



Volume 16 – 11

www.FlyingClub1.org

November 2016



## The Privileged View

Steve Beste, President

**Looking for a small home business?** Are you looking for something aviation-related that would bring in a little extra money and not interfere with your day job? Something fun that wouldn't get out of hand? Consider building Air Cams in your garage.

I met Randy Nageotte at that luncheon for Lew Clement last spring. Randy lives at Dogwood, an aviation community just north of Fredericksburg - the kind of place where the houses have hangars and the community has an airstrip. When he told me that he uses his hangar to build Air Cams, I knew I wanted to visit him. Last month, I finally did, taking with me a neighbor whose kids are crazy about airplanes.

As you may not know, the Air Cam is an out-in-the-wind twin-engine airplane originally commissioned by the National Geographic Society in 1995 to be a photo platform over hostile terrain - hence the twin engines. It's available only as a kit from [Lockwood Aviation](#). Their website says that about 200 Air Cams are currently flying, with another 30 under construction.



Of that total, **six(!)** are at Randy's place - three under construction or repair, two kits still in crates, and Randy's own Air Cam in his neighbor's hangar. Here's the view when we walked into his hangar. The four crates in the foreground are a pair of kits. The arrows show the three Air Cams being worked on. Also notice the RV-10 in the hangar and a paint booth in the back. It's a large hangar. Bigger than your garage, I'm guessing.

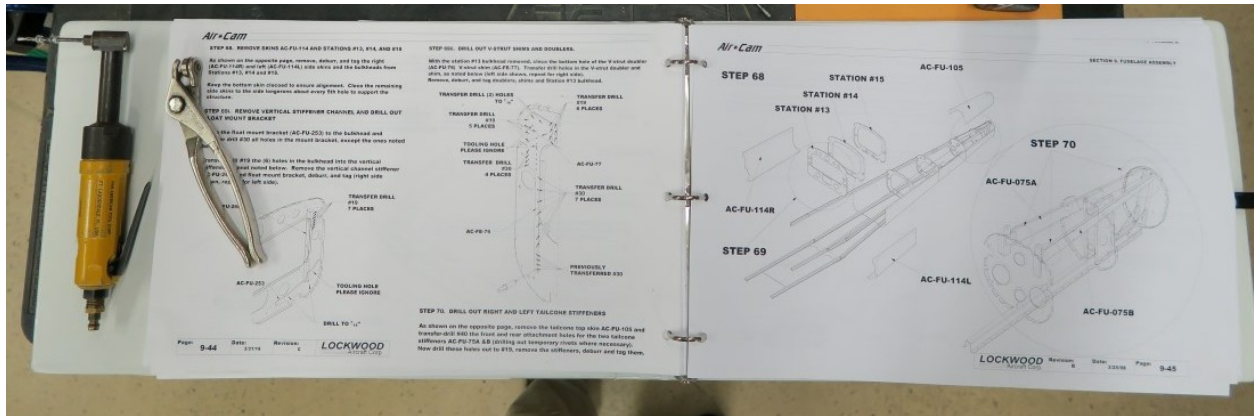


As it happened, Randy was tied up at his regular job and couldn't get away. We were showed around by his employee, James Patterson, who works full-time on the Air Cams. He couldn't have been more welcoming. Here is James holding a rivet gun. His job was particularly interesting to my young friends and their father. Who knew that you could earn a living doing this? There are more jobs in aviation than we thought. In addition to his job, James has a pilot's license and his own RANS S-10 experimental airplane which he keeps at Dogwood. He's working on his commercial and twin-engine ratings.



*James Patterson*

Here's the business side of the operation. The kit from Lockwood costs about \$120,000 including the engines. Avionics are extra. If the buyer wants to build the plane, Randy operates as a builder-assist program. The owner comes to Fredericksburg for weeks at a time and works alongside James or Randy, doing 51% of the work. But they also build Air Cams on spec, with James being the builder of record. In that case, the out-the-door price for a new Air Cam will be \$275-300,000. Construction takes 4 months plus a 6-month wait for the kit from Lockwood. They build 3 to 4 Air Cams per year. James says that most of the buyers he sees are retired airline captains.



