



Volume 15 – 02

www.FlyingClub1.org

February 2015



The Privileged View

Steve Beste, President

Trike tourism. I introduced myself to the world of trike tourism last Thanksgiving on a week's visit to relatives in Clearwater, FL. Club member Keith Parks told me about Dane Hauser, who runs a trike school and tour operation there. I needed a Biennial Flight Review, and I love flying in new places, so I signed up. Plus, Dane flies the Revo, the trike that has taken over the high end of the trike market worldwide these past six years. I couldn't wait to fly it.



Dane Hauser in his Revo trike in Clearwater, FL

Dane met me before dawn at the Clearwater Airport (CLW), a quiet airport that lives under the 3,000' overhang of the Tampa Class B. He says that Clearwater is a good place for his business. Clearwater is something of a tourist destination, and as I soon discovered, the views along the beach are spectacular, so there's something for the tourists to see. Nobody runs an air tourism operation in North Dakota. He also pointed out a key advantage of being on the coast: no thermals over the water. While inland Florida is turbulent on a summer afternoon, the coast is not. This greatly extends his available hours. That's probably also why he chose the small 11-meter wing

for his trike. The Revo comes with either a 14, 12, or 11-meter wing. The smaller wing is the hot “Competition” model, not what you’d normally pick for students. But its high wing loading means that it doesn’t feel the bumps as much - ideal for excursion flights.

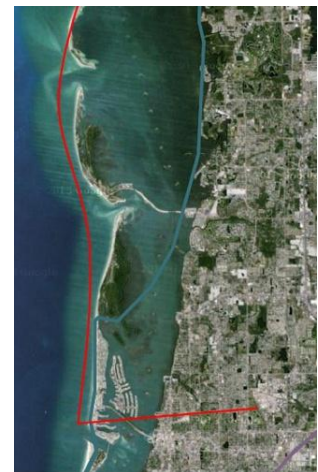


Me in the front seat over the sand islands north of Clearwater on a magnificent morning

Dane said that his business shifts with the seasons. Spring, summer, and holidays, he gets a lot of excursion flights. Winter, the business shifts more to serious instruction, with northerners coming down to get their trike license all at one go. That’s also a time for locals who got hooked on trikes during one of the excursion flights and now want to get their license.

Still, I imagine that it’s not an easy business, either for Dane or others. The going rate for an hour’s flight is about \$250, but you probably can’t fly in the middle of the day anywhere. In my case, Clearwater was socked in for most of the week, grounding Dane. His Revo cost about \$100,000. He replaces the wing every 200 hours for upwards of \$9,000 (though the used wing has resale value). In addition to his trike business, he also buys and sells houses. I didn’t ask if he could make a go of it without the real estate income, but it sounds iffy.

On my morning, we headed for the Clearwater Beach pier just after dawn. We then turned north up the beaches, over the fancy houses, and on to the park islands further north. It was dead calm, brilliantly clear, and almost deserted this day before Thanksgiving. Here’s a yacht anchored in the lee of an island, the people not up yet. There, a flock of waterbirds takes flight, stitching the water with their foot-splashes as they go. You can see the sand bars below the water and the flow of the currents over them. The view was amazing in every direction. Chalk up another stunning example of the privileged view that we all have. If you go to the Sun Coast you should do this!



The route for the flight

Other tour operators. Nationwide, I found seven operators offering trike excursions, three of them in Hawaii. Strictly speaking, they're flight schools, of course. Every flight is an instructional flight, and the pilots are all FAA weight-shift CFIs. But they market themselves primarily to tourists, with a keen eye to their Yelp and Trip Advisor ratings. This odd situation exists because the FAA does not allow Light Sport Aircraft to be flown commercially - except for flight training. Clearly, the excursion flights are bending the intent of the rules. After some deaths in Hawaii a few years back, the FAA wondered just how much instruction the operators there were actually doing. They asked Virginia trike instructor Terri Sipantzi if he got any students from the Hawaii operations. He said about 10% of his students first got introduced to the sport during a vacation in Hawaii, so yes, the introductory flights were indeed bringing new pilots into the sport. Locally, I offer Keith Parks as an example. He got his start flying with Dane Hauser in Clearwater. So yes, these operators are bringing people into the sport, something we badly need.

