



Volume 14 – 06

www.FlyingClub1.org

June 2014



## The Privileged View

Steve Beste, President

**Light sport flying is alive and well.** We have quite a crew of new and returning flyers this season. I count seven guys who will be flying with us this year who were walking last year. Congratulations to them all. My apologies to those I have missed.

**Lee Fox** flew his X-Air in to the May Club meeting, coming from Gordonsville. This is the airplane that Jim Birnbaum built and that Lee has substantially refurbished. The X-Air is a French design with parts built in India and a Jabiru engine from Australia, so it took Lee all winter to get the parts he needed. Then he added carburetor heat, cabin heat (such luxury!), a transponder, and much else. It's beautiful. I look forward to flying with him in the season ahead.



*Lee Fox and his X-Air*

**Bob Jacobs** has had good news with his health issues and will once more be flying his beautiful yellow DTA trike with us.

**Tim O'Hara** is back and learning to fly his Kolb. He tells me he has five hours.

**Peter Richter**, my trike partner, is almost ready for his test.

**Keith Parks**, who bought Terri Sipantzi's trike, is likewise close to getting his license this summer.

**David Humm**, who bought Andreas Weiss' trike, is starting his training.

**Jim Birnbaum's** new Aerolight should arrive in June.

**Send me pictures!** The Club website has [pictures of our members with their aircraft](#). But it's way out of date - only twelve

**FPV drones are everywhere.** That's "First Person Video" - a video camera attached to a quadcopter. Sales are growing by leaps and bounds, which you'll see if you start with [this video](#) on the internet and poke around. The camera changes the whole game from what we're used to with radio-controlled aircraft. In the past, the operator had to keep the airplane in sight. No more. With the camera, you can fly the machine anywhere within range of your radio.

This is a new safety hazard for us. The reality is that these are now in "our" airspace - illegally but unstoppably. Of course, we'll want to avoid them, but they'll be hard to see. Do any of you have ties to the RC community? Or the emerging FPV quadcopter community? Please ask around and discover things useful to our safety, like where and when they usually fly, their

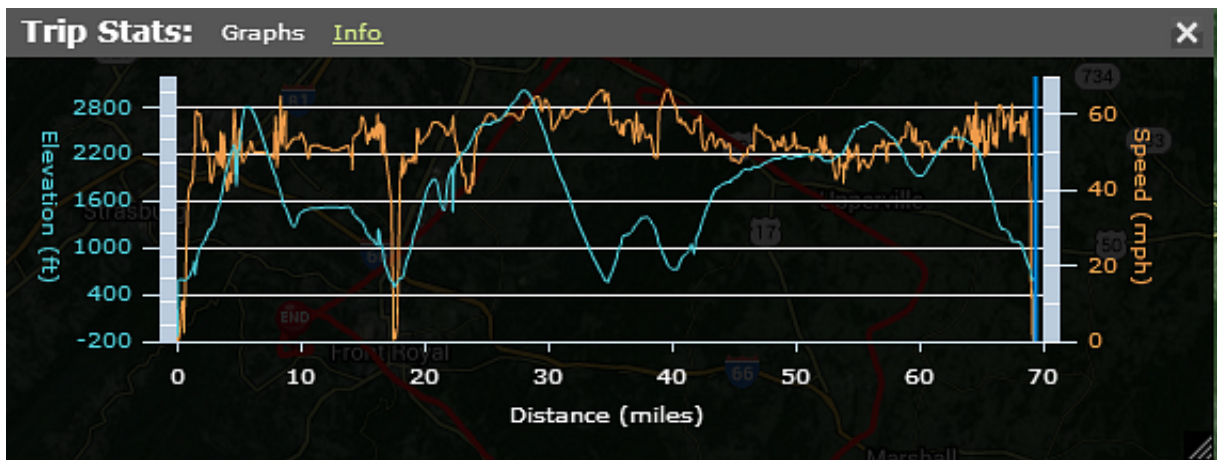
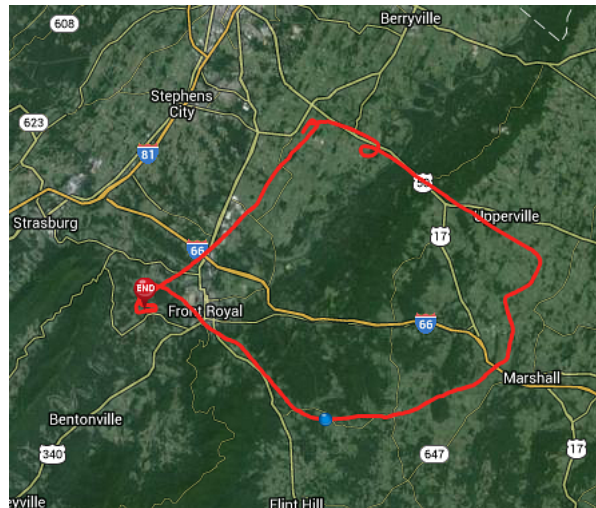
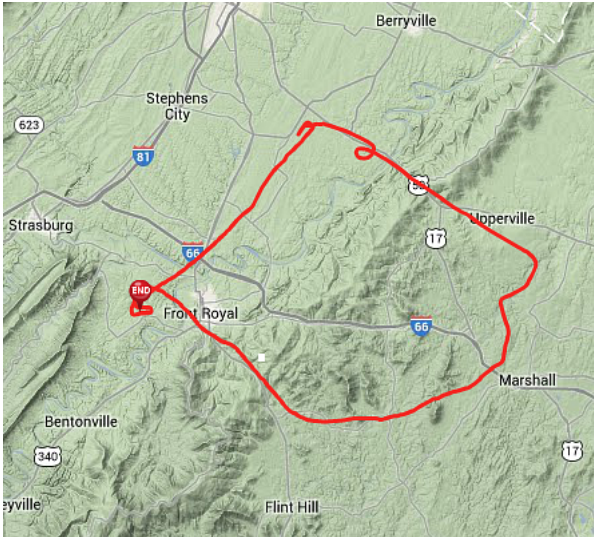


