



Volume 15 – 12

www.FlyingClub1.org

December 2015



The Privileged View

Steve Beste, President

Yes, but what about the dogs that *didn't* bark? I came across this interesting story in an article on selection bias - the ways in which our conclusions are skewed by our choice of cases to examine. This comes up in political polling these days because so many young people have only their cell phones; no land lines. But the pollsters have numbers only for land lines. This selection bias affects the poll results. It's a big concern among pollsters these days. Here's an aviation example, taken from Brilliant Blunders by Mario Livio, © 2013, pg 259.

During World War II, the mathematician Abraham Wald demonstrated a remarkable understanding of selection bias. The U.S. Army Air Force asked him to examine data on the location of enemy fire hits on the bodies of returning aircraft, to recommend which parts of the airplane should be reinforced to improve survivability. To his superiors' amazement, Wald recommended adding armor to the locations that showed *no* damage. His unique insight was that the bullet holes that he saw in surviving aircraft indicated the places where an airplane could be hit and still endure. It was hits in the *other* places that brought down the planes that did not return.



This is a close-up of the damaged tail of Boeing B-17F bomber "All American III". The left horizontal stabilizer was torn completely off, and the aircraft was nearly cut in half in flight after a collision with an Me-109 over Tunis. She was able to land safely at her home base in Biskra, Algeria.

I'll see you at the Holiday Party at the Airpark on Saturday, December 5th, 5 pm to 8 pm. It's potluck, so [sign up to bring something here](#).

Fly safely,
Steve





FLYING CLUB ONE'S **HOLIDAY PARTY**

DECEMBER 5, 5 TO 8 P.M.

At Tom Richard's Home
The Warrenton Airpark
9272 Green Meadows Rd.
Warrenton, VA

Pot luck, beverages provided by the Club.

For more information, call Steve Beste at 703-321-9110



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
Sun, Dec 6 / 12-4 PM	Massey Open Hangar Party and Fly-in	Massey Aerodrome (MD1)	100 NM
Sat, Dec 12	Paws and Planes Day holiday at the Airport	Frederick Municipal Airport (KFDK)	50 NM
Sat, Dec 12 / 8 AM - 3 PM	Virginia Chapter of the Ninety-Nines Toy Airlift	Richmond Executive Airport (KFCI)	76 NM

Cheated Death Again, August 23, 2015 (or What's a First Solo)

By Jim Hill



The afternoon was warm with a very light (variable) breeze out of the south, a beautiful day to go flying. With my CFI's words ringing in mind, "You are ready, ALL you have to do is give me THREE good landings in a row." I chose KHVY (Warrenton-Fauquier) as the practice field because Runway 15 would have a very small right crosswind (if any) to make good landings "easier". This proved to be the correct selection.

Each practice circuit was to a complete stop with a taxi-back. Following the second successful landing (no damage to passengers or aircraft) as I was returning for the next circuit Pete (CFI) casually asked if I would like to try. He had brought his radio and would get out at the turn off to the parking area. My immediate response was not my expected shout ("YES!"), but a moment to regroup before deciding that two good landings in a row were sufficient practice for the day to do it SOLO. With final words of encouragement, "I'm leaving my headsets - don't ruin them." Pete crawled out of the rear seat and closed the door.

I did take a moment to reconsider and then to review what I should do before taxiing to the runway. After making the radio call I taxied on to Runway 15 and began my first solo. For a few moments I was too busy flying (and trying to remember the correct action) to think. But I noticed my Champ (Aeronca 7AC, N83650) seemed to jump into the air, climbed faster and seemed to want to fly. I then had a few second thoughts, such as: what am I doing up here by myself? I am really in control, I am responsible for me and my airplane, can I really get around the pattern and land without damaging the airplane or embarrassing Pete or myself? and such. Luckily Clarice (N83650) wants to fly and does so easily that most of my concerns were of no concern. By the time I reached the downwind pattern I was enjoying the “being by myself”. The final two turns as I set up for the “final test”, landing, were just ahead and “the practice” took over all the way to the flare. I made a good landing (both pilot and aircraft were usable) slightly high on flare, main gear first (slight bounce) off center and slightly cocked to the runway, but I was easily able to recover from each of these miscues.

Thus, in one short moment: a major goal was passed; Pete Bastien (CFI) had his first successful and oldest solo student, and Allen Whatley still has a good airplane to fly. My thanks to Pete and Allen to trust me enough to not only encourage me to fly but to also fly with me and to give me the confidence to engage in this satisfying sport.

