



Volume 24 – 04

www.FlyingClub1.org

April 2024



The Privileged View

Steve Beste, President

Takeaways from the EAA’s ultralight webinars. In February the EAA offered a bunch of webinars about ultralights. Now that I’m a co-owner of a 2-cycle engine (as are you – the Club’s Breese has a Rotax 582), I paid particular attention to two webinars on that topic. Here’s what I learned.

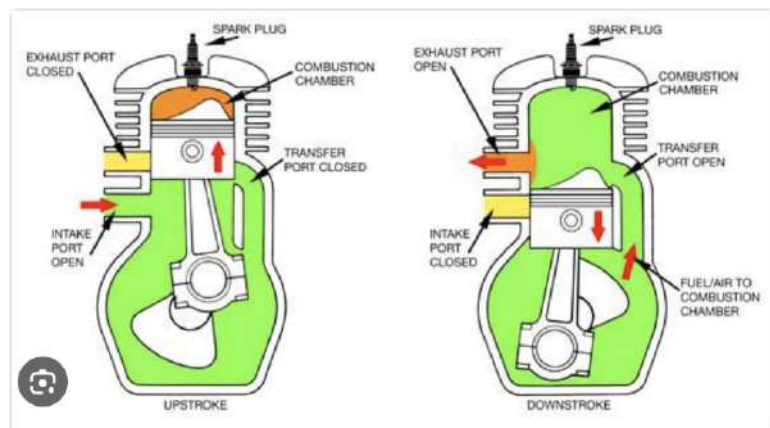
Brian Carpenter on the reliability of 2-cycle engines. You’ve probably heard of Brian Carpenter. He’s the founder and CEO of [Rainbow Aviation Services](#). If you want to earn a Light Sport Repairman certificate, Rainbow is where you’ll do it. Brian has been flying and repairing aircraft at the light end of aviation for 40 years.

Good news! He says that *“Nearly 3000 hours of instruction given in a total of 23 Rotax 2-stroke powered Quicksilver aircraft in our flight school from 1980s to 2008 had no engine failures.”* The key was proper maintenance.

Says Brian in this webinar, “A 2-stroke is just as reliable as a 4-stroke. But unlike a 4-stroke, it does not have the ability to suffer all of these deficits [like failing compression, failing mags, carbon buildup...]. I tell my students, ‘You’ve got to think of a 2-stroke engine as it’s either in perfect condition, or it quits.’ If you can maintain the engine in perfect condition, its reliability is just as good as a 4-stroke’s.

“The problem is that we don’t normally start dealing with issues until we start to see symptoms. And with a 2-stroke, that’s already kinda too late.”

Top of Brian’s list of things to watch was **lubrication**. As you know, a 2-stroke engine is lubricated by the oil that’s been added to its fuel. This flows through the crankcase and lower cylinder on its way to be burned. (Image from [Gas Engine Magazine](#).)



This fuel-oil mist has to cling to the sides of the piston and the cylinder wall. This means that those surfaces must not be mirror-smooth (which surprised me).

Consider these pictures of a new cylinder and piston. The cross-hatch pattern in the cylinder is intentional, as are the horizontal ridges in the piston sides.



Cylinder-wall roughness (image captured from Brian's presentation)



Piston wall texture

These grooves are essential to the lubrication of the engine. They trap oil. A problem comes when carbon or lead deposits fill in the grooves.

To prevent combustion products from leaking through to the piston sidewalls, Rotax engines have piston rings of a particular shape – a Dykes ring. This ring has an L-shaped cross-section. Conventional rings rely on their springiness to seal against the cylinder wall. By contrast the Dykes ring uses combustion pressure acting on the vertical portion of the L to force the ring out against the cylinder wall. This only works, of course, if the ring is free to move relative to the piston. If the ring gets stuck, then it won't seal, and carbon deposits will form on the sides of the piston (pictured).



Dykes ring



Carbonized piston

“All those grooves on the side of the piston are now filled in with carbon, which is an abrasive. So now we're running sandpaper up and down inside the engine.” Engine failure is imminent.

“This is probably the most important thing to do during your inspection is to look at those rings through your exhaust port.”

If you're an EAA member, you can watch all 15 webinars on the [EAA website](#).

