We were committed.

Miracle #3 – Michael Bishton agreed to manage the project. “A lot of work” doesn’t begin to describe what it’s taken, and plans don’t execute themselves. *Who* would be willing to push this project to completion? Not I, said the dog. Not I, said the pig, Not I, said the cow. (And Not I, said the President.) I Will, said **Michael Bishton** playing the part of the Little Red Hen, and the project dodged another bullet.

Miracle #4 – We found the right airplane. Since our purpose is to bring new people into the sport, we needed a 2-seat airplane that flies like an ultralight. After some false starts, **Tim Loehrke** found this M-Squared Breese 2 in Florida. It was an *amazing* deal – a \$43,000 airplane for \$18,000, 4 years old with only 26 hours on it in like-new condition. What are the odds of finding such a plane?



Miracle #5 – We found a hangar. Hangars cannot be had in Northern Virginia for love nor money – nor even a 4-year wait, it turns out. But it so happened that Michael Bishton had just bought an airplane from **Rick Van Doren** at the Culpeper Airport. Rick wanted to keep the hangar but needed to be co-owner of an airplane to do so. We would soon have an airplane; he joined the Club and became a co-owner (as are we all); and there was our hangar. If that isn’t a miracle story, I don’t know what is.

Miracle #6 – We raised the money. \$18,000 was a steal, but we had only \$3,500 in the bank. That’s when so many of you answered the appeal and contributed to our airplane fund. We raised \$9,000, got a loan for the remainder, and there was our money.

Donors to the Airplane Fund

Steve & Linda Beste	Jeff & Lisa Crider
Tom Simmons	Mark Barron
Jim Van Kirk	JJ Campbell
Tee Wubie	Steve Nurre
Alan White	Steve Moline

Thank you!

Miracle #7 – We retrieved the airplane. Nice airplane, but it's in Florida. A number of folks toyed with the idea of flying it back, but we quickly came to our senses. The airplane was unknown to us and hadn't been flown in a year. That's a poor start to an 800-mile flight. As luck would have it, **Michael Bishton** was in Florida on personal business, inspected the plane, and started its engine. He gave it an enthusiastic thumbs up. **Bob Chapman** offered a box trailer. It hadn't moved in ten years, but he put new tires on it and got it inspected. **Jeff Crider** volunteered his F-350 as a tow truck and himself as the driver. Michael Bishton went south with Jeff to get the Breese. You can read their story in the [August newsletter](#). Uh, oh! It turned out that Jeff and Michael couldn't load the plane by themselves. But at this tiny private strip in rural Florida, strangers mysteriously showed up and worked hours to get the job done. Another miracle.



Jeff Crider, Bob Chapman, and Michael Bishton after unloading the Breese at KCJR

As you see, it's been a year of obstacles, close calls, and miraculous breakthroughs. I suppose it depends on your metaphysics, but I've had the sense this past year that there's something here that wants to be born despite all odds. Me and those guys in the picture and all of you? We're just the midwives. So I fully expect more miracles as this project blooms in the year ahead. What a treat to be part of it!

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, Dec 16 / 10AM-12:30PM	EAA Chapter 1563 Breakfast and Monthly Meeting	Gordonsville Municipal Airport (KGVE)	35 NM
Sat, Dec 16 / 10:30AM-12PM	EAA 1641 Monthly Gathering and FAA Wings Seminar	Bloomsburg Municipal Airport (N13)	154 NM
Sat, Jan 13 / 10AM-12PM	FAA Wings Seminar: Preventing Normalization of Deviation Bias and Its Role in CFIT Accidents. Register .	Williamsburg-Jamestown Airport (KJGG)	99 NM
Sat, Jan 20 / 10AM-12:30PM	EAA Chapter 1563 Breakfast and Monthly Meeting	Gordonsville Municipal Airport (KGVE)	35 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)
- Eastern West Virginia Regional Airport (KMVB) (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!](#)

From Our Members

Michael Bishton shares a photo from this year's new Virginia Aviation Ambassadors, and notes that Flying Club 1 was well-represented with **THREE** members receiving their coveted leather jackets this year! Congratulations again **JJ Campbell, Michael Bishton and Steve Beste!**



Mike Vadney shares some pictures from 10,000 ft...in his gyro! He had a nice day in September to see go up and see what Lake Anna looks like from the edge of space!