Pete’s statement even after a somewhat less than perfect flight is “Cheated Death Again.”

Warrenton Airpark Timeline

By Tom Richards

This month begins a series on the history of the Warrenton Airpark by owner Tom Richards. This first article is a brief outline of the history of the Airpark. The following articles will contain a more detailed history.



December 16, 1935 A 263-acre farm, 4 miles south of Warrenton adjacent to US Highway 17 was purchased by 29 year-old, Clifford C. Zieger from the New York Life Insurance Company that had come to own the property as a result of mortgage foreclosure... Purchase price: \$10,000.

Spring and summer, 1936 Zieger family occupies the frame farmhouse on the hill overlooking Licking Run and Beach Road. He then clears a 250-foot wide, 1800-foot long area beside Beach Road to use as a runway from which he began flying his newly-purchased Fairchild F-24, a 4-place, monoplane, powered by a radial engine.

November 16, 1936 Tommy J. Richards is born in Lamar County, Alabama, 750 miles southwest of the newly-established Zieger Field.

July 28, 1937 Airport operating license was granted to Clifford Zieger on land he owned.

1937-1941 Several airplanes used the only runway - between Beach Road and Licking Run. An old 3-story barn on a hill near the silo is used as a hangar.



1942-1945 New runway created running northeast/southwest - runways separated by Licking Run. Some say field was used as a training base for WASPs (Women Airforce Service Pilots).

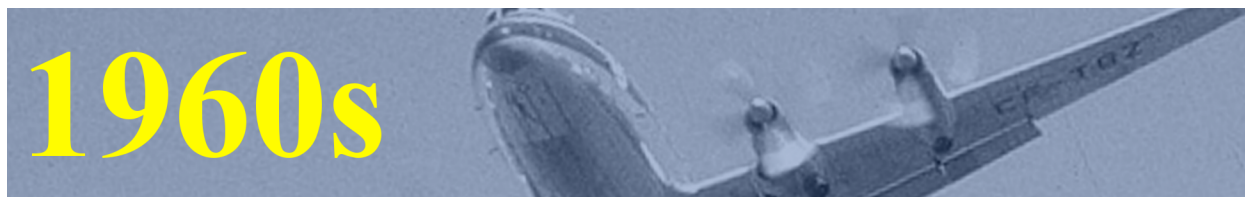
1945-1948 Charlie Kulp bought an Aeronca C-3 and based it here.

1948 Zieger sold the 263-acre property to 26 year-old John Cutting, who had flown B-17s out of Italy in WWII.



1948-1958 Cutting flew a Cessna 140 and 170. Later he bought a Cub. In the late 1950s the field became inactive.

Circa 1951 Cutting built a 3-bedroom brick home in a heavily-wooded area atop the hill. The frame farmhouse became occupied by family of Mr. Cooke who ran the farming operation.



August 15, 1963 As a precondition to the sale of the field, a Special Use permit was issued to re-establish an airfield on the site formerly known as Zieger Field. That fall, the 263-acre field was sold to Charles E. Beatley, an airline Captain flying for United Airlines (flying Vickers Viscounts).

Circa 1964 Licking Run was “bridged” by installing a 96-foot long 3-foot diameter culvert, and paving over that with a 300-foot long, 18-foot wide concrete surface, asphalt extensions were added at some later date as the two runways were then intersected to form a “T”.

Circa 1967 A structure, to be referred to as the “carport hangar” was constructed on the high ground just east of the mid-point of runway 04-22. The hard-surface was extended to approximately 750 feet by adding over 300 feet of asphalt to the southwest end of the 300-foot concrete strip and adding 110 feet of macadam surface to the northeast end.

October 1969 [Capitol Area Soaring School](#) moved to the Warrenton Airpark, after Leesburg’s new Godfrey Field became too busy for glider operations. The company was then owned by Gordon Bogora and Ernest Klimonda. CASS advertised introductory rides for \$9.

1969-1992 The Capitol Area Soaring School eventually became the [Warrenton Soaring Center](#), which was incorporated in 1974. It eventually operated a wide variety of gliders and tow aircraft from the Warrenton Airpark over the next two decades with more than a dozen gliders active.