*Kit instructions*



*Clecos*

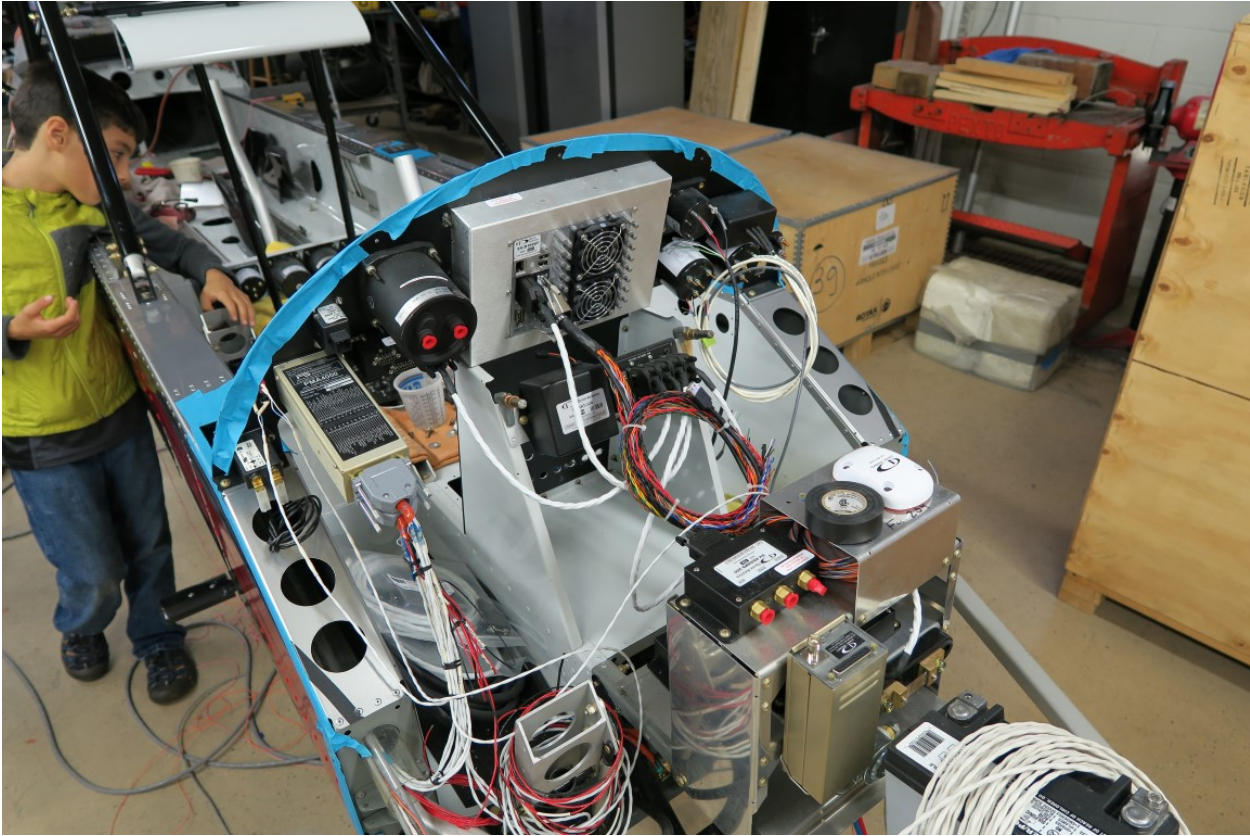
Here's the tail end of a fuselage under construction. Lockwood cut all the aluminum pieces, but did not drill the rivet holes. James has assembled the pieces, drilled the holes, and secured them with cleco fasteners. These act as temporary rivets. They hold the pieces in place so that the next rivet holes can be drilled in the right places. There are hundreds of rivets in the plane, hence that rivet gun James was holding.