Brett Lawton recommends a fuel policy. In another of the webinars, Brett Lawton of (LEAF) shared what he'd learned from 30 years of repairing Rotax 2-cycle engines. Michael Bishton and I were particularly keen to hear what kind of fuel he recommends for our Rotax 582. Here's his slide on that:

2 Stroke Engine – Fuel Grade Selection

Preferred Fuel List –

1. Unleaded Aviation Fuel – Swift 94UL or General Aviation Modifications Inc (GAMI) G100UL.
2. Premium Auto Fuel 91+ Oct AKI octane
3. Premium Auto Fuel 91+ Oct AKI octane (E10) – 10% ethanol approved in all Rotax Aircraft Engines, check airframe compatibility. 30 days max, check for phase separation
4. 100LL – Least preferred fuel, combustion chamber & engine deposits.

No approved fuel additives– No octane boosters, Marvel Mystery Oil, Sea Foam, etc. Sta-Bil approved for storage use only.

Our takeaway and now the Club's policy for the Breese:

1. We should use no-ethanol premium auto gas in the winter when usage on the plane is low.
2. We can use ethanol premium auto gas in the summer. Ethanol gas doesn't last as long, but if summer usage is as high as we hope, then stale gas won't be a problem.
3. Use any ethanol gas within 30 days. Lawton acknowledged that he was being very conservative on this point. But you don't know how long the gas has taken getting from the refinery to your jerry can.
4. He recommends against 100LL because of the lead deposits. He said that if you DO use it regularly, do an inspection every 25 hours. For that, remove the exhaust manifold and make sure that the piston rings are moveable relative to the piston. Lead deposits can make them stick. [See Brian Carpenter above on the consequences of *that*.]
5. Our pilots can buy 100LL if they're on a cross-country. Or if they get caught out without enough gas in their jerry cans. The key is to limit it to occasional use.

I had hoped that Lawton would endorse 100LL for full time use. But he does not.

100LL Alternatives. I looked up both Swift 94UL and GAMI G100UL. Both are competing to become the standard 100LL replacement. Neither is available in our area.

It sounds like Swift 94UL won't work in some high-horsepower engines, so it can't be a 100% replacement (though it would be fine for us).

G100UL claims that it can work in every airplane in the fleet. But they don't have ASTM certification. They're just starting to roll out the product this year in California.

A key problem here is that the replacement fuel must be good in 100% of the fleet. FBOs have no incentive to sell both 100LL and a new fuel. That's because fuel tanks – and fuel trucks – cost tens of thousands of dollars. Why would you invest that money when your only new customers will be the jerry-can crowd? It doesn't make economic sense.

Meanwhile, in yet another EAA webinar on March 6th, Mike Busch explored the problems with Swift 94UL.

Last October, the University of North Dakota (UND) flight school announced that it was terminating its year-long test of Swift UL94 unleaded avgas and returning to 100LL. This came as a shock and disappointment to many in the industry. UND's maintenance director cited evidence of "significant" exhaust valve/seat recession in some of its Lycoming-powered Piper Archers. Is this a major setback for piston GA's transition to unleaded fuel? In this webinar, Mike Busch explores what we know about valve recession and lead, and discusses how much of an issue this is likely to be.

As you can see, the EAA is being extremely useful to us. If you're not a member, consider joining, if only to support the organization that supports our kind of flying. Their \$48 dues are a tiny fraction of what you're already spending on your hobby. Join online [here](#).

Fly safely,
Steve



This Month's Fly-In Destinations

To encourage all of us to get in the air more, the following is a list of fly-ins I found within (about) 100 NM of the Warrenton-Fauquier Airport which are occurring in the next month. Sources are: The [EAA Calendar of Events](#), www.socialflight.com, funplacestofly.com and the [Virginia Department of Aviation Calendar of Events](#).

