



FROM THE LEFT SEAT

Len Alt, President

In last month's message I mentioned shared ownership of aircraft as a great way to broaden the availability of our sport at minimum cost. The past month has seen much activity in this regard. At present the club includes seven different aircraft with some form of joint ownership. One example is the six-way ownership of the Pioneer Flightstar, here flown by Pete Bastien.



Another of our multi-owner aircraft is the Challenger, shown here on a beautiful September morning with co-owner Tom Richards showing me that those rigid winged things really do fly. Thanks Tom!



Farewell to Blue Ridge Paragliding training operations. Jerry Starbuck has had to close the doors on BRP's new training operations. He is completing training of his current students through the fall, but will not be able to accept new students for the foreseeable future. Many of Warrenton Air Park's most active PPG flyers have benefited from Jerry's able instruction, including yours truly. His leadership in the field of PPG instruction has had an impact not only here in northern Virginia, but also nationally through his many contributions to the U.S. Powered Paragliding Association. We look forward to continuing to fly at the air park with Jerry.

As discussed at our last-of-the-year club meeting at Warrenton Air Park earlier in September our Christmas Party will be held on December 2nd, 2006 starting at 4 P.M. The Club members have decided to return this great event to its traditional location in the WAP Club House. Tom Richards has graciously agreed to lend his home to host this event. Please plan to attend this gathering with your family. It's a bring-a-dish pot luck affair, and has proven lots of fun in years past. We've had many requests regarding a repeat performance by our club's own Rotax Choir, but they will probably perform anyway. Don't miss this great party!

Fly smart. Fly safe.



ADVISORIES

September Meeting – Our meeting was held under the trees in the circle at the Warrenton Air Park, our last outdoors meeting of this year.

President Len introduced new member Sam Bingham who is part of the Flight Star “conspiracy of six”, according to Tom Richards.

Later in the meeting, Len introduced new member Ron Nelson. He has purchased a “previously owned” ultralight and is re-working it in his garage.

Secretary Lew Clement reported that we now have 77 '06 members.

Treasurer Jim Birnbaum gave us the Club’s financial status for August:

- Our income for the month - \$98.00; our expenses for the same period - \$17.69. Our total assets at the end of the period – \$4,765.54.

has improved the drainage at the south end of the field considerably. Another drain needs to be installed and some grading is needed , both at the south end.

Len reminded us that there is a fly-out scheduled for Saturday, Sep 16. So far, no one has volunteered to lead the fly-out. If no one volunteers, it will be cancelled.

Club 1 has its Fall Fly-in scheduled for October 7, Saturday, at the WAP. Tim Stormer has volunteered to lead it. This event will be publicized with our neighbor clubs and the public around the Air Park, inviting them all to join us. It was a very successful event last year. Let’s do even better this year!

Club 1’s traditional Fall Color Run is scheduled for Sunday, October 15th. We don’t have a leader for that event yet, either.

Those of you who have flown on past Color Runs know what a beautiful flight it can be, flying



VP Tom Richards briefs members at the September meeting on the status of the Air Park. President Len Alt stands by at left.

VP Tom Richards reported on the current status of the Air Park. He intends to start construction of a new hangar shortly, using materials from the Whitman Strip hangar as part of the needed materials. He also would like to continue the use of the small work parties through October so could use more volunteers. Call Tom if you want to volunteer. He reported that the drain already installed stills a little works but, even now,

down the valley, just west of the mountain and over all the fall colors. Then, crossing over, and returning on the eastern side of the mountains.

Len Alt told us that Kim Alt is a Notary Public. Anyone with anything needing to be notarized should call Kim. She will bring her seal to the field and meet that person there.

Club officers’ terms are for two-year periods. This year, the positions of Vice President and Treasurer

are due for election. Len has named a Nominating Committee to select candidates to present to the membership for election at the November meeting.

He reminded us that, at the December meeting and Holiday Party in December, we will be announcing our annual volunteer recognition awards. The general membership and the Board of Directors all need to be thinking about who they believe deserves such recognition this year.

We then discussed where to hold our Holiday Party. Should it be held in the Warrenton American Legion Hall where we held it last year? Or should we use the Club House? Tom Richards graciously offered the Club House and the membership accepted his offer. Kim Alt told us about some heat lamps that we can use on the porch to make that space usable, as well.

Jim Birnbaum reminded the membership that he still had some very attractive Club knives and pens available at only \$5 each.



Our volunteer cook crew, Kim Alt and Pete Bastien, prepare lunch as our meeting goes on.



Shared Aircraft

Lew Clement

Interest in shared aircraft has blossomed within Flying Club 1. On pages 4 & 5 of this newsletter are two articles by Club members on the subject.

USUA Club 6, the Southern Virginia Ultralight Flyers, have had a shared aircraft group since 1989. Their organization within Club 6 is called the Drifter 447 Group. At my request, they have sent me copies of their By-Laws and Operations Procedures. The documents are too long to include here. I will bring copies of both documents to the next Club meeting. If anyone should want them sooner, I will e-mail them to you on request.



Lunch under the trees at the Air Park

Shared Aircraft Ownerships at WAP, More to Come?