Why trikes? Why not give air tours in a Cessna? The pictures on the operators' websites answer the question. Trikes are obviously sexy, exotic and cool! And if you came for the view, this is what you'd want. Further, most of these operations bill themselves as flying "powered hang gliders". Since the public thinks that hang gliders are risky, that only makes the flights more adventurous.

An Internet search turned up seven U.S. outfits that offer trike tours. Of course, any instructor will take you on an introductory flight and show you his area. But these seem focused on the tourism market. Click on this [Q&A](#) page from Paradise Air to see the kinds of questions people ask.

- Clearwater, FL. [Sky-Surfing](#). Dane Hauser flies a Revo as I've just said.
- Fernandina Beach, FL. [Hang-glide USA](#). This is just north of Jacksonville. They fly an Airborne XT-912 over Amelia Island.
- Lake Tahoe. [Hang Gliding Tahoe](#). Every triker knows Paul Hamilton from his many instructional books and web postings. He seems to have the most diverse business of all of these operators. He actively pursues the tourist market, but seems to have a sizable instructing operation, too. He also sells trikes of many brands, but especially the Revo.
- Sonoma County, CA. [Spirits Up](#). Michael Globensky flies an Air Creation Tanarg over the wine country north of San Francisco.
- Kauai, HI. [Birds in Paradise](#). They are currently closed. See below.
- Oahu, HI. [Paradise Air](#). Denise and Tom Sanders fly two Airborne XT-912s on the north shore. The picture below is from their site.
- Maui, HI. [Hang Gliding Maui](#). Armin Engert flies an Airborne XT-912 from Hana, on the eastern end of Maui.

In fairness, I have to say that all is not happiness here. Hawaii has seen four fatal crashes by trike tour operators in the past 6 years (8 dead), including the death of Gerry Charlebois last March. Charlebois was the dean of Hawaii hang gliding and triking, the man whose Birds in Paradise operation started the whole trike tourism business. The story of those four - and the lessons from



Oahu flight with Paradise Air



Paul Hamilton over lake Tahoe in his Revo

them - are more than I want to get into today.

The Revo. What did I make of this \$100,000 trike? It's heavy, tough, and fast, but flies easily. I like the speed (70 mph cruise) in terms of getting on to see the next thing. That definitely beats the 55 mph cruise of my own trike. But stall and landing speeds are also high: 48 and 70 mph respectively, compared to my 28 and 40. So it's hot. If you take the power off, it comes down fast, as you'd expect.

As for the small wing, it hardly stalls. It just mushes. 500 fpm down. No tremor at all. It turns quite fast. I alarmed myself several times. A push to the side, and BAM, you're at 30 degrees and the roll is accelerating. Unlike my own trike, it's not enough to center the bar to stop the roll - you have to put in some reverse pressure. Oddly, it takes more strength to come back from a turn - or at least it seemed to. Dane recommended the J-maneuver if you're wanting to roll quickly from side to side. That said, the wing was quite stable. It does NOT fall off to one side or the other on its own. I had expected it to be twitchy, but it wasn't. It will roll quickly, but only if you tell it to.

This is all fine, but I'm not going to buy a Revo, any more than I'm going to buy a Ferrari. Still, if I ran a tourism operation, I'd get a Revo in a heartbeat. Paul Hamilton laid it out in a post on Trikepilot.com:

Almost everyone who calls and asks about buying a trike wants a Revo.