speed, their range, their wind limits, and anything else that will help us share the air safely with them. We're *already* sharing the air with them. We just need to know how to do it safely.

On the smug side, I watched that video above thinking that it's just like the PPG guys' videos. Except that the PPG guys actually have the experience of being there. These poor FPV folks are out there on a beautiful day with their eyes glued to a little screen on their control box - or with goggles, which even further cut you off from your surroundings. What a poor substitute for actually being aloft!



**Everytrail.** Did you ever want to see a record of your flight on Google Maps? Let me recommend Everytrail. It's elegant and free. And now it works with your smart phone. Here's a plot of a recent trip from Front Royal over the mountains and back.



You can take pictures as you go - or add them later along with commentary. Then share the whole show on the internet. To do it:

1. Set up an account at <http://www.Everytrail.com>. It's free.
2. Download the Everytrail app to your smartphone. They have both Apple and Android versions.
3. Before you start your flight, launch the app and put your smartphone in your pocket. Or, you can use it to take pictures if you like. Don't drop it!
4. At the end of the flight, you can take a selfie to show you got back OK. Click the 'Save' and 'Upload' buttons in the app on your phone. That will send your pictures and GPS track to Everytrail.
5. If you want to add commentary, that's best done through your computer.



**Father's Day Fly-In at Shreveport North (62PA) is definitely on.** As usual, this is the biggest fly-in for light flyers in the mid-Atlantic states. If the weather is good, expect over a hundred aircraft. Plus, they have handled all the logistics - they have food, a bunkhouse, showers, and gas. Here's the news from Club 4 newsletter editor Jerry Sexton:

It will be the 25th Annual, which calls for some special recognition. (I won't say more). We'll be ready to accept arrivals on Friday 13 June, and camping and the bunkhouse will be available for those wanting to spend the entire weekend.

This year, things have to be a bit different than you old timers are used to, because of health and financial considerations. We will not have use of the pool or the restaurant this year. The good news is that you won't have to walk up and down the hill to get the good food prepared and presented by the Dillsburg American Legion. They will be serving right on the flight line - Starting with a half BBQ chicken with all the fixens on Friday evening (\$10 per dinner). Breakfast sandwiches and coffee will be available for the early risers on Saturday morning, followed by dogs, burgers, hot sausages, and other good health food throughout the day, ending with a New York Strip steak dinner on the flight line on Saturday night. As usual - free movies on the flight line Friday and Saturday night with free popcorn. If you are flying in - remember the runway will be closed from 1130 until about 1300 for our welcoming ceremonies and the Bear-from-the-Air stuffed toy drop for the kiddies. Breakfast sandwiches will be available on Sunday morning for those staying over and we will be wrapping up activities with the Pilots Chapel worship service in thanksgiving for another successful Fly In. Hope to see most of you there to commemorate this historic event.