After all the holes are drilled, James will disassemble everything, de-burr each hole in both pieces of metal, and take the parts to the paint booth. There, they'll get a protective coating. He will then re-assemble the coated parts using real rivets, as shown on the right.

Not everybody has the temperament to do this kind of work - and to do it working alone as James does.



The center section of the Air Cam wing is metal. The outboard sections are fabric-covered and easily removable.



The panel - and the things behind it - are one of the most time-consuming parts of an experimental airplane project. With no engine or firewall in the nose, the back of the Air Cam's panel is relatively accessible.

After showing us the shop, James took us across the street where Randy keeps his own Air Cam. He and his wife fly it to their lake house on Lake Anna.



The kids had watched this [Air Cam video](#) (which I recommend), and had drawn pictures of the Air Cam, which they gave to James.

All in all, Randy has an amazing operation there. If you want to build an Air Cam, go see him. If you know a young person who's good with his hands and likes airplanes, tell him that jobs like James' exist. And do you want a part-time home business? I'm guessing this is more than you had in mind - all the more credit to Randy for pulling it off.

Fly safely,

Steve



## Pitts Special

Want to build an airplane but something smaller than an Air Cam? My friend's father built these beautiful toys for his grandkids a few years ago, the kids you see in the picture above. The propellers turn when the kids pedal.



The pink one says it's a "Pitts Pedal". I mentioned this to Pete Bastien who owns the Pitts Special below. As you see in the pictures above, the girl is a few years older now. She's probably ready to trade up. Was Pete interested in making a deal? He is! But he asks, "How much cash would I have to throw in to make the trade?" After all, her propeller turns.



## 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](#), [www.socialflight.com](#) and the [Virginia Department of Aviation Calendar of Events](#).

Date	Event Description	Location	Distance from 7VG0
Sat, Nov 12 / 10AM-12PM	Old Dominion Squadron Monthly Meeting	Franklin Municipal Airport (KFKN)	125 NM
Sat, Nov 26 / 8:30-10:30AM	Fly-in Pancake Breakfast	Franklin Municipal Airport (KFKN)	125 NM
Sat, Dec 3 / 9-11:30AM	Lancaster Airport Fly-in Breakfast	Lancaster Airport (KLNS)	112 NM
Sat, Dec 3 / 8-10AM	Pancake Breakfast	Mecklenburg-Brunswick Regional Airport (KAVC)	119 NM
Sun, Dec 4 / 12-3PM	Massey Open Hangar Party and Fly-in	Massey Aerodrome (MD1)	100 NM



## Quiz Time Answer

*By Steve Beste*

Last month's quiz (see page 6 [here](#)) asked you to identify a storied estate northwest of Culpeper. Answer: the estate is Longlea, at 38.525433, -78.135768. The contest winners were **Pete Bastien** and **Lee Fox**, who both correctly identified the place. Fly over sometime and see the long porch where the young Lyndon Johnson and Alice Glass conducted their affair in the late 1930s.



## A Memorable Flying Trip - in the air 15 hours during a 40-hour block of time

*By Thomas Richards*

A family reunion, scheduled for Sunday, August 27 in the western Alabama town of Kennedy (my birth-place), and a hospitalized sister in Birmingham - two excellent reasons to fly my recently-acquired 1957 Cessna 172 aircraft on a 1,500-mile round trip from northern Virginia.

My new friend, Naga Hareesh Talluri, upon learning of my plan, volunteered to accompany me. Naga, a very bright young man, whom I had introduced to flying Ultra Lights eighteen months earlier, had moved up to factory-built aircraft and earned his private pilot's license just a month before.

Since we were both limited by other time commitments and the reunion was scheduled to begin around noon on Sunday, we decided to depart the Warrenton-Fauquier County Airport (KHWY) in the pre-dawn hours, aiming for around a 4 AM take-off. This would put us into the Richard Arthur airport in Fayette Alabama (14 miles from Kennedy) shortly before noon Alabama time. I had arranged for Garrett Richards, my first cousin, Glenn's grandson, to pick us up at Fayette and take me to the reunion - which he would be attending as well.