Date	Event Description	Location	Distance
Sat, Apr 20 / 10AM-12:30PM	EAA Chapter 1563 Breakfast and Monthly Meeting	Gordonsville Municipal Airport (KGVE)	35 NM
Sat, Apr 20 / 8-10:30AM	Bear River Pancake Breakfast RSVP 540-810-3144	Bear River Field (VG54)	51 NM
Sat, Apr 20 / 8AM-4PM	EAA 36 Pancake Breakfast and Hagerstown Aviation Museum Open Airplane Day. Breakfast 8-11AM	Hagerstown Regional Airport (KHGR)	63 NM
Sat, Apr 20 / 8:30-10:30AM	Petersburg Pilots Association Fly-in Breakfast	Dinwiddie County Airport (KPTB)	89 NM
Sat, Apr 20 / 8AM-12PM	EAA Chapter 240 Pancake Breakfast and Young Eagles Rally	New Garden Airport (N57)	117 NM
Sat, Apr 27 / 8:30-10:30AM	EAA Chapter 339 Pancake Breakfast	Chesapeake Regional Airport (KCPK)	138 NM
Sun, Apr 28 / 8AM-12PM	EAA Chapter 426 Fly-in and Drive-in Breakfast	Greater Cumberland Regional Airport (KCBE)	73 NM
Fri-Sun, May 3-5	Lake Ridge Aero Park Spring Fly-In Info	Lake Ridge Aero Park Airport (8NC8)	163 NM
Sat, May 4 / 8AM-4PM	Warrenton-Fauquier Annual Fly-in	Warrenton-Fauquier Airport (KHWY)	0 NM
Sat, May 4 / 12-2PM	May the 4th Be With You (Drone safety event including Star Wars themed drones)	Williamsburg-Jamestown Airport (KJGG)	99 NM
Fri-Sun, May 10-12	Heritage Field Fly-in	Heritage Field Airport (KPTW)	140 NM
Sat-Sun, May 10-11	Cheat River Island Fly-In. FREE FOOD! Camping welcome!	Cheat River Island Airport (56WV)	95 NM
Sat, May 11 / 10AM-3PM	Operation Cow Drop 2024	Hanover County Municipal Airport (KOFB)	59 NM

Date	Event Description	Location	Distance
Sat, May 11 / 10AM-2PM	Chili Fiesta Fly-In	Massey Aerodrome (MD1)	100 NM
Fri-Sun, May 17-19	Flying Horseman Fly-In Info	Landis Airport (VG16)	160 NM
Sat, May 18 / 10AM-12:30PM	EAA Chapter 1563 Breakfast and Monthly Meeting	Gordonsville Municipal Airport (KGVE)	35 NM
Sat, May 18 / 8AM-4PM	EAA 36 Pancake Breakfast and Hagerstown Aviation Museum Open Airplane Day. Breakfast 8-11AM	Hagerstown Regional Airport (KHGR)	63 NM
Sat, May 25 / 8:30-10:30AM	EAA Chapter 339 Pancake Breakfast	Chesapeake Regional Airport (KCPK)	138 NM
Sun, May 26 / 8AM-12PM	EAA Chapter 426 Fly-in and Drive-in Breakfast	Greater Cumberland Regional Airport (KCBE)	73 NM
Sat, Jun 8	Women Can Fly. Volunteer pilots and ground support needed! Details and sign up.	Warrenton-Fauquier Airport (KHUY)	0 NM

Don't forget that there are several great local flying destinations with restaurants on or near the airport. Did I miss some? Let me know!

- Shannon Airport (KEZF) - On the field: Robin's Nest Cafe (closed Sundays), Walkable: Wawa, Perfect Pollo. Ultralights (with no N-number) not welcome on the field.
- Sky Bryce Airport (VG18) - Across the street at the ski slope: Copper Kettle (closed Mon/Tue)
- Cumberland Airport (KCBE) - On the field: Hummingbird Cafe (closed Mondays)
- Eastern West Virginia Regional Airport (KMRB) (towered) - On the field: Crosswinds Cafe (closed Sundays)
- Hagerstown Regional Airport (KHGR) (towered) - On the field: The Grille at Runways
- Front Royal-Warren County Airport (KFRR) - 20 minute walk: 619 Market
- Williamsburg-Jamestown Airport (KJGG) - On the field: Charly's

[New Restaurant!](#)

I just found out about a new(ish) restaurant located at the St. Mary's Airport (2W6). I have yet to check it out, so if any of you go, let me know how it is! They are open Wednesday through Saturday 10AM-2PM. See their website: birddogbistro.com.

Also, check out the map created by our very own Club President, Steve Beste on the [Flying Club 1 website!](#)

You are invited to join The Rodes family and EAA 511 for a pancake breakfast fly-in at Bear River Field (VG54), weather-permitting, on Saturday, April 20, 2024. We plan to have food available from 8:00 to 10:30, or while supplies last.

Bear River Field/VG54 info:

Lat/Long:

38.31917 / -78.7627

38° 19' 9.02" / -78° 45' 45.73"

Elevation: 1050 ft.

Runway 7/25

2000x90 ft., turf in good condition.