Quiz

Last month's quiz pictures were Upperville (2VG2) and Airlie (2VA9). Tom Simmons was first to identify the two strips, a mere 2 hours and 53 minutes after I sent the newsletter out! JJ Campbell, Stephen Waide, and Jim Heidish all also identified the airports.

This month's quiz picture was submitted by Steve Beste. He asks: What is the name of this promontory, famous during the Civil War?



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

Chasing That Leather Jacket: Three Days in a Trike

By Steve Beste

I had visited all the public-use airports in Virginia except for nine in the far southwest. Collect a stamp at each one and that [Ambassador Program](#) leather jacket would be mine. Besides, I wanted an adventure.

Here's my trike, forty minutes before dawn at Front Royal. I'm about to head out on a three-day trip to Lee County Airport in the far tip of Virginia, and I want an early start. I've been planning this trip for over a year, and a flyable weather window has opened up, so I'm seizing the day.

But not until *civil twilight*, the half hour or so before dawn when I can legally start the flying day. When it arrived, though, it was still too dark to see my instruments. Thus I see again that being legal isn't the same as being smart. I waited another 15 minutes, but still beat the sun.

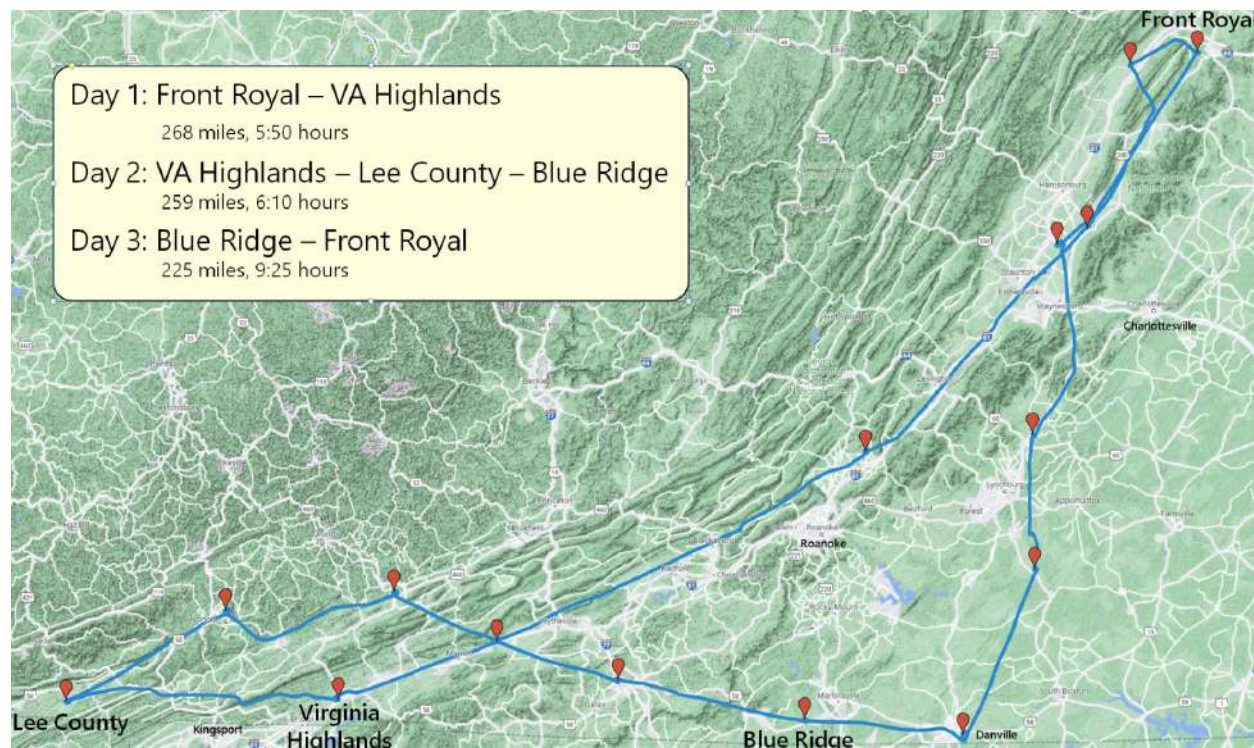


Why the pre-dawn departure? This weather window brought a rare three days of fair skies and light winds across all of Virginia. The sunshine also brought the 95° heat that you may remember. In turn, the heat brought thermals, those updrafts that make for such a choppy ride in my lightweight aircraft. By noon, I'd be wrestling the control bar constantly to stay on course. It's not dangerous, but it is tiring and unpleasant. My plan was to be finished flying by 12:30 each day. So I was up before dawn on each of the three days.

And why three days? I fly at 54 mph. I need to cover 750 miles. That's 13 hours perched in that trike with the wind in my face. Plus, I plan to visit nine airports with a 25-minute stop at each.¹ The result: a 3-day trip.