So it was that we took off in total darkness on runway 15 at HWY at 4:30 AM as the sliver of a waning crescent moon rose in front of us. As we immediately turned to our southwest course heading we lost sight of this beautiful moon low on the eastern horizon. Since we were to encounter mountainous terrain within the first hour of the flight, we elected to initially climb to an altitude of 6,500 feet to allow for mountains and ridges in central Virginia which rise to 4,000-4,500 feet. As we cruise-climbed at 80 mph, we passed near the Culpeper airport 7 miles away and the more-highly visible town of Culpeper 10 miles further along the way. There were very few lights beyond Culpeper as the population becomes sparse in the heavily-wooded mountains to the southwest.

I had the controls as I spotted one fairly bright light perhaps 20 miles ahead and was using it as a visual reference aim point when it suddenly disappeared. I thought, "that person had some nerve - turning off my point-of-reference". A couple minutes later, all of the 50 or so lights we could see scattered below suddenly disappeared. "Oops, we must be in a cloud!" I remarked to Naga. My instincts suggested that we drop the nose of the plane and enter a shallow dive, thinking we must have ascended into the very bottom. Naga agreed but also suggested we turn to the left. We did both and after 10 to 15 somewhat anxious seconds, the lights reappeared.



*Naga Hareesh Talluri*

At Naga's suggestion, we turned on the landing light, so we would see whatever cloud might be in front of us. We dodged several well-defined small clouds but mostly remained below them, flying at 6,000 feet now. We flew right through a couple of really wispy ones that reflected very little of our landing light. Before daylight, we passed within sight of Ingalls Field (KHSP) near Hot Springs, Virginia - which is the highest airport east of the Mississippi at 3,875 feet above sea level.

We pressed on, cruising at 2300 rpm and an indicated airspeed of 95 mph and at around 6 AM we began witnessing the process of the earth's surface gradually beginning to appear two-to-three thousand feet below. Now being revealed were the heavily-wooded mountains, with essentially no visible signs of habitation - except for an occasional paved or dirt road.

It was full daylight at 7AM as we approached Mountain Empire Airport (KMKJ), our first planned fuel stop 230 miles west-southwest of our departure point - mile long runway right beside Interstate 81 - easy to find. I was sure that they had self-service fuel available 24 hours - but after landing, we discovered otherwise...no one was there to provide the "full service" fuel. Naga used his iPad to quickly learn that there was an airport (Twin County) 30 miles to the east that had self-service 24-hour fuel availability...so we soon took off, flew there and topped off our fuel tanks which were just below half full after flying 2.6 hours.

Our next flight was our longest leg which took us to Fort Payne, Alabama - where we were met by my old friend from Auburn and CSC days, Don Stout - who had been no less than Mayor of Fort Payne for several years. I called Don from our first fuel stop and told him our plan to stop there. He immediately volunteered to come out to the airport to meet us. This 300 miles took a bit over 3 hours. It was good to see Don - but we didn't stay long since our diversion at the first stop had cost us about 45 minutes on our schedule. I called Garrett just before we took off from Fort Payne with full tanks and a mere 140 miles to go to Fayette.

Garrett, a 20-year-old young man had a keen interest in flying that was stimulated by his Grandfather, my cousin Glenn's, sharing with him the draft of the first few chapters of my (very modestly-written) autobiography.

Naga wisely elected to remain at the Fayette airport for the 3 hours I would be at the reunion - choosing not to spend 2+ hours in a room full of 60 people he had never seen before and with no common interests.

The reunion, held in what had been the Kennedy train depot was good overall - the food was potluck and delicious country cooking. Out of the 50 or so in attendance, all were third-, fourth-,



*Photo of Garrett standing with me by the 172 at Fayette airport*

fifth- or sixth-generation descendants of George Washington Richards and his wife Amanda - born in 1832 and 1836, respectively (or spouses thereof).