Rwy 7 Right Pattern

Rwy 25 Left Pattern

Rwy 7 preferred for calm wind departures for noise abatement.

Comm. 122.9

Drive-in Address:

5509 Holstein Ln,

McGaheysville, VA 22840

Follow the drive straight down toward the river,
then turn right along the runway to the hangar.

Watch for and yield to air traffic.

For more info, contact:

Justin Rodes

540-810-3144

justinriverhill@yahoo.



Warrenton-Fauquier Airport HWY

Annual

FLY-IN

May 4, 2024

Fly-In Checklist:

- ✓ FAA Safety Brief Stamp
- ✓ FAA Briefings Scheduled @ 10:00am & 2:00pm
- ✓ DOAV & HWY Fly-In Stamps
- ✓ Food & Drinks Available for Purchase
- ✓ Vintage Aircraft Rides for Purchase
- ✓ New Terminal & New Friends
- ✓ Raffle!

1 Stop
3 Stamps for your
Virginia Aviation Ambassadors
Passport!



UPCOMING EVENTS @ HWY:

- June 8 Women Can Fly!
- June 18-23 Flying Legend Victory Tour B-17 & B-25
- June 29-30 International Aerobatic Competition
- Sept TBD Fall Fly-In



HWY IS THE HIGHWAY TO THE SKY!



LAKE RIDGE AERO PARK

SPRING *fly-in*

May 3rd - 4th

BYOB CAMPING SELF-SERVE FUEL CORNHOLE

3200' X 150' RUNWAY **BNCB** DURHAM, NC
UNICOM 122.9

The poster features a light blue sky background with a yellow sun in the upper right. The word 'SPRING' is rendered in large, green, leaf-patterned block letters. Below it, 'fly-in' is written in a green cursive font. The dates 'May 3rd - 4th' are in large, green, outlined block letters. A green rounded rectangle contains the text 'BYOB CAMPING SELF-SERVE FUEL CORNHOLE'. The bottom of the poster shows a photograph of a grassy airfield with several small aircraft, including a prominent red and white biplane in the foreground. The background of the photo shows a line of green trees under a clear sky.



Cheat River Spring Fly In May 11th 2024 (56WV)



*Save The Date
May 10th-12th 2024*



3RD ANNUAL HERITAGE FIELD (KPTW) FLY-IN
Antique, Vintage & Modern
All Are Welcome
Food Fun and Games
Family Atmosphere
Raffle and Prizes
Air Conditioned Rest Rooms
www.heritagefield.org
Airplane Rides
Fly Overs
Camping On-Site
RV Parking Available
Limerick, PA

Photos Courtesy of Cody Scott Smith

**The Fourth Annual
Flying Horseman
Fly In**



Drive in or Fly in
Airplanes, Friends, BBQ
Breakfast provided by AeroVolts and Lift Aviation
Coffee Provided by AeroBrew
No Landing fee
Camp Fires, Hangar Movie, Snow Cones

TALK TO US
Richard 276-229-7533
Dan 217-729-0003
284 Scenic Dr. Stuart VA. 24171
www.flyinghorsemanranchvg16.com
FlyingHorsemanRanch1@gmail.com

Quiz

Jim Heidish was the first to identify last month's image as neighboring (to our Breese at CJR) private airport Berryvale (VA30).

This month's quiz picture was submitted by Steve Beste. He writes: "This super-size mansion (five garages!) is going up on a famous local property whose sale we all tracked last year. We thought the property would be subdivided, but it looks not. The lake is the clue." Where is this?