It's comfortable flying in the bumps. Many times I fly in mountain lee-side turbulence. The ability to blast up from 4,700 to 10,000 MSL away from the mountains to minimize turbulence, crank on the speed to penetrate into the wind to get above the mountains/turbulence, and dive into the turbulence to get back down has increased my ability to fly safely and comfortably. This is amazing. With my trike with the larger 14.5-meter ProfitL wing, I would limit the winds aloft to 20 to 25 MPH. Now I feel OK at 30 to 35 MPH winds aloft.

Super sexy-looking. Everyone really comments how nice the trike looks. Even airplane people.

Made in the USA with easy parts/great service. Parts are usually shipped the next day and overnight if needed. Larry (the manufacturer) answers the phone or returns calls almost immediately.

Trikes Rule! But fly Safely,
Steve



SPECIAL PRESENTATION

At Flying Club 1's February 5th Meeting

B-17

EAA's B-17 Project Manager, Mary Dominiak will tell us about her experience touring America with one of the few WWII B-17s still flying.



Show off your Aircraft and your Flying Club!

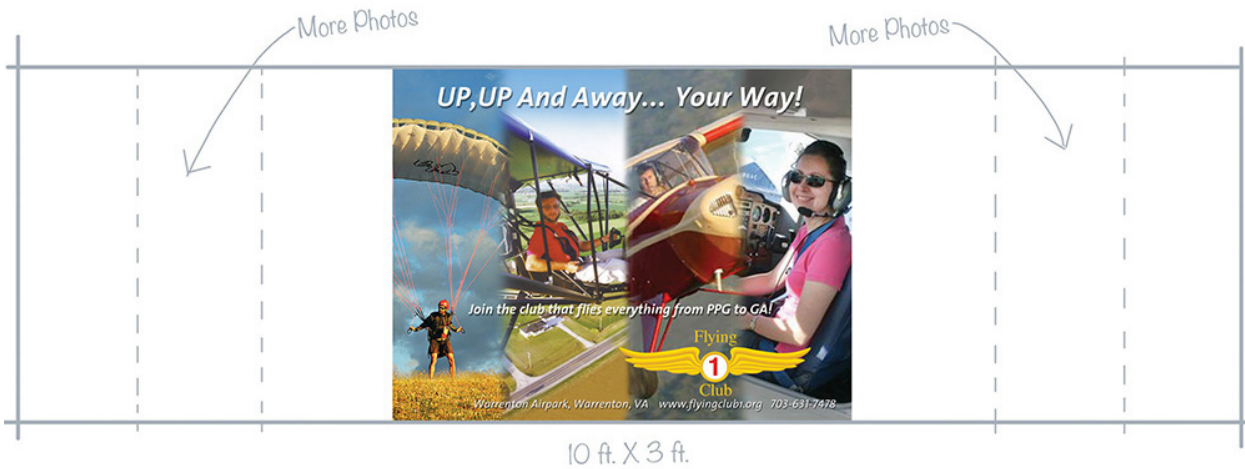
Flying Club One is producing some big 10 X 3 ft. banners to promote new membership and you can help.

Below is the banner layout idea and how it could be used on a wing at fly-ins.

The banner will use 10 different photos/images from a cross section of the club's aircraft/pilots, PPG to GA. These images can be of you flying or on the ground with your aircraft, images that illustrate your kind of flying!

They should be of the highest resolution because of being enlarged to 3 ft high.

If you would like to participate in this creation, please send your hi-res jpgs to Jim Heidish at 12jph@comcast.net



Banner On Wing

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. Sources are: The [EAA Calendar of Events](#), the [AOPA Calendar of Events](#), www.flyins.com and the [Virginia Department of Aviation Calendar of Events](#).