¹Yes, yes, I budgeted 15 minutes for each stop. But they averaged 25. By the time you use the facilities, find the stamp, and answer "What is that thing you're flying?" you've blown through 15 minutes awhile ago. Take note.

Here's my track. You can also see it interactively online in [terrain view](#) or in [satellite view](#).



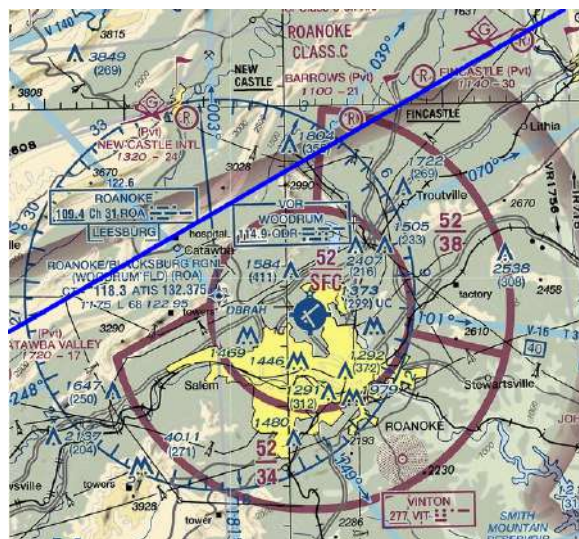
Day 1 was a straight shot down the [Great Valley](#) following I-81 to Abingdon. Day 2 took me into the mountains and then back out to Blue Ridge. Day 3 was going to be an easy short day. And it was – until I hit thunderstorms just shy of Front Royal.

Day 1 – Down the Valley, But Not to Roanoke

Roanoke defeated me. It was the only towered airport on my route, and a big Class C one at that. You need a transponder to fly into Class C airspace, which I don't have. I telephoned ahead to see if they'd let me in anyway. They said probably, call ATC on the radio just before you reach the Class C. *ATC?* I've never talked to them in my life.

I spent the night before the trip reading up on radio talk and rehearsing my lines. I was *ready*.

It was all a bust, though. As I approached the Roanoke Class C, my radio started producing nothing but static. I gave up on Roanoke and passed by on the other side.





My first stop – Bear River (VG54) half an hour after dawn. What a magnificent morning.

Virginia Highlands (KVJI) in Abingdon. I got here about 12:30. I'd been in the trike for 4½ hours, and enroute for almost six. The hotel had a pool, and I was ready for it.



N42AT gassed up and tied down for the night

Picking the overnight stops shaped my route a lot. I have a friend who boasts of spending the night on the couch in the pilot lounge at Lee County. Not at my age, thank you. JJ Campbell had recommended this airport to me, and I second that. Every airport is friendly, but this one is especially so. Plus, Avis has rental cars right at the airport, so getting to the hotel was easy. (You

don't have many Ubers in these parts.) They also made it easy for me to get back into the airport the next morning before they opened – a critical requirement with my early starts.