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 Airpark which are occurring in the next month or so. Sources are: The [EAA Calendar of Events](#), the [AOPA Calendar of Events](#), [www.flyins.com](http://www.flyins.com) and the [Virginia Department of Aviation Calendar of Events](#).

Date	Event Description	Location	Distance from 7VG0
Fri, June 13 - Sun, June 15	Footlight Ranch Father's Day Fly-in	Shreveport North (62PA)	91 NM
Sat, June 14 / 8 - 11am	EAA Chapter 518 Drive-in / Fly-in Breakfast	Mifflin County Airport (KRVL)	121 NM
Sat, June 14 / 8am - 12pm	Lebanon Valley EAA Fly-In - Breakfast and Young Eagles flights	Deck Airport (9D4)	122 NM
Sat, June 14 / 12pm - 5pm	Jersey Shore Ultralight and Sport Planes - kind of far, but ultralight specific!	Pemberton Airport (3NJ1)	164 NM
Thu, June 19 - Sun, June 22	17th National Aeronca Association Convention	Middletown Regional / Hook Field (KMWO)	312 NM
Sat, June 21 / 8-11:30am	EAA Chapter 36 Fly-in Drive-in Breakfast and Young Eagle Flights	Hagerstown Regional (KHGR)	63 NM
Sat, June 21 / 10am - 6pm	Cambridge Wings and Wheels	Cambridge - Dorchester Airport (KCGE)	83 NM
Sat, June 28 / 11am - 6pm	Annual Bluegrass Festival and Airport Fly-In - Bluegrass music festival, games, vendors, flying contests - <a href="http://fly-fyj.com">fly-fyj.com</a>	Middle Peninsula Regional (KFYJ)	84 NM
Sat, June 28 / 8:30 - 10:30am	EAA Chapter 339 Fly-in Pancake Breakfast (\$7)	Franklin Municipal (KFKN)	125 NM
Sun, June 29	Club 4 Fly-in	Green Landings (WV22)	56 NM

## A Poor Man's Electronic Aviation Map

*By Steve Beste*

There are eight million failed projects in the big city. This has been one of them.

My wife is a big fan of the Nook, the book reader from Barnes & Noble. Last Christmas, she upgraded to the latest model and I inherited her old one (\$48 on eBay today). Since it's just an Android tablet underneath the Barnes & Noble stuff, I figured it would make the perfect electronic map for my trike - *much* better than the printouts from SkyVector that I carry in my kneeboard today. With a tablet map, I could zoom in on the airport information, then zoom out to see the big picture. Great! This Nook has no GPS, so I wouldn't have a moving map display, but that's OK. I Don't move very fast in my trike. Since an \$800 iPad is more than I wanted to spend on this, I figured the Nook was my big break.

First up, Linda found a chip that lets you boot the Nook directly to the Android operating system, bypassing the Barnes & Noble stuff (\$43). Great!

Next, I researched the available software. Apple's iPad and iPad Mini dominate the aviation market, but I found a fine product for the Android. Originally named Avilution, it's now called [Flight-Pro](#). I had hoped for freeware, but the free ones didn't work as well. Oh, well. In for a dime, in for a dollar (\$75/year). Great!



*Nook tablet running FlightPro. The image is 7" diagonally*

Gloves. I almost always wear gloves since I'm totally out in the wind. But touch screens don't work if you're wearing gloves. I found a pair of "technical gloves" on sale at REI (\$25). These have special patches on the fingertips that let you use a touch screen. They work well. Great!

Mounting. This was a big problem. I needed to secure the Nook to the trike, but have it removable (so I could go charge it up). The mount needed to rotate. When flying east-west, I want the screen in landscape orientation. North-south, I want the Nook up and down. If the tablet were bigger or more square, that wouldn't be a requirement. But as it is, the mount has to rotate. I scoured the web for mounting do-dads. I found a clamp thingy for attaching your smartphone to motorcycle handlebars (\$48). Perfect for the trike control bar! Except it wasn't. The heart of the mount was a tiny screw around which the Nook rotated. Fine for a smartphone; not so fine for the much heavier Nook. I didn't want it falling off.