December 11, 1969 Astronaut Bill Anders of Apollo 8 was taken for his first glider flight by Al Dresner almost exactly one year after the Apollo 8 mission, the first to orbit the moon. Another Apollo Astronaut, Major Tom Stafford, Commander of the 1975 Apollo-Soyuz Mission (now-retired Air Force Major General) also learned to fly gliders here in the early 1970s.



1967-1976 and 1979-1985 Airpark owner Charles Beatley, a United Airlines Captain, also served as Mayor of Alexandria, where he lived - driving out on weekends 50 miles each way to maintain the airfield and pilot the tow-plane for the glider operation. He retired as Airline Captain and from politics in 1976 at age 60 - but then served 2 more terms as Mayor from 1979-1985.



1994-1998 Selling off the 52-acre property that included the silo, old 3-story barn and abandoned farmhouse on the hill just northwest of the Airpark to Bob Niesslein and parceling off and selling 3 two-acre building lots along Green Meadows, retired mayor Beatley undertakes completion of the club house and square hangar plus a new 6-T hangar. He also added doors and end caps to the “carport hangar” - increasing capacity from 4 to 16 airplanes.

Circa 1998 [Flying Club 1](#) moved its main base of operation from Whitman Strip to the Warrenton Airpark with a number of ultralights having already relocated there taking advantage of the newly-constructed/improved hangars and “club house”.



1999-2003 Club 1 activities continue with approximately 15 members’ aircraft being hangared at the Airpark and 7 or 8 hangared at Whitman strip.

Fall 2003 Tragedy strikes as three Club 1 members perish in 2 separate Ultralight airplane crashes within a one-month period. Richard Pendergast, President of both the USUA national level ultralight club and USUA Club 1, based at the Airpark; and Mike Moulds, USUA Club 1 Treasurer die as the two seat RANS-12 ultralight trainer's propeller hub comes apart, with a blade severing the tail boom. This tragedy occurred during the Club 1-sponsored event, the Color Run. Two weeks later, Club 1 member Jim Fry is killed as he attempted to land his ultralight on a newly-created private strip on his property.

October 2003 Tom Richards, an Aeronautical Engineer and proposal developer who is building an ultralight of his own design discovers the Airpark. He joins Club 1 mainly to gain use of the field to test-fly his creation. Attends Club 1 meeting at Centreville High School.

December 27, 2003 Charles Beatley, owner of the Airpark for over 40 years while serving 5 terms as mayor of Alexandria, and United Airlines Captain for the first 14 of those 40 years, died at the age of 87. He contracted pneumonia while in the hospital recovering from routine hernia repair.

February 2004 Chris Beatley, son of Charles Beatley and Executor of his estate, sends a letter addressed to Friends of the Airpark offering to sell the 76.6 acre property to anyone having an interest in purchasing it with the intent of keeping it operating as an airfield at a price that is 20% less than assessed "fair market value".

March 2004 Richards offers to purchase the Airpark, conditional on owner financing for 120 days to allow time to sell his home in Reston. The offer is accepted and sales contract signed.

April 30, 2004 Ownership of the Airpark is transferred to Tom Richards, who then moves from Reston and occupies the club house as his permanent residence. His daughter, Janet soon followed, selling her Reston townhouse a year later and occupying the A-frame cabin at the Airpark entrance.

May 1, 2004 Beatley's ashes were spread on the airfield in a private memorial ceremony from a Piper Cub flown by Chuck Tippett, a Flying Club 1 member and long-time friend. Marge Beatley, the surviving widow, stated on this occasion, "Owning this field prolonged his (Charles Beatley's) life by 10 years".

Summer 2004 Tom and Janet begin clearing vines in trees and fence-lines of over-growth. This operation continued on a part-time basis through the spring and summer as both continued their full-time jobs. Ultralight flying activity at the Airpark continues with the most active pilots being Chuck Tippett, Jim Heidish, Dick Walker, Bill Dohm, Woody Weaver, Tim Loerhke, Larry Walker, Bill Magrini, Phil Williams, Dick Baker and neighbor Bob Niesslein.

Labor Day 2004 Tom Richards makes first flight as an ultralight pilot, flying Jackie George's red single seat Quick Silver at the Airpark. Tom discovers that his somewhat rusty piloting skills acquired as a private pilot 20 years earlier are of little value as he is barely able to avoid crashing.