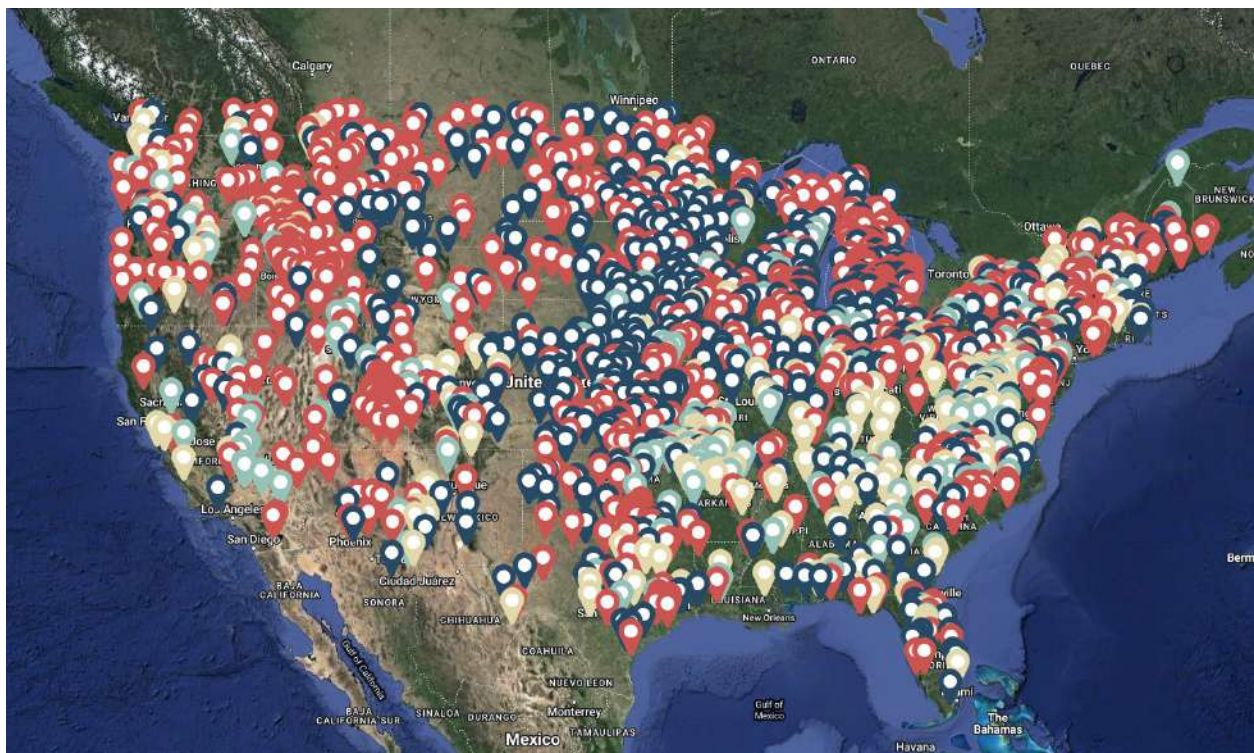
Know the answer or have a picture for the guessing game? Email me at ooi.lucy@gmail.com.