I found some sturdier mounting do-dads (\$110). Solid, baby! But when I tried it out, the mount interfered with the front tube of the trike. If I put it out to the side, it was too far away to see.

Next up, I mounted the Nook on the front tube above me as in this picture. Since the front tube is not round, I had to fabricate a mount out of aluminum tubing and Velcro athletic wraps (\$55). It's nice and solid. Just the ticket. Except that I had not considered my eyesight. I wear bifocals. In this position, the screen is only 12 inches from my face. Too close to see! Nor could I tilt my head back far enough to use the lower part of my bifocals. I could mount it lower, but then it blocks my view. Another bust.



Finally, I just tucked the Nook into the Aeros kneeboard that I already had (\$0). The plastic face of the kneeboard is thin enough that the touch screen works. The kneeboard rotates, which handled that problem as well. Mounted on my thigh, it's the perfect distance for my bifocals. I did have to figure out how to prevent the tablet from rotating the image upside down when it sensed that the bottom of the Nook on my thigh was higher than its top - an unexpected problem - the devil is in the details for sure. But Android has a setting that fixed this. Mounting problem solved. Great!

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Then I went for a test flight and discovered that even at its brightest, the screen is too dim to be seen in the sunlight. The whole project was a complete bust except for the good time that I had doing all this.

*Steve Beste lives in Springfield, Virginia, where he now reads books on his wife's old Nook book reader. He has a valuable collection of mounting do-dads.*

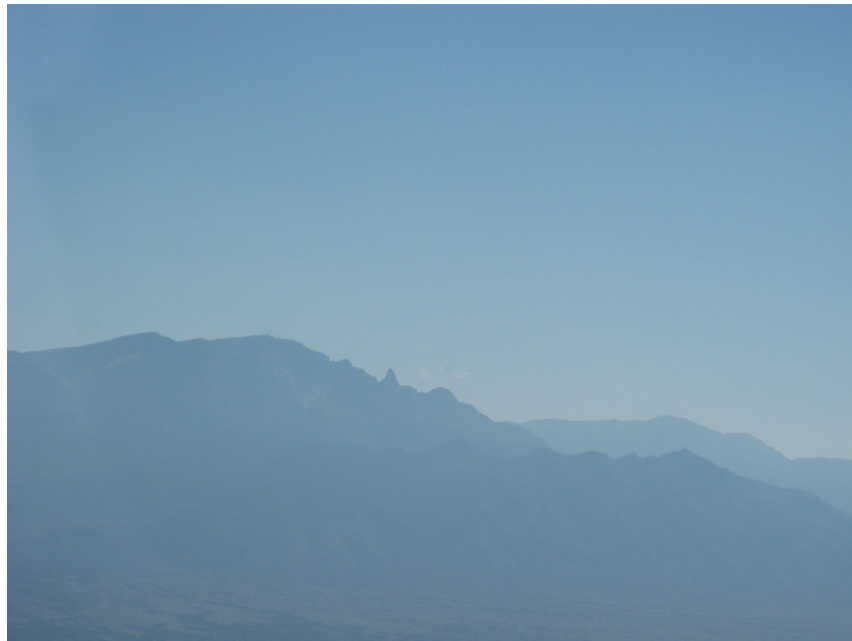


## New Mexico to Arkansas in an Aeronca

*By Lucy Ooi*

*In previous newsletters, I detailed my trip to Aztec, NM from Lancaster, CA where I picked up my plane “Rudolph” with fellow club member Allen Whatley.*

Allen and I awoke in the hotel in Aztec, NM (N19) and opted to walk back to the airport (less than a mile, but uphill). We took off from the plateau and headed southeast towards Albuquerque, NM to cross the mountains and meet back up with Interstate 40. Skirting the mountains, we landed at Sandia East Airpark (1N1) on the east side of Albuquerque. In the flatland on the east side of the mountains, the narrow airpark runway surrounded by houses was difficult to pick out of the long straight roads which surround it. We resorted to using Allen’s hand-held GPS unit to assist us. Once we landed, we were greeted by a friendly man and excellent fuel prices, so it was worth it. Unfortunately (or fortunately?) we had missed Albuquerque’s famous balloon festival by only a few days.