Family lore has it that Amanda was very well-educated and had some medical training. It is Amanda that is credited with introducing the *stubborn gene* into the Richards DNA. She lived in the same household with Stonewall's family, which gives rise to the suspicion that it was very likely her influence that encouraged two of Stonewall and Della's three oldest children to enter the teaching profession...*enough of GW and Amanda for now...but read my autobiography for more details.*



The reunion was organized by Jimmy Richards with the help of his daughter. Jimmy is the oldest son of the youngest son (Houston) of Jim Tom Richards, my Grandfather's, Stonewall's brother. Jimmy and I share the same (and historically most-favored) relative positions in the family - since I am the oldest son of Stonewall's youngest son, Roy Richards. We also happen to be almost the same age - with barely two weeks separating our birth dates. When we met at the reunion a year ago, we had not seen each other since 1940, when we had played together at "Uncle Stoney's farm" - as Jimmy referred to it. My faint recollection of that was that Jimmy had red hair - which by now is snow white.

Jimmy was one of the three I immediately recognized as I arrived. The others were my first cousins, Lynn Dee and Glenn (Garrett's grandfather), both sons of my favorite uncle, Davis. We didn't stay long as I had promised Garrett I would take him flying over Kennedy and the 180-acre Richards farm - three miles to the north. As we returned to the Fayette airport, Garrett drove me through "Uncle Stoney's farm" traveling on Richards Road. Disappointing to see that the three houses that I remember as a kid have essentially disappeared - having long ago been abandoned or (my birth-place) burned down and all the fields and pastures are now totally overgrown with tall stands of trees. As we flew over it a half-hour later, with Garrett on board at about a thousand feet, it was difficult to identify anything other than the two roads, with little else but trees.

After landing back at Fayette, and bidding good-bye and many thanks to young Garrett for the transportation (in a very nice almost new, bright red pick-up Dodge Ram truck) we took off for our next destination, Shelby County Airport (KEET) only 70 miles to the east. We were met there by my lifelong friend Freddy Hall and his charming wife Beverley. They have a fine home on Lay Lake - some 30 miles south of Birmingham and about 30 minutes' drive from that airport. Although they invited Naga to join me as their overnight guest, he elected to camp out under the wing of the Cessna 172. He had brought along his camping gear with that in mind.

In the past, when I have visited with Freddy, he has usually (only partially joking) accused me of drinking all of his booze. But he didn't this time - guess I am slipping as I only had a couple of beers before dinner.

Beverley dropped me off at the airport Monday morning as she was on her way to some sort of bible study - being a very religious person.

Naga had overseen the refueling of the 172 and had added a quart of oil. I checked in with the FBO and requested loan of the courtesy car that I knew they had - explaining that I wanted to make a quick trip into Birmingham (30 miles away) to visit my sister, who was in the hospital and would be back in two hours...Naga accompanied me at my request since I wanted my sister and brother-in-law to meet my co-pilot. So it was that I visited, however briefly, my sister who had been hospitalized for 61 days due to complications resulting from a ruptured appendix on the last day of June...Although she is gradually improving, she has a way to go - looking at several weeks of rehab.

Naga and I got back to the plane and took off at 11:30 local time, planning to make only one fuel stop at the 276 nautical mile midpoint - which turned out to be Rutherford County, North Carolina (KFQD) - exactly on the great circle route and almost exactly half way - 276 nautical miles of the 548 to the County airport (KHWY).

Although the first hour or so was a bumpy ride weather was good on the return flight with the refueling at FQD requiring only 26.4 gallons - and we were on the ground there less than a half-hour. So with 37 gallons usable fuel capacity, we still had 10 gallons reserve when we landed for refueling. On this flight, we traded off the controls (maintaining altitude, heading and power management) every half hour as well as switching fuel tanks.