Finding Flying Destinations - Fun For Pilots

By Lucy Ooi

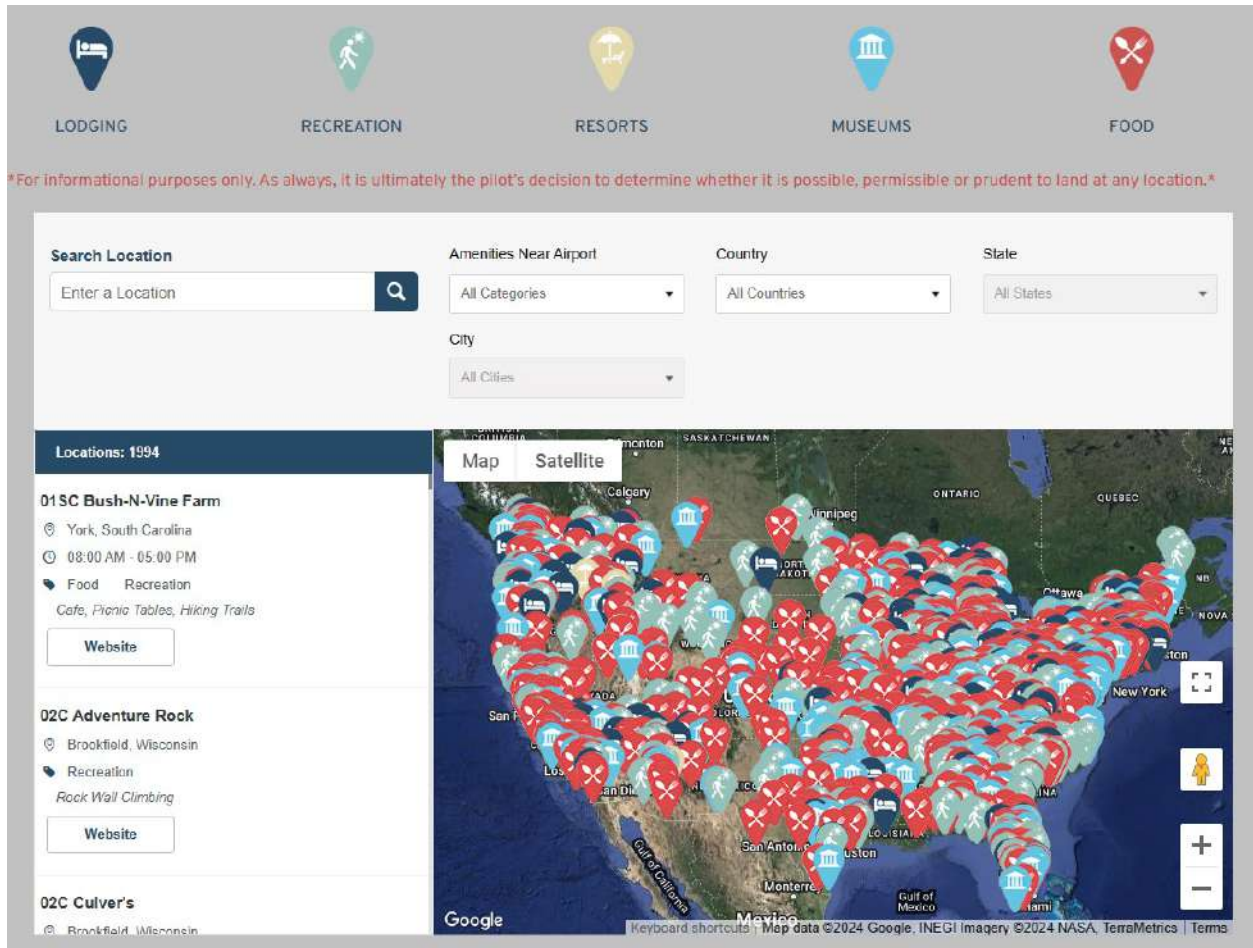


The weather is finally turning nice, and we have an airplane but you're getting the itch to venture outside of the local area. How do you find a place to go? One great resource, and one I personally use is Fun For Pilots (funforpilots.com). When I was out in Texas last September, this is how I found an awesome museum to fly into (War Eagles in Sant Teresa, NM). This site does require a free registration to view the database, but it is a great resource! The first thing you'll notice when logging onto the website are the inspirational video clips and photo slideshow highlighting fun destinations (including Cheat River and Bear River who both have fly-ins coming up!). Once you're logged in, check out the databases. The first is of unpaved airstrips:



These are color coded by whether it is public or private, if permission is required, and whether or not it has gas. For the airports where permission is required, it only includes those where permission is likely to be granted.

Personally, while I love landing on grass airstrips, usually I'm looking for a reason to go somewhere. This website has that need covered too! It has a whole database of reasons to fly!



This allows you to filter by type of attraction as well. So let's say you're looking for a good museum. You can filter by that. Or maybe you want a new lunch destination. Filter by food. Want to get away for the weekend? Filter by resorts and lodging. Just want to camp out with your plane? Click the "Flamping" (fly-in camping) tab instead.

Check out the database and find a reason to go fly! Hopefully this will inspire more of us to get out and explore new destinations!

Meeting Minutes

February 2024

Flying Club One Meeting

Saturday, February 10, 2024

Warrenton-Fauquier Airport (HWY)

Midland, VA

Call to Order

President Steve Beste called the meeting to order at 11:08 AM with 20 attendees.

Visitors and New Members

- New member **Manoj Bhagwati** introduced himself

Flying Attendees

- **Jeff Crider** flew to the meeting from Luray in his RV with **Micah Nicholas**

Recent Flying

- Our Training Chief **Grover McCall** described his experience flying a Breese with Paul Mather at M-Squared. The landings are very different from what he's used to.

Routine Business

- *Treasurer and Membership Director: Fabian Georges:*
 - Had new name tags for everyone.
 - Reported that our bank balance is \$3,375.01
 - Reported that our total acquisition cost for the Breese is now \$20,730.06.
- Minutes of the January meeting were accepted as published in the February newsletter.

Donations

- **Bob Chapman** has donated for the Breese:
 - Brake parts
 - A headset
 - A fuel tester
 - An organizer box of miscellaneous hardware.
- **Grover McCall** has donated two Flycom helmets.
- **Fabian Georges** has wired the Breese's intercom into the planes power supply.

Business

None

Program

- **Sean Roe** demonstrated his use of free tools for flight planning (SkyVector), in-flight navigation (Avare), and post-flight review (Google Earth Pro). Interest was considerable.