September 24, 2004 Tornadoes spawned by Hurricane Ivan pass very low directly over the Airpark, breaking off more than 50 trees at 15-20 feet above ground level and downing several very tall oak trees, cutting a 500-foot wide swath south-to-north that touched the ground near Licking Run then lifted above the trees as it passed over Beach Road. This damaged several hangar doors and blew a large pine tree down on the roof of the club house (Richards' residence) with surprisingly little damage. Larry Walker was the only person present and took refuge in the club house as the tornadoes passed overhead, sitting on the floor beside the refrigerator. Chuck Tippett showed up the next day with bucket truck and chain saw to get the large pine tree off the roof.

Christmas 2004 Tom presents daughter, Janet with a 1966 Cessna 150 as a Christmas present on the condition that he use it to regain currency and reactivate his Private Pilot privileges.

Feb-May 2005 Tom passes his FAA medical and reestablishes pilot privileges by completing proficiency training and his bi-annual flight review in Janet's C-150 with CFI Chuck Davis. Janet begins flying lessons, flying out of W66, the county airport. He then purchases a Maule M-5/235C from Mike Knefley. He and Chuck Tippett fly the plane from northern Pennsylvania to Culpeper, landing after dark. He then attempts to take off from Culpeper solo in the M-5 to fly it to the Airpark. With no tail-wheel reflexes, he ground-loops on take-off, doing major damage to the uninsured aircraft. Tom then in a partnership with Ralph Kew and Instructor John Ohlinger purchases a Taylorcraft which he then flies to gain tail-wheel competency.

June-July 2005 Two 40x40-foot metal-frame fabric-covered shelters were erected specifically to provide space for several ultralights that were being banished from Whitman's strip. The owners were Jackie George with a Quick Silver, Harry Wright with a Challenger 2, Terry McCarty with a Flight Star, Randy Hamilton with a Minimax, Joe Pfaff with a Trike, Andy Schaffer with a Quick Silver and Barry Foerer with a Powered ParaChute (PPC).

Summer 2005 Permission granted to Jerry Starbuck to use the airfield as a base for flying Powered ParaGliders (PPGs) and training people interested in flying them. This was soon followed by Dave Oldecker to fly the bigger 2-seat PPC.

November 12, 2005 Realizing that the Taylorcraft with only 65 horsepower vs the 235 horsepower in the Maule will make a big difference in handling qualities and reflex requirements, Richards decides to buy the 135-horsepower Piper Clipper that also has similar ground-handling to the Maule M-5. Flies the Clipper from Roberts field in Connecticut to the Airpark with Ohlinger flying over the George Washington Bridge and down the Hudson River corridor at 800 feet.

Summer 2006 Began effort to build two additional permanent hangars to meet the demand. First was a 45' by 80' pole barn structure using two 40' I-beams that had been acquired as a result of a group of volunteers disassembling a hangar at Whitman's strip that had become an eye-sore that the County wanted removed. The second is a larger 45' by 180' structure closer to the circle and adjacent to the newer of the original three permanent hangars.

February 2, 2007 Repairs are completed on Maule M-5/235C at Gordonsville by A&P/IA John Paananen. Test flown by Harold Dickinson (former Maule Demonstration Pilot and close friend of B.D. Maule). Cost of repairs approximately \$21,000 that included rebuilding the outer portion of the right wing, new/rebuilt propeller, engine tear-down, new windshield, landing gear, wing struts, and bottom fabric repair.

Spring 2008 Tragedy strikes as Jim Gotschalk and Emry “Woody” Wood die in crashes on flights originating at the Airpark barely 3 weeks apart. Both attributed to structural failures.



April 2010 Entered 10-year contract with Luther Kurtz to allow skydiving operations at the Airpark. Operations began with a single Cessna 182, then added a second. By the end of the 2011 season, these planes were replaced by a larger Turboprop airplane capable of carrying 5 tandems to 10,500 feet in ten minutes and get back on the ground in 3 minutes. Jumping up to 130 jumps per day on a Saturday or Sunday, weather permitting - jumping over 7,000 per season in 2012-2014. Moved to occupy 2 T-hangars as operations expanded.

August 2011 Two more deaths as Shannon Beebe and fiancée are killed in a fiery crash on attempting to land amphibious float Maule M-7 belonging to Tom.

Spring 2012 New asphalt on north end of hard surface and 110 feet of asphalt added to south end lengthening to 880 feet and eliminating the perpetual soft spot.

Spring 2014 Skydiving operation relocated to the first pole barn hangar which had been improved and brought up to code, adding concrete floor for larger packing area, much better office, crowd control and less impact on other activities.