*The mountains around Albuquerque*

From Albuquerque, we took off and headed due east along I-40 to Tucumcari (TCC). Though the land was beginning to become the flat, featureless plains of the midwest, it was still a beautiful flight. As we flew “IFR” along the interstate, we watched sunbeams shining down from between the patchy cloud layer above us. As we came in to land at Tucumcari, we saw three Marine helicopters lined up on the ramp. As we were fueling up, the helicopters began spooling up their engines and taking off. The first two hovered in place just over the ramp until the third joined them in formation. Then all three lifted off and were gone.



*On the way to Tucumcari*

From Tucumcari, we continued east to Tradewind (TDW) just outside the inner ring of the class C airspace around Amarillo, TX. Tradewind seemed to be a fairly busy training airport. We were met on the ramp by a man from the FBO. When we told him we were staying for the night he called the Holiday Inn Shuttle to come pick us up. Feeling more tired than adventurous, we ate in the hotel restaurant and turned in for the night.



*Windmills just west of Amarillo, TX*

The next morning, we grabbed a quick breakfast before catching the shuttle back to the airport. After takeoff, we headed south and flew down through the Palo Duro Canyon. Though not the Grand Canyon, the Palo Duro is quite beautiful, with parts looking just like a miniature version of the Grand Canyon though with far fewer restrictions on flying in/around it. Unfortunately, we ran out of batteries for the camera, so we have few pictures of it.



*The start of Palo Duro Canyon*

After flying through the canyon, we turned northeast and headed to Hobart Regional Airport (HBR) in Oklahoma, and then on to Seminole, OK (SRE). This part of the trip was relatively boring, though the area isn't always like that. At Seminole, we were told that we were safe from tornadoes because one had just hit there earlier in the year. I guess the reasoning is that tornadoes, like lightning, don't strike the same place twice? Fortunately, we didn't see any tornadoes on our trip. The terrain we overflew was mostly farmland. There were some rivers which cut small canyons in the land, but for the most part we just headed due east, following the long, straight roads.

Our next flight, from Seminole to Sallisaw, OK (JSV) was more interesting. We crossed a beautiful lake and reservoir with impressive bridges over it and numerous small islands. From there, we joined up with and followed the Arkansas River past the Ozarks to Cantrell Airport (CWS) in Conway, Arkansas. There, we found a place to get Allen some good catfish for dinner and spent the night. The end of our journey was in sight.

## Meeting Minutes

*May 2014*

### *Flying Club One Meeting*

Saturday, May 3, 2014

Warrenton Airpark

Warrenton, VA

### **Selling 50/50 tickets before meeting**

**Call to Order** *President, Steve Beste* called the meeting to order at 11:00 A.M. 22 members present.

### **CONNECTIONS**

**Visitors & New Members** Frequent visitor **Gary Edgecomb** of Club 250 flew his patriotic red, white and blue Kolb from Holly Springs, VA.

### **Old Members**

**Tim Ohara** said after a long delay he has his Kolb Firestar flying and everything is AOK. **Lee Fox** flew in from Gordonsville with his transformed XAir. New cowling, wheel pants and a lot of rework all around made it a much better LSA. With the good flying weather, many of the members said they were up and flying, but still had to deal with lots of strong winds. **Jay Aceto** commented on the short-lived oil reserve cap on his Rotax 582-powered PPC. A lot of members knew of this problem and think it has to do with sympathetic vibration and solved it by applying tape or a large gob of shoe repair rubber cement to the cap top.

### **SERVICE PROVIDERS**

Recap our standing list of service providers:

- PPG instructor and dealer: **Michael O’Daniel**
- Fixed wing instructor: **Chuck Tippett**
- PPG, Ultralight, LSA and General Aviation flight instruction: **Grass Roots Flyers**
- Welder: **Tom Kotsch**
- A&P mechanic: **JD Ingram**

### **REGULAR REPORTS**

*Secretary:* **Jim Heidish** reported that the April Minutes were published in the May Club Newsletter and approved as published.