50-50 Drawing - \$64

Won by **Stephen Waide**

Adjourn

President, Steve Beste adjourned the meeting at 12:40 PM.

Submitted by **Steve Beste**, as the secretary position is currently vacant.

Board Meeting Minutes

March 8, 2024 by Zoom

Present: Bastien, Beste, Bishton, Georges, Whatley

Call to Order – 8:00 pm

Changes to the Bylaws

The Board unanimously approved a revised version of the Club bylaws. The revisions reflect our new configuration as a Club that owns airplanes. Key changes:

- **Types of members.** We will continue to have only two types of members – voting and honorary. People who fly will be voting members with *flying privileges* rather than a new type of member.
- **New staff positions**, with duties described: Flight Operations Chief, Maintenance Chief, Training Chief, and Marketing Chief.
- **Policy on airplane ownership.** We are a non-equity club, not one where members buy in and have a saleable share upon departure.
- **Policy on flying privileges.** Who gets to fly? Who says so? Revocation of flying privileges. Reversing a policy from the January Board meeting, the Board agreed that a sign-off by one CFI, not two, would be enough.
- **Annual budget.** Now that our financial affairs are a lot more complicated, the Club will now have an annual budget.

The revised bylaws are now up on the Club [website](#).

Reimbursement for the new Breese rudder

The Board agreed to Jim Heidish's request for \$450 for his work on the new rudder for the Breese – payment to be deferred until we get some flying revenue.

Adjournment – 9:27 pm

Meeting Minutes

March 2024

Flying Club One Meeting

Saturday, March 9, 2024

Warrenton-Fauquier Airport (HWY)

Midland, VA

Presentation by the AOPA Air Safety Institute

- 37 people present
- We preceded our meeting with a presentation by Adam Rarey of the AOPA Air Safety Institute – “Non-Towered Accident Case Studies: What Went Wrong”. We had invited KHWY airport manager **Dave Huss** and members of the KHWY Boosters group to join us for this. Beginning at 11:00 and ending at 11:52, it sparked a lively discussion.

Call to Order

President Steve Beste called the meeting to order at 12:05 PM with 25 attendees.

Visitors and New Members

We had three visitors, all of whom were interested in flying and joined as new members:

- **Jay Ponniah**, a friend of Bryan Chaisone.
- **Tom Capshew**
- **Sean Lillemo**, who lives 5 minutes from the Culpeper airport.

Flying Attendees

- None. It rained solidly that day.

Routine Business

- *Treasurer and Membership Director: Fabian Georges:*
 - Reported that our bank balance is \$3,402
 - Reported that our total acquisition cost for the Breese is unchanged from last month at \$20,730.06.
- Minutes of the February meeting could not be approved since the March newsletter was not out yet.

General Discussion

- **Jim Heidish** showed off the newly-painted and decorated rudder for the Breese.
- There was a discussion of tires for the Breese. **Bob Chapman** reported that the current tundra tires, wheels, and axles are a huge upgrade over the stock Breese parts. But that they're expensive – replacing two tires and tubes will cost about \$900. There followed a discussion of alternatives, all deferred for another day.

Adjourn

President, Steve Beste adjourned the meeting at 12:35 PM.

Submitted by **Steve Beste**, as the secretary position is currently vacant.

Service Providers

Recap our standing list of service providers:

- **PPG instructor and dealer:** Brian Goff, 703-963-7389
spin2329@gmail.com
<https://www.paraflyinc.com/>
- **Aircraft instructor - CFI:** Pete Bastien, 703-568-5778
- **Aircraft instructor - light sport and seaplane:** Chuck Tippett, 540-905-5091
- **Gyroplane Instructor:** Frank Noe, 443-253-7681
frankcanfly@yahoo.com
<http://www.gyromajo.com/>
- **Machinist:** Luther Taylor, 540-222-3927
- **Welder:** Luther Taylor, 540-222-3927
- **A&P mechanic/IA:** JD Ingram, 513-388-6312
- **Light Sport Condition Inspections, Rotax Certified:** Tim Loehrke, 703-618-4005
- **A&P mechanic specializing in tube & fabric, based at CJR:** Air Knocker Aviation
(Abe Makely, Saverio Gambassi)
571-309-7023
airknockeraviation@gmail.com

For more information on instructors, see <http://www.flyingclub1.org/instructors/instructors.php>

Activities

Flying Club 1 Activities Schedule

Club meetings will be held on the second Saturday of every month at the Warrenton-Fauquier Airport (KHWY). Please see the schedule below for the location of other meetings and information on events. Changes in time or location will be posted in this newsletter and on the Club website.