As I had noted in planning our route home, our flight path would take us directly over the New London airport a few miles west of Lynchburg, Virginia about an hour before our destination. Since I know three pilots that fly out of that field, I suggested that we give them a "buzz job". Naga somewhat reluctantly agreed as he was concerned about violating the Class D airspace around Lynchburg and he pointed this out to me on his iPad display - and we avoided it.

I had the controls as the field came into view and I descended and swung to the right to line up on the North-South runway (36) - the inset photo is looking to the south - copied from the AirNav web site.



As we leveled-off about 100 feet above the dam at the south end of the runway, I went to full throttle keeping the 100 foot altitude for the length of the runway. I was a bit disappointed to see that the place appeared to be completely deserted. After pull-up, Naga informed me that our airspeed went to 120 MPH at 2700 RPM on that low pass - a definite adrenalin rush. In this picture, we would be coming right at you as we pulled up.



We landed at HWY at 8:30 (20 minutes after sunset) following more than 7 hours in the air. Altogether a wonderful two days visiting close - and some distant - relatives and friends in Alabama with the added bonus of doing lots of flying with a great friend and very competent co-pilot. We both developed a deeper appreciation of this wonderful old airplane (more than twice Naga's age). Looking back on these 15 hours of flying, I find it interesting to note that *we never saw another airplane in the air*, even though the weather was quite good and we were of course continuously on the look-out for such traffic.

## Meeting Minutes

*October 2016*

### *Flying Club One Meeting*

Saturday, October 1, 2016

Warrenton Airpark

Warrenton, VA

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

### **Call to Order**

*President, Steve Beste* called the meeting to order at 11:15 A.M.

14 members present.

### **CONNECTIONS**

#### **Visitors & New Members**

None

#### **Old Members**

**Don Sheehan** said he attended a Trike repair class that was an eye opener and will be very helpful in maintaining his aircraft. **Hugh Caldwell** is ready to solo a Quicksilver. **Tom Simmons** flew up to Green Landings just north of Martinsburg, WV and had a good time with some of the old USUA Club 4 members that call the flying community home. **Tom Richards** said that even though he has four flyable aircraft and has flown all of them, now because of his age, he would only fly with an experienced pilot by his side. **Martin Walker** said he was flying his Maule to Georgia but had to turn back because one of his six cylinder's EGT was very high. He made it back safely.

### **REGULAR REPORTS**

*Secretary: Jim Heidish* reported that the September minutes were published in the October Club Newsletter and were approved as published.

*Treasurer: Jim Birnbaum* reported September Income: \$0.00, Expenses: \$0.00, the Flying Club 1 Checkbook Balance: \$2718.56.

*President: Steve Beste* - nothing to report.

*Safety and Training Director:* - Vacant. We will need a qualified member to fill this position!

*Membership Director: Jim Birnbaum* reported that we do not have no new members. For the last few years we have averaged 50 members by the end of the warmer flying season.

*Warrenton Airpark Owner: Tom Richards* - told about the DC Skydiver's jump aircraft accident. Apparently the big turboprop was overloaded (or at the limit) and took off with the wrong flap setting. The pilot realized he was not gaining altitude and aborted the takeoff. He touched down, but could not stop in time and ran off the south end of the Airpark's grass strip. The landing gear collapsed as it slid to a stop in the adjoining farm field. Everyone was OK! Tom also said that some of the old renters are moving into some of the bigger hangars that have opened up and he is still working on repairs to the doors.

*Events Coordinator: Robert Doak* is setting up the annual Color Run for October 22nd with a rain date of the 29th. The group flight starts at the Airpark and flies above the fall colors of Skyline Drive and the Shenandoah River. More information will be sent to members by email.

#### **Old Business**

None

## **New Business**

Our grill is starting to go south so **Jim Birnbaum** suggested that we buy a new one. They will be on sale this time of year and we should be able to pick up a medium size grill for under \$300. We can keep it in one of the hangars until spring. The membership agreed and Jim will go shopping.