*Treasurer:* **Jim Birnbaum** reported April income: \$136.00, Expenses: \$86.20 and the Flying Club 1 Checkbook Balance: \$2,600.55.

*President:* **Steve Beste** said that he is always interested in Trike news (he flies a Trike) and told about a fire-related accident involving a tourist-flying outfit in Hawaii. Their top of the line Trike (an LSA) caught fire because of tampering with the fuel system and using unauthorized methods to extend its range. Not a good idea to turn a proven design into an X Plane. He also reminded the members that volunteers are needed for the Women Can Fly event at the Warrenton County Airport on May 10<sup>th</sup>. Lucy Ooi filled in all the details.

*Safety and Training Director:* Vacant - we need a qualified volunteer for this spot!

*Membership Director:* **Jim Birnbaum** said we have over 50 members, with 40 paid up and we’ll



get more on board throughout the year. As a reminder, if (2014) is after your name on the roster, you are paid up.

*Warrenton Airpark Owner:* **Tom Richards** said that everything is on track with county compliance for the building projects at the Airpark. The D.C. Skydiving operation will be moving to the hangar at the far southeast end of the field sometime in June if all goes well. When they move it will open up the space that was taken over when they first arrived, and some of the old renters can go back.

### **Old Business**

None

### **New Business**

**Steve Beste** brought up the subject of continuing our member-presented programs that we started this winter at our indoor meetings and that all enjoyed. Now with warm weather meetings outside, we can still use our high output digital projector presentations in the shaded Airpark picnic area. So, volunteer to present a program on any aviation topic you wish. This is your chance to share all the knowledge you have acquired, and your love of flying!

### **MONTHLY PROGRAM**

None

### **50-50 Drawing**

**Art Felt** was the winner again and donated it to the club.

### **Cook Out**

Surprise! Not hamburgers! A special gourmet beef stew lunch was prepared by **Ami Abramson**.

### **Adjourn**

*President, Steve Beste* adjourned the meeting at 11:40 A.M.

Submitted by **Jim Heidish**, *Secretary*

## Activities

### *2014 Flying Club 1 Activities Schedule*

Designated Club meetings will be held the first Thursday of each month in the Centreville High School, Union Mill Rd., Centreville, VA, at 7:30 PM. Others will be held at 11:00 AM at the Warrenton Airpark as shown in the 2014 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

Date	Activity	Location	Description
Sat, June 7th ●8:30 am - Airplane & Trike Poker Run ●11 am - Club meeting	Poker Run	<a href="#">Airpark</a>	Poker Runs
Sat, June 14th	Father's Day Fly-In at Shreveport North (62PA) <a href="#">Description</a> . <a href="#">Flyer</a> . <a href="#">Video</a> . <a href="#">Another video</a> .	<a href="#">62PA</a>	The largest ultralight fly-in in the mid-Atlantic states. Club 1 fly-out from Warrenton Airpark.
Sat, July 5th, 11 am	Summer BBQ and Club Meeting	<a href="#">Airpark</a>	Monthly meeting and Summer BBQ at Warrenton Airpark
Sat, August 2nd, 11 am	Club Meeting	<a href="#">Airpark</a>	Memorial table, monthly meeting and cookout at Warrenton Airpark
Sat, September 6th, 11 am	Club Meeting	<a href="#">Airpark</a>	Monthly meeting and cookout at Warrenton Airpark
Sat, September 14th	Club 1 Fly-out to Trikefest East at Shreveport North (62PA)	<a href="#">62PA</a>	Club 1 Fly-out from Warrenton Airpark
Sat, October 4th	Club 1 Fly-in and meeting	<a href="#">Airpark</a>	Monthly meeting, Club 1 Fall Fly-in and cookout at Warrenton Airpark
Sat, October 25th	Club 1 Color Run Fly-out	<a href="#">Airpark</a>	Club 1 Color Run fly-out at Warrenton Airpark
Thu, November 6th, 7:30 pm	Club Meeting	<a href="#">CVHS</a>	Conversation, club business meeting and program.
Sat, December 6th, 4:30 pm - 8 pm	Club Meeting / Holiday Party	<a href="#">Airpark</a> Club House	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](mailto:Ooi.Lucy@gmail.com)) when the ad is no longer needed.