Date	Activity	Location	Description
Saturday, April 13th, 11am	Fly-in, club meeting, and cookout	The terminal building at the Warrenton-Fauquier Airport	Club meeting, fly-in, and cookout
Saturday, May 11th, 11am	Fly-in, club meeting, and cookout	The terminal building at the Warrenton-Fauquier Airport	Club meeting, fly-in, and cookout
Saturday, June 15th	8:00am Poker Run 11:00am Fly-in and club meeting	The terminal building at the Warrenton-Fauquier Airport	Poker Run Club meeting, fly-in, and cookout
Saturday, July 13th, 11am	Fly-in, club meeting, and cookout	The terminal building at the Warrenton-Fauquier Airport	Club meeting, fly-in, and cookout
Saturday, August 10th, 11am	Fly-in, club meeting, and cookout	The terminal building at the Warrenton-Fauquier Airport	Club meeting, fly-in, and cookout
Saturday, September 14th, 11am	Fly-in, club meeting, and cookout	The terminal building at the Warrenton-Fauquier Airport	Club meeting, fly-in, and cookout
Saturday, October 12th, 11am	Fly-in, club meeting, and cookout	The terminal building at the Warrenton-Fauquier Airport	Club meeting, fly-in, and cookout
Saturday, October 26th, 9am	Club 1 Color Run Fly-out	Meet at the Front Royal Airport for the run down to Luray	Club 1 Color Run Fly-out: Front Royal to Luray
Saturday, November 9th, 11am	Fly-in, club meeting, and cookout	The terminal building at the Warrenton-Fauquier Airport	Club meeting, fly-in, and cookout
Saturday, December 7th, 12-3pm	Holiday Party	The terminal building at the Warrenton-Fauquier Airport	Monthly meeting and Holiday Party

Membership Dues Policy

The period of membership is the calendar year: January through December.

Renewals can be sent in starting in October for the upcoming year. Members who have not paid their dues by the end of February will be dropped effective March 1 and will not receive the newsletter or the membership roster.

Dues are \$20 per year. But if more than one family member is active in the club, then a family membership covering both of them can be had for \$25. Please:

- Make your check out to **Flying Club 1**
- Mail it to **Fabian Georges**
P.O. Box 5322
Springfield, VA 22150
- Include a copy of the membership application that's attached at the end of this newsletter (and is available on the club [website](#)). That's our way of keeping your contact information up to date.



Join as a Social Member

- Fellowship
- Local knowledge
- Technical advice
- Share your stories
- \$20 / \$25 /year

Click or scan this QR code to join [online](#).
Or mail in the form below.




Join as a Flying Member

- Everything at left plus
- Fly our airplanes

This is much more involved.

Click or scan this QR code to see [online](#) how to join.



New/Renewal: **New** **Renewal**

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

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

Name To Go On Your Name Tag: _____

E-mail Address: _____

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

Street or PO Box: _____

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

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

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

Pilot rating(s): _____

Instructions

for joining as a social member by mail

1. Fill out the above form
2. Make out a check for \$20 (individual) or \$25 (family)
3. Make it payable to **Flying Club 1**
4. Send the form and check to:
Fabian Georges, Treasurer
7051 Brookfield Plaza, #5322
Springfield, VA 22150

Flying Club 1 General Information

The Flying Club 1 is a nonprofit, recreational club dedicated to the sport of ultralight and light sport aircraft flying.

2024 CLUB OFFICERS AND DIRECTORS

President: Steve Beste 703-321-9110

Vice President: Allen Whatley 571-235-6978

Secretary: VACANT

Treasurer: Fabian Georges 714-661-8800

Director At Large: Pete Bastien 703-568-5778

Director At Large: Michael Bishton 301-320-9542

Director At Large: Lucy Ooi 585-410-5573

2024 CLUB VOLUNTEER STAFF

Membership: Fabian Georges 714-661-8800

Club Artist: Jim Heidish 703-524-5265

Newsletter Editor: Lucy Ooi (“Wee”)

Ooi.Lucy@gmail.com

Web Master: Steve Beste,

president@flyingclub1.org

A club is only as good as the members who volunteer to support its activities. The following listed activities with the club require mem-

ber 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