Plus, Abingdon has [Mama Mia's](#) which has THE BEST PIZZA I HAVE EVER HAD ANYWHERE. Almost worth the trip.



Day 2 – Into the Mountains

I left the hotel before dawn, packed up the trike, and saw this promising sky to the East.



Looking East at dawn at Virginia Highlands with rental car

But as I took off and headed west, things were very different.



Looking West, ground fog as far as I could see

I turned around and landed. I would have to wait for the fog to burn off. After an hour with no change, I drove back to the hotel for the breakfast I had skipped earlier.

Four hours later, things were a bit better, and I took off. This is where the flight got interesting – and a little scary.



For the first 25 miles, the ceiling was 700', visibility 4 miles. This is marginal weather for sure. What made it flyable were:

- The air was still. The clouds were not rising nor lowering nor blowing. I wasn't going to get trapped by a shift in the clouds.
- Landable fields were always within gliding distance.
- I was going slow. When I went through that gap where the arrow is, if I found myself in a tree-covered valley with no landable field, I could turn around in a few hundred feet, for which I clearly had room. That's not possible at 120 mph. Advantage to us slowpokes!



25 miles of low overcast from Abingdon to Clinch Mountain

Soon enough, I broke out into this long valley with a pretty river and landable fields *everywhere*.



Valley with cloud-topped Clinch Mountain at right, looking southwest

My course lay over Clinch Mountain, that cloud-covered ridge to my right. As you see, there's no way over it here.

As I flew west, though, the ceiling got higher, with patches of blue. If I just kept on long enough, surely I'd find a break.

And there it was! A low point in the ridge gave me my hole. I scooted through.



This is why The Bear Went Over the Mountain – to reach this sunshine country on the other side.



Beautiful country! I had no idea this part of Virginia was so spectacular



Lee County at noon. No one around.

At Lee County Airport, I was 9 miles west of Detroit. Far enough west for me. It's time to head back north. Those flags tell me I'll have a tailwind.



5,030', over Big Stone Gap, Virginia, heading to Lonesome Pine Airport

And what a tailwind, indeed. The mountains force me higher than I normally fly. But up here, I have a 20 mph tailwind! Woo hoo! The country is beautiful on this glorious day, with a surprising number of landable fields. As I head to the Lonesome Pine Airport, I'm singing *On the Trail of the Lonesome Pine*.

I'm burning more gas than I thought I would, what with all the climbing. I thought I had enough fuel to reach Blue Ridge Airport, this evening's stop. But no. I'll have to refuel sooner. That plus this morning's delay will delay my arrival at Blue Ridge until after they close. Fortunately, the wonderful people there know all about leaving rental cars for late-arriving pilots. It all goes smoothly. As it happens, every airport on this circuit has a self-service fuel farm – not that they're all guaranteed to be working, I suppose. Plan your refueling so that you have enough gas to make it to the next airport if the pump at this one isn't working. And call ahead to confirm availability. My trike has a 6-hour range, so I needed gas only once each day.



Blue Ridge Airport (KMTV) at 7am on the third day

Calling ahead. If you're doing the Ambassador circuit, you definitely want to call ahead to each airport to confirm where they keep their stamp. The larger airports keep it in the FBO's office, which is not accessible after hours. If you ask, many of them will leave it out for you somewhere. The Blue Ridge fellow left it for me in the cab of a truck.

Note that the FBOs at both Mountain Empire and Lonesome Pine are closed on Sundays. Flying midweek gives you more options. If you want to have lunch at Simply Suzanne's at Blue Ridge, it's open only from 11:30 to 2:30. Again, call ahead.

Then there are the big surprises. I was all set to make this tour in July, but when I called Lonesome Pine about the stamp, they said their airport was closed until August while they re-paved the runway. I'm so glad I called! Check your NOTAMS before committing to the trip.

You should also make hotel reservations ahead of time. I had originally planned to overnight in Danville where I could walk to a hotel. But when I called, rooms were \$300/night! A big music festival was in town that weekend, and every place was booked, even at that price. That's why I ended the day at Blue Ridge. In the end, I got there at 5pm, glad to be done for the day.