Date	Event Description	Location	Distance from 7VG0
Sat, Feb 7 / 8-11 AM	3rd Annual Cabin Fever Fly-In Breakfast (\$7) flyer	Lancaster Airport (KLNS)	112 NM
Sat, Feb 14 / 8-11 AM	EAA 518 Drive-in Fly-in Breakfast	Reedsville, PA (KRVL)	121 NM
Sat, Feb 28 / 8:30-10:30 AM	EAA 339/CAF Fly-in Breakfast (\$7)	Franklin Municipal Airport (KFKN)	125 NM

Aviation Adventures of Tom and Allen

By Thomas Richards

On June 25, 2011, I flew the Maule M-5 to Oliver Springs, a private grass field about 25 miles northwest of Knoxville, TN with Allen Whatley in the right seat. On this leg of the flight we found scattered clouds between 4,000 and 5,500 feet with plenty of space between them, and decided to go on top. This was really cool since many of these clouds had what appeared to be thin semi-transparent sheets rising out of their tops up to about 7,000 feet. We were flying at 6,500 and discovered that passing through a visible sheet at 150 miles per hour gives one a keen sense of your speed and quite an adrenaline rush.

I dropped Allen there to spend time with his sweetie, Lucy, a pilot, airplane owner and engineer, who was on temporary assignment at Oak Ridge. I took off and continued on toward Birmingham. With no fuel available at that private strip, I was beginning to wonder if I had enough fuel to get me to Birmingham. As I cruised along watching the needle of the left inboard tank teetering towards empty with 70 miles left to go, I made a wise decision to land at Fort Payne for fuel. I added 10 gallons on the left main with still what I thought might be 6 or 7 gallons remaining in the right main - just maybe enough to make it to Birmingham...



The airport in Oliver Springs, TN

I decided to find out and took off and continued burning off the right tank until I was about 20 miles short of Shelby County (my destination) at 2500 feet when the engine began to sputter and lose power. I immediately switched to my good left tank and continued on, passing very close to sister Page and Leroy's house located on a ridgeline south of Birmingham. I buzzed their house - like we had done buzzing our Aunt's house on Smith Lake more than 3 years earlier. I found out later that Page did see my buzz job as Leroy was on his way to Shelby county airport to pick me up.

The occasion was a family meeting with the cousins to discuss what to do about the fraudulent Will of our recently departed dear Aunt Dorothy.

After staying overnight at Page and Leroy's, enjoying their fine home and excellent hospitality, I took off fairly early the next day. I stopped again in Fort Payne and called my old friend Don Stout who came out to the airport for a half-hour chat. Then I took off for Oliver Springs to pick up Allen for our return flight back to my field in Virginia. I noticed weather developing further north before landing... As we took off out of Oliver Spring we were hoping for the broken cloud layer with the misty tops like the day before. As we proceeded we encountered clouds - but it was a solid layer with a base at about 5,000. We had no choice but to stay below that. Our direct route would have us crossing over the highest ridge near the point where Tennessee, North Carolina and Virginia all

come together. The height of the ridgeline in this area is mostly 4,500 to 5,500. With a cloud base that dropped to about 4,000 this allowed little room for comfort.

As we remained generally on course, we found ourselves flying between two ridgelines which we couldn't always see because they were higher than the base of the dark cloud. I was in the left seat with the flight controls and Allen was in the right seat doing our navigating by referring to GPS for position and the sectional map for cross reference and terrain altitude. Allen is an experienced pilot and we both had a fair amount of bad-weather flying experience. We continued an active dialog about our options as the situation deteriorated. At one point, we both realized that continued flight into progressively worsening visibility was not an option and we had to find a spot to land - preferably an airport. Allen identified an airport (Ingalls-Hot Springs) which lay slightly ahead and about 10 miles to the northwest of our current location. I banked hard left and headed for a narrow gap in the ridgeline, only a couple miles away.

As we shot through the gap at 150 miles per hour, the ground was only a couple hundred feet below and the cloud base maybe only 50 feet above. As we began looking for the airport, our altitude above ground level naturally increased as the ground below us dropped away. To our pleasant surprise, the visibility looking to the northeast - our desired direction of flight was much improved - at least 5 miles. So we never actually saw this beautiful field as we turned back to our original heading at an altitude of 3,500 feet - which kept us mostly around 1000 feet above the terrain and 500 feet below the cloud flying parallel to this ridgeline shown in the picture.