As an incentive to fly to any of our future Fly-Out meetings (rather than drive), **Tom Simmons** suggested that the Club buy lunch for all the pilots that fly. The membership agreed. We will look for a destination that has a very cheap restaurant!

## **MONTHLY PROGRAM**

None

## **50-50 Drawing**

Winner **Steve Beste** donated his winnings to the Club.

## **Cook Out**

**Dick Martin** stepped up at the last minute and saved the day with a great lunch!

## **Adjourn**

*President*, **Steve Beste** adjourned the meeting at 12:05 P.M.

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



## Service Providers

Recap our standing list of service providers:

- **PPG instructor and dealer:** Michael O'Daniel, 540-270-8855
- **Aircraft instructor - CFI:** Pete Bastien, 703-568-5778
- **Trike instructor:** Pat Tyler, 202-746-4687
- **Aircraft instructor - light sport and seaplane:** Chuck Tippett, 540-905-5091
- **Ultralight (Part 103) instruction:** Tom Richards' Grass Roots Flyers, 703-568-3607
- **Machinist:** Luther Taylor, 540-222-3927
- **Welder:** Luther Taylor, 540-222-3927
- **A&P mechanic/IA (not at Airpark):** JD Ingram, 513-388-6312
- **Light Sport Condition Inspections, Rotax Certified:** Tim Loehrke, 703-618-4005

## Activities

### *2016 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 2016 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

Date	Activity	Location
Sat, December 10th, 5 pm - 8 pm	Monthly meeting and Holiday Party	<a href="#">Airpark Club House</a>

## 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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**Challenger 2-place kit.** Fuselage and wings are complete, the rest is 90% complete. Includes sails, doors, instruments, parachute, ceramic-coated muffler, and other goodies. Everything new. Asking \$7,000, which is less than half the current kit price. Located near Wheaton, Maryland. Bring a 20-foot flatbed trailer and two helpers. Call Don Wulfinghoff at 301-946-1196 or email [DW@EnergyBooks.com](mailto:DW@EnergyBooks.com)

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**Quicksilver instrument pod and support bracket.** Replaceable face plate is set for four instruments and a Tiny Tach: \$30. 3/4" altimeter, eight years old, good working condition: \$100. 3/4" ASI, eight years old, good working condition, \$100. Contact Tom Simmons 540-454-7751.

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**FOR SALE: iFly 720 GPS.** Three years old, like new. The best GPS going because it's a moving-map sectional. Sharpen your pilotage while you navigate. Shows altitude, groundspeed, time to destination, airport information, fly-direct and lots more. \$70/year for VFR subscription. Downloads updates over wifi. \$700 new: selling for \$400 with bracket and wall plug. External battery: \$99 new, selling for \$50. Panel dock (holds GPS and battery) \$129 new, selling for \$75. Contact Tom Simmons 540-454-7751

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**FOR SALE - Airfield in southern Maryland - 70MD.** I am the sole owner of a private airport (70MD) on 80 acres - 1 mile off the Potomac in Charles County, MD - across the river from Quantico (2,400 foot turf runway), inside the SFRA. I am listing the airport for sale at \$565,000 for a quick sale, well below the 2012 appraisal conducted by Airport & Aviation Appraisals, Inc which was \$830k. I am hoping that this is ultimately purchased by someone who wants to use it as an airport. Information: [www.washingtonfield.com](http://www.washingtonfield.com). Contact Sean Miller, 202-320-8102, [millersean@icloud.com](mailto:millersean@icloud.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 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 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.

### 2016 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

Events Coordinator: Robert Doak 703-897-4989

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

Director At Large: Pete Bastien 703-568-5778

Director At Large: Lucy Ooi 585-410-5573

### 2016 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](mailto:Ooi.Lucy@gmail.com)

Web Master: Steve Beste,

[president@flyingclub1.org](mailto:president@flyingclub1.org)

*A club is only as good as the members who volunteer to support its activities. The follow-*

*ing 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](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)**