Of course, if you're willing to camp, that opens lots more possibilities.

Day 3 – A 9-Hour Day

The third day was going to be a short flight, so I slept late, not getting airborne until 7:45. I expected to be back in Front Royal by 12:40 – a five-hour day.

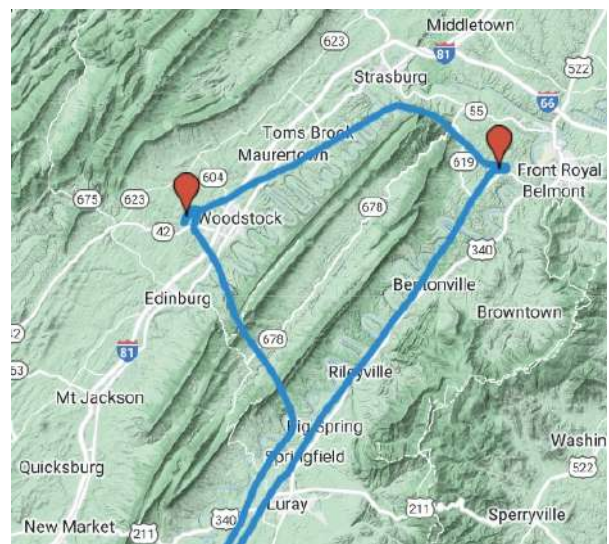
All went well until I was ten miles from home. There, squatting right on top of my destination was a black thunderstorm. I wasn't going *there*.



Approaching Front Royal from the south. The sky was much blacker than this picture shows



Weather radar



Diversion to Burner (VG55)

Fortunately, I knew of a grass airfield near Woodstock where we're all welcome to land. So I diverted to there. The storm cell over Front Royal blew off to the north, replaced by another one coming up the spine of the Blue Ridge. Followed by another one. And another one. This went on for four hours.

I sat on the ground watching the show, perfectly dry. No wind. I had food and water in the trike,

so all I suffered was boredom. But after three days, with my hangar so near, I was SO ready to be done! By 5pm, the storms gave way to a lovely quiet evening. A quick 20-minute flight around Massanutten Mountain and I was home.

The next week I *drove* to the Roanoke Airport and got my last stamp. ➡

From there I drove to Richmond to get my passport certified by the Virginia Dept. of Aviation. Done!

This was probably the longest trike trip I'll ever make. Unlike a Piper, a trike isn't made to sit out in the sun and rain – the price of flying somewhere and getting caught there by weather. So for a 3-day trip, the weather forecast has to have low winds and no rain over 3 days and several hundred miles. That doesn't happen often.

And then, there has to be a reason for going to the destination in the first place. That's where the Ambassador program shines. It provided the rationale for this whole adventure. And what an adventure it's been! Grab a passport yourself at any public-use airport in Virginia and start your own adventure.



Meeting Minutes

November 2023

Flying Club One Meeting

Saturday, November 11, 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 11:15 AM with 22 attendees.

Visitors and New Members

- Visitor **Adrien Penhoet** is in his twenties and has long wanted to fly. He has passed the FAA written test but failed the medical due to ADHD. He's interested in the ultralight training program that we're in the process of setting up.
- New member **Mark Wood** introduced himself. He's been taking Sport Pilot lessons at Potomac Field in Maryland. But as a gearhead and motorcyclist, he loves the idea of out-in-the-wind flying. He has already assisted with the Breese and looks forward to doing more.

Old Members

- **Jeff and Lisa Crider** flew to the meeting from Luray in their RV. **Steve Beste** flew his trike in from Front Royal despite the 40° weather.
- *Secretary* **JJ Campbell** did not attend. He was stuck in Leesburg with an airplane that wouldn't start.

Regular Reports

Treasurer and Membership Director: **Fabian Georges** had new name tags for everyone. Membership stands at 65, a record high. The Club financial details will be in the financial report.