Hot Springs / Ingalls Field with the mountains behind it

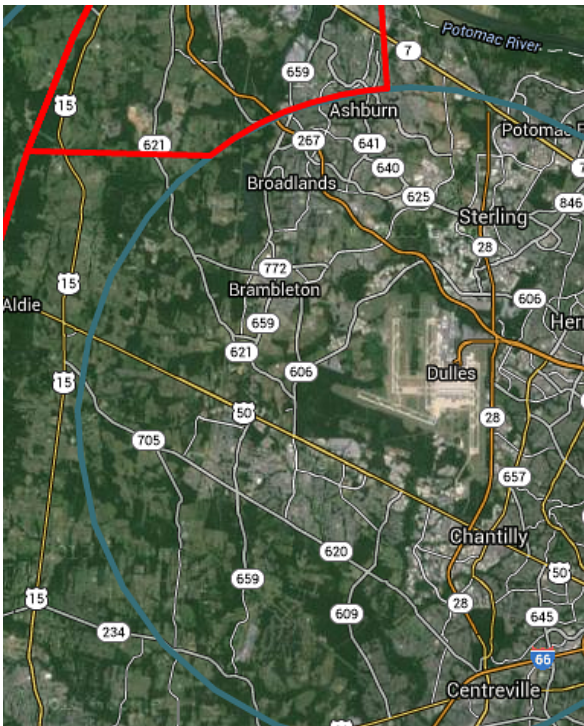
At this point, we were a bit less than 100 miles from home and with ample fuel - and some good bad-weather flying experience and decision-making behind us. We had survived because we had both remained calm, keeping our wits about us - thus obeying the cardinal rule any pilot must follow - that is whatever you do, however bad things might look - keep flying the airplane and **DO NOT PANIC!**

On reading this account, those familiar with the FAA regulations for Visual Flight Rules (VFR) - that require 3 miles visibility and 500 feet below clouds - might conclude that we were in violation. We were not. While we were indeed flying VFR, the rule cited above applies to Class E Airspace (controlled), while for essentially all of the hour or more described above we were flying in Uncontrolled (Class G) airspace, which extends to 1,200 feet above ground level. And for Class G, the VFR rule is 1 mile visibility and clear of clouds.

The preceding story is excerpted from a book currently being written by Tom Richards.

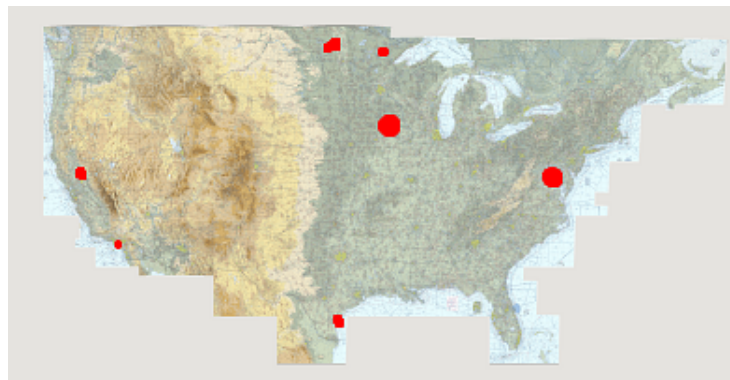
Overlay Sectional Data on Satellite View

Steve Beste



In the video at the last Club meeting, Jeff Goin wanted to fly his PPG out of a schoolyard in the Chicago suburbs. But what airspace was it under? He found the field in the satellite view of Google Earth and then magically overlaid the Chicago Terminal Area Chart. He could toggle between the two. Sweet! Here's how you can do the same. Jeff used Google Earth, but there's a simpler way - the free online software from iFlightPlanner. Here's how to do it.