October 2015 Two separate incidents, 2 weeks apart: on the first Saturday, Club 1 President Steve Beste piloting his Trike to the club meeting, upon nearing touchdown on Runway 04 at the airfield is hit with a horrific gust from the left that takes his trike into the line of cedar trees on the right side causing major damage to his trike. Two weeks later, Tom Richards, flying his Maule M-5 for the first time in 20 months, lands a bit too short of Runway 04, catching his main gear on a newly-installed cattle guard and flipping his plane upside-down. Somewhat miraculously, both escaped with somewhat minor injuries - although Tom did have a couple of cuts on the forehead that required medical attention.

Meeting Minutes

November 2015

Flying Club One Meeting

Thursday, November 5, 2015

Centreville High School

Centreville, VA

Selling 50/50 tickets before meeting - None

Call to Order

President, Steve Beste called the meeting to order at 7:30 P.M.

11 members present.

CONNECTIONS

Visitors & New Members

Mark Kidder flew as the back seat guy in the U.S. Navy F-4 and a crew member on P-3 Orion anti-sub aircraft. Now he is looking into the light aircraft world.

Old Members

Don Sheehan got his Sport Pilot ticket and gave his wife **Melodee** her first ride on his Trike. Some of the members said they flew into the EAA 186 Fly-In at the Warrenton-Fauquier Airport last month. **Dick Martin** said he had his 2-year sport pilot review and it turned out to be easier than he thought. **Rob Doak** said that he is buying the yellow and black Hurricane ultralight that he has worked on and flew in the club Color Run. **Rob** also said that 7 aircraft participated in the Color Run and he and all the pilots and passengers had a great time. **Steve Beste** is shopping around

with 3 options to get flying again: rebuild his crashed Trike, get a used Trike and put his HKS engine on it, or buy a new Trike.

SERVICE PROVIDERS

Recap our standing list of service providers:

- PPG instructor and dealer: **Michael O'Daniel**
- CFI: **Pete Bastien**
- Fixed wing instructor: **Chuck Tippett**
- PPG, Ultralight, LSA and General Aviation flight instruction: **Grass Roots Flyers**
- Welder: **Tom Kotsch**
- A&P mechanic (not at Airpark): **JD Ingram**
- Light Sport Condition Inspections, Rotax Certified: **Tim Loehrke**

REGULAR REPORTS

Secretary: Jim Heidish reported that the Minutes of the October meeting will be published in the November club newsletter and will be reviewed at the next meeting.

Treasurer: Jim Birnbaum reported October Income: \$215.00, Expenses: \$74.39, the Flying Club 1 Checkbook Balance: \$2994.33.

President: Steve Beste - reminded everyone that the Holiday Party is scheduled for December 5th at Tom Richards' home and he will be sending out a potluck email sign up list. Also, we need to nominate members for the Volunteer Awards. Send Steve your nominees; he will circulate the list to the club and then you vote for your choice

- all by email. Three Volunteer Awards are given each year. **Adjourn**

Safety and Training Director: **Pete Bastien** - said we have broken our good safety record with a string of accidents, luckily only the aircraft have sustained damage. We need to understand what went wrong, learn from it and think safely.

Membership Director: **Jim Birnbaum** reported that membership is now at 50. Having the Flying Club 1 booth at the EAA 186 Fly-In to promote membership only produced 1 new member because there wasn't a big turn out in the activity hangar.

Warrenton Airpark Owner: **Tom Richards** - Not at meeting.

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

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

Old Business

None

New Business

None

MONTHLY PROGRAM

We had a program of digital presentations. A surprising and funny *YouTube* video sent in by **Larry Walker** of a cat coming out of the wing root and into the cockpit of a flying LSA. Apparently the cat had crawled into the wing's open interior and went to sleep. **Dick Martin** showed *GoPro* shots (still and motion) of his LSA flying above the colorful fall landscape when on the Club's annual Color Run.

Activities

2015 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 2015 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

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.

Ultralight “Banty” 440 with trailer and spares \$6k. Contact Joe Carter (703) 938-3246.



FOR SALE — Airborne T-Lite trike T-Lite trike base for sale with 22 HP four stroke Bailey engine (it has only 15 hours on it but does not start). \$6500 OBO. Fernando Alvarez 703-589-4202



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 with 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 2015 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

2015 CLUB VOLUNTEER STAFF

Safety & Training: Pete Bastien
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

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 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