Secretary: **JJ Campbell** was not present, but the minutes of the September meeting were accepted as published in the October newsletter. The October meeting at Culpeper was canceled due to weather.

Business

None

Program

- **Steve Beste** showed pictures of his propeller damage last May. He recounted the processes of assembling and pitching a new propeller. This led to a lively discussion of propellers, pitch choices, and bolts.
- **Michael Bishton** showed off his first attempt at a 3D-printed pod for the new altimeter for the Breese.

50-50 Drawing

Winner **Jeff Crider** donated his share to the Club. The total was \$47.

Adjourn

President, **Steve Beste** adjourned the meeting at 12:20 PM.

Cook Out

Sabin Zachariya and his wife **Praise** (mostly Praise, Sabin said) prepared an extraordinary Indian lunch for everyone.

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, December 9th, 12-3pm	Holiday Party	The terminal building at the Warrenton-Fauquier Airport	Monthly meeting and Holiday Party
Saturday, January 13th, 11am	Winter meeting	The terminal building at the Warrenton-Fauquier Airport	Program: TBD
Saturday, February 10th, 11am	Winter meeting	The terminal building at the Warrenton-Fauquier Airport	Program: TBD
Saturday, March 9th, 11:00am	Winter meeting	The terminal building at the Warrenton-Fauquier Airport	Program: TBD
Saturday, April 13th, 11am	Fly-in, club meeting, and cookout	The terminal building at the Warrenton-Fauquier Airport	Club meeting, fly-in, and cookout
Saturday, May 11th, 11am	Fly-in, club meeting, and cookout	The terminal building at the Warrenton-Fauquier Airport	Club meeting, fly-in, and cookout
Saturday, June 8th	8:00am Poker Run 11:00am Fly-in and club meeting	The terminal building at the Warrenton-Fauquier Airport	Poker Run Club meeting, fly-in, and cookout
Saturday, July 13th, 11am	Fly-in, club meeting, and cookout	The terminal building at the Warrenton-Fauquier Airport	Club meeting, fly-in, and cookout
Saturday, August 10th, 11am	Fly-in, club meeting, and cookout	The terminal building at the Warrenton-Fauquier Airport	Club meeting, fly-in, and cookout
Saturday, September 14th, 11am	Fly-in, club meeting, and cookout	The terminal building at the Warrenton-Fauquier Airport	Club meeting, fly-in, and cookout

Date	Activity	Location	Description
Saturday, October 12th, 11am	Fly-in, club meeting, and cookout	The terminal building at the Warrenton-Fauquier Airport	Club meeting, fly-in, and cookout
Saturday, October 26th, 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 9th, 11am	Fly-in, club meeting, and cookout	The terminal building at the Warrenton-Fauquier Airport	Club meeting, fly-in, and cookout
Saturday, December 14th, 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.



Join as a Social Member	Join as a Flying Member
<ul style="list-style-type: none">• Fellowship• Local knowledge• Technical advice• Share your stories• \$20 / \$25 /year <p>Click or scan this QR code to join online. Or mail in the form below.</p>	<ul style="list-style-type: none">• Everything at left plus• Fly our airplanes <p>This is much more involved.</p> <p>Click or scan this QR code to see online how to join.</p>

New/Renewal: ☐ New ☐ **Renewal**

Type of membership: ☐ **Individual - \$20** ☐ **Family membership - \$25** (when more than one member of the family is active in the club)

First Name: _____ **Last Name:** _____

Name To Go On Your Name Tag: _____

E-mail Address: _____

Cell phone: _____ **Home phone:** _____

Street or PO Box: _____

City: _____ **State:** _____ **Zip:** _____

Emergency Contact: Name: _____ **Phone:** _____

Aircraft make and model: _____ **N-Number (if any):** _____

Pilot rating(s): _____

Instructions

for joining as a social member by mail

1. Fill out the above form
2. Make out a check for \$20 (individual) or \$25 (family)
3. Make it payable to **Flying Club 1**
4. Send the form and check to:
Fabian Georges, Treasurer
7051 Brookfield Plaza, #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