1. Point your browser to <http://www.iflightplanner.com/AviationCharts/>. It opens on a composite sectional map of the whole country:

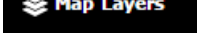


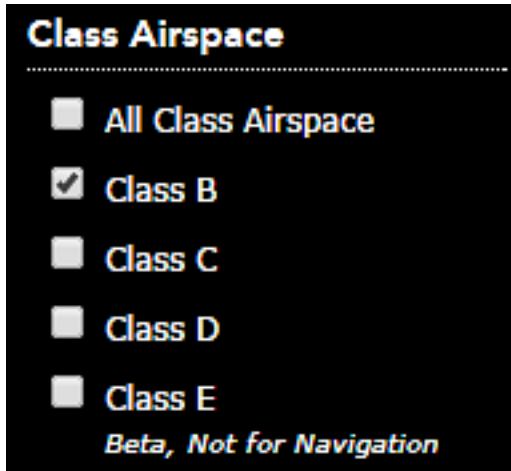
2. Zoom in to the area that interests you - here, Dulles Airport.

3. Toggle to Satellite View. Use the buttons on the upper right side of the chart.



Voila! There is Dulles in satellite view, with the SFRA border in red.

Turn on the airspace layers. To see the borders of the B airspace: Click  Then click on Class B. The outlines of the Class B airspace will appear on the satellite view, albeit faintly. No need to click anything else.



Do note that the airspace view is in Beta. You can see why if you return to the chart view, select Class D, and watch the ring around Manassas. The sectional and this tool don't agree.

If you prefer to use Google Earth, it's more involved. That's because the sectionals are something that you must add to Google Earth. They're not an out-of-the-box layer in Google Earth. Here's what you'll do:

- Download and install Google Earth. Google *Maps* is an online tool you use with your browser. But Google *Earth* is a program you install. They're both free.
- Pick a website that offers the Sectionals in a format that works with Google Earth. Download their files. Again, free. But you have to pick one. And re-download the sectionals when they're updated.
- Start Google Earth and tell it where to find the files that constitute the sectionals. Some of the providers may make this easy. I didn't research it.
- BTW, one of the advantages of Google Earth is that you can pick off the altitude of any point you see. That's useful if you're flying to a farm field somewhere.

Meeting Minutes

January 2014

Flying Club One Meeting

Thursday, January 8, 2014
Centreville Regional Library
Centreville, VA

Meeting was moved to the Centreville Regional Library because Centreville High School was closed.

- Sport Pilot / LSA instruction: **Pete Bastien**
- Fixed wing instructor: **Chuck Tippet**
- PPG, Ultralight, LSA and General Aviation flight instruction: **Grass Roots Flyers**
- Welder: **Tom Kotsch**
- A&P mechanic: **JD Ingram**

Selling 50/50 tickets before meeting - none

REGULAR REPORTS

Call to Order

President, Steve Beste called the meeting to order at 7:40 P.M.
13 members present.

Secretary: Jim Heidish reported that the December minutes were published in the January Club newsletter and were approved as published.

Treasurer: Jim Birnbaum reported December income: \$375.00, Expenses: \$233.59 and the Flying Club 1 Checkbook Balance: \$3026.76.

CONNECTIONS

President: Steve Beste - nothing special to report.

Visitors & New Members

None

Safety and Training Director: Pete Bastien gave a presentation on the importance of using an up-to-date aeronautical sectional/chart when navigating. He noted that electronic (file) sectionals/charts are mostly up-to-date, but hard copies can be out of date if on the shelf for a time.

Old Members

Winter weather has most of us grounded, but **Bob Eaheart** said he had a short cold flight with his PPG and some of the other members said they had a few short hops or just started their Rotax engines up to keep everything well oiled.

Membership Director: Jim Birnbaum reported that we have a few new members and he is collecting dues for 2015. We should have over 50 active members by the time the warm weather flying season starts.

Warrenton Airpark Owner: Tom Richards - not at meeting.