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**FOR SALE — Zodiac 601 XL (650 XL) partially completed kit.** Kit includes Constructed Tail Surfaces and Fuselage, to include Landing Gear with Wheels and Brakes, Dual Brake Peddles kit, Dual Control Stick kit and Instrument Panel. The wing kit and engine is needed. The wing kit is available now pre-drilled. It The plane will take a Rotax 912S, Jabiru 3300, Continental 0200, Lycoming 235, Corvair or VW conversion engines. All documentation and registered plans are in the package. Asking \$7500 or best offer above \$6000. Note this is a Light Sport class aircraft. It is available built, IFR Certified at Southeast Light Sport for \$99,900. (South-EastLSA.com).

See <http://www.zenithair.com/zodiac/xl/> for details of aircraft: Contact: Larry Walker, 540-347-7609

Flight Test Report: Steve Flattum flight tests the Zodiac and reports: *“The CH 601 XL / CH 650 family of airplanes are a delight to fly. Simple and easy to fly with a great view and they are very comfortable for long flights. The airplane is very strong and it is backed by a company that has been around for a very long time.”*

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**FOR SALE — Taylorcraft BF-12D (1946)** Sale to club members only for a 10% discount from the \$22,500 asking price. Aircraft is hangared at Warrenton Airpark. The Taylorcraft is flown about 65 hrs / year and should be flown more. Please contact Tom Richards (703)568-3607 or <mailto:warrentonairpark@yahoo.com>.

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### FOR SALE — MaxAir Drifter built 1989



Electric start oil-injected Rotax 582. 1083 TT engine and airframe. 16 hours TT since engine rebuild. 10 gallon fuel capacity with 4.5 gallon reserve behind front seat. 3-blade Ground Adjustable Warp Drive Prop. (2) Comtronic Helmets with radio. Mounted ICOM A21 radio PTT switch on stick. Dual EGT. Tach, hourmeter, voltmeter, VSI, fuel pump pressure, turn and bank bubble indicator, airspeed indicator, mounted GARMIN GPS Pilot III. Tundra tires. External mounted BRS Chute. Always Hangared. Lots of spare parts. Based at New Quarter Far Airport, Gloucester, VA. \$4000.00

Contact Richard Moore 804-815-0730

[drifterpilot@cox.net](mailto:drifterpilot@cox.net)

## Membership Dues Policy

The period of membership follows the calendar year January through December. The renewal period starts on 1 October with regular dues at \$20.00 and family at \$25.00. Members who have not paid their dues by the end of February will be dropped effective 1 March and will not receive the Newsletter or Membership Roster. New members joining after 1 October will be charged \$20.00 or the family rate, if applicable and will be credited will full membership for the following calendar year. Please mail payments to Flying Club 1, 8570 King Carter Street, Manassas, VA 20110. Payment can also be made at the regular monthly meeting. Please include the 2014 Membership Application form with your payment. This will be used to ensure that our records are current. A copy of the membership application is attached and also printed at the end of the Newsletter.

Jim Birmbaum  
Flying Club 1  
Membership Director, Treasurer



## MEMBERSHIP APPLICATION - 2014



Type of membership:  New,  Renewal,  Regular,  Family membership

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 in the club's membership roster which goes only to members.

### **Instructions:**

1. FILL OUT THE ABOVE FORM.
2. ENCLOSE A CHECK FOR \$20 (\$25 FOR A FAMILY) MADE OUT TO **“FLYING CLUB 1”**.
3. SEND THE FORM AND CHECK TO:  
Jim Birnbaum, Treasurer  
8570 King Carter Street  
Manassas, VA 20110-4888

To join the national USUA, go to <http://www.usua.org>

To join the national USPPA, go to <http://www.usppa.org>

## 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.

### 2014 CLUB OFFICERS AND DIRECTORS

President: Steve Beste 703-321-9110

Vice President: Dick Martin 703-242-2367

Secretary: Jim Heidish 703-524-5265

Treasurer: Jim Birnbaum 703-361-7478

Director & Past President: Len Alt  
703-945-9314

Director At Large: Vacant

Director At Large: Larry Walker 540-347-7609

*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.

### 2014 CLUB VOLUNTEER STAFF

Safety & Training: Vacant

Membership: Jim Birnbaum 703-361-7478

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)

**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.

*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 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*

**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)**