SERVICE PROVIDERS

Recap our standing list of service providers:

- PPG instructor and dealer: **Michael O'Daniel**

Old Business

We made a mistake in our last election! Thinking it was election time for President and Secre-

tary, but it was NOT. The correct two-year (2015-2016) term offices that are up for election were Vice President and Treasurer. They were open for nominations, but *Vice President, Dick Martin* and *Treasurer, Jim Birnbaum* offered to stay on at the wishes of the membership and were elected. The election for President and Secretary will be for the years 2016-2017.

New Business

The DVD with the full program on FAA regulations part 103 governing ultralights that **Steve Beste** presented just a small part of at the meeting will be purchased by the Club for members' use.

MONTHLY PROGRAM

Steve Beste showed part of a commercially produced DVD that explains FAA regulations part 103 - the laws governing ultralights. The DVD states and illustrates the regulations in an easy to understand format and from a pilot's perspective. This great teaching tool was produced by a PPG flyer. This is an outstanding program for the new flyers and a refresher for long time ultralight pilots.

Adjourn

President, Steve Beste adjourned the meeting at 8:45 P.M.

Directors' Meeting

We held a 40-second meeting of the Directors of Flying Club 1:

On Thursday, January 8th, the Directors of Flying Club 1 met and elected Larry Walker and Pete Bastien as Directors at Large. President Steve Beste convened the meeting in the lobby of the Centreville Regional Library at 8:54 PM. Present were Beste, Jim Heidish and Jim Birnbaum. Those three constituting a quorum of the five Directors then in office, Beste nominated Walker and Bastien. They were unanimously elected. Beste adjourned the meeting at 8:55 PM. The Board of Directors is now at its full strength of seven. They are:

- *President, Steve Beste*
- *Immediate Past President, Len Alt*
- *Vice President, Dick Martin*
- *Secretary, Jim Heidish*
- *Treasurer, Jim Birnbaum*
- *Director at Large, Larry Walker*
- *Director at Large, Pete Bastien*

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
Thu, February 5th, 7:30 pm	Club Meeting	CVHS	Conversation, club business meeting and program.
Thu, March 5th, 7:30 pm	Club Meeting	CVHS	Conversation, club business meeting and program.
Sat, April 4th, 11 am	Club Meeting	Airpark	Club meeting and cookout at Warrenton Airpark
Sat, May 2nd	Club Meeting	Airpark	Monthly meeting and cookout at Warrenton Airpark
Sat, June 6th ●6:15 am - PPG Poker Run ●8:30 am - Airplane & Trike Poker Run ●11 am - Club meeting	Poker Run	Airpark	Poker Run
Sat, June 20th	Father's Day Fly-In at Shreveport North (62PA) Description . Flier . Video . Another video .	62PA	The largest ultralight fly-in in the mid-Atlantic states. Club 1 fly-out from Warrenton Airpark.
Sat, July 4th, 11 am	Summer BBQ and Club Meeting	Airpark	Monthly meeting and Summer BBQ at Warrenton Airpark
Sat, August 1st, 11 am	Club Meeting	Airpark	Memorial table, monthly meeting and cookout at Warrenton Airpark
Sat, September 5th, 11 am	Club Meeting	Airpark	Monthly meeting and cookout at Warrenton Airpark
Sat, October 3rd	Club 1 Fly-in and meeting	Airpark	Monthly meeting, Club 1 Fall Fly-in and cookout at Warrenton Airpark
Sat, October 24th	Club 1 Color Run Fly-out	Airpark	Club 1 Color Run fly-out at Warrenton Airpark
Thu, November 5th, 7:30 pm	Club Meeting	CVHS	Conversation, club business meeting and program.

Date	Activity	Location	Description
Sat, December 5th, 5 pm - 8 pm	Club Meeting / Holiday Party	Airpark 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) when the ad is no longer needed.

To place an ad in the newsletter, contact ooi.lucy@gmail.com

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



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.

2015 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: Larry Walker 540-347-7609

Director At Large: Pete Bastien 703-568-5778

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

Web Master: Steve Beste,
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 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