By Tom Richards & Tom Lodahl

To my knowledge, there is a total of – not one, not two, not three ... but **seven** shared ownership situations involving aircraft based at the airpark. The most publicized is the six-way ownership of the Pioneer Flightstar that materialized in June of this year – shown at right with Tom Lodahl at the controls.

The most recent – offer made and accepted on September 14 – involves four club members banding together to acquire Tim Stormer’s almost-brand-new Phantom. Pete Bastien, Dick Martin, Woody Wood and Tom Richards began conspiring immediately following the last club meeting at which Tim indicated he would be willing to sell it.

The complete list of shared ownerships follows – in approximate reverse chronological order:

Aircraft	# owners	Owner names
Phantom	4	Pete Bastien, Dick Martin, Woody Wood, Tom Richards
Pioneer Flightstar	6	T. Lodahl, P. Bastien, B. Kash, J. Howard, S. Bingham, T Richards
Challenger (2-seat)	3	Hughie Magee, Ron Ray, Tom Richards
*Piper Clipper	2	Tom Richards, John Stroup
**X-Air	2	Jim Birnbaum, Bill Magrini
Quick Silver	3	Dick Walker, John Stroup, Tom Richards
*Taylorcraft	3	Jim Hill, Peggy Ohlinger, Tom Richards

** aircraft and owners are covered by insurance, ** insurance situation not known*

As seen from the list, Tom Richards is the “lowest common denominator” (Chuck Beatley’s term) in all but one of these deals. Eventually it would be good to build a partnership fleet that includes both single-seaters and 2-seat aircraft that can be used for instruction and check rides. This would let us attract some younger pilots as well as building club solidarity.

In forming partnerships, my advice is to follow a few simple rules:

1. make sure the partners get along well and have similar philosophies concerning flying
2. establish rules concerning sharing access to airplane - conflict resolution, reservations, logging flight times, unbalanced usage, who supplies fuel, and (for 2-stroke engines) – fuel handling procedures: standardizing fuel and mixing oil and so on...
3. establish rules concerning partner sell-out and adding new partners
4. address responsibility, liability and insurance issues early:
 - a. Agree on overall maintenance policy - who pays for it when something gets broke... AND who takes responsibility for fixing it.

- b. Insuring the aircraft - In 4 of the 7 cases above, the partners are “self-insured” with regards to damage or loss of airplane. Rule here is don’t put at risk more than you can afford to lose. For example, in the un-asterisked instances above, no owner has invested more than \$3,500.

The Advantages of Shared LSA Ownership

Bill Magrini

Flying is expensive, so many pilots look for any way possible to reduce the financial burden on the sport that is dear to their hearts. Options are limited, however, such as renting, buying a new plane with fewer options, buying a used or older plane, or even buying a “fixer-upper.” Compromise, compromise, compromise. We have all looked at compromises and are often not really satisfied with the end results. One option, fairly common to general aviation flying that sport pilots typically overlook is joint ownership. No, I’m not talking about sharing joints, I’m talking about shared ownership of the light sport aircraft (LSA) of your dreams. Why settle for a used, older, underpowered two-cycle ultralight with questionable reliability when you and a couple of friends could have a brand new 100 mph N numbered light sport aircraft (LSA) for the same money?

An LSA often offers several advantages. I’ll mention a few: 1.) lower overall maintenance costs; 2.) higher cruise speeds so you can use it on cross country trips; 3.) a more reliable four-stroke engine; 4.) less fuel consumption; 5.) no need to overhaul the engine every 300 hours; 6.) ability to log your hours; (7) the ability to finance your purchase and get insurance; and 8.) the three owners split the hangar, insurance, and all maintenance costs.

Let’s do the math. You can buy a \$15,000 “Go Getter” ultralight kit or a \$30,000 LSA kit. (My Xair-H kit, motor, instruments, and radio cost about \$27,000.) Of course, there are some fancy smancy LSAs that can cost over \$90,000. Ouch!

With shared ownership, you have co-owners to help you build it, get it registered, and fly off the required test hours. Your purchase price is only

\$10,000 each and LSA’s seem to hold their value better. If you have a \$150 per month hangar, you only pay \$50 per month each. If insurance is \$600 per year, you only pay \$200 each. (You typically cannot get insurance on ultralights.) Four stroke engines are more reliable and burn less fuel. My Jabiru-powered Xair H uses only 3 gallons per hour. My last Rotax 582 powered standard Xair used 5 gallons per hour plus 2 stroke oil. It cruised at 70 mph if I pushed it. My Xair-H flies at 95 mph at 65% power.

Of course, you could do a shared ownership with the \$15,000 ultralight and would get many of the advantages I have mentioned here.

Other things to consider when buying any plane with another person: 1.) Make sure your partners are qualified to fly the plane. 2.) Set out all elements of the partnership, including financial, contribution and maintenance payments, flying time allocation, and other important matters in writing. One important element is: “Who pays if the plane is damaged or, God forbid, totaled? Ideally insurance will pay all but the insurance deductible. Of course, there are many other things to consider, but this is a start.

So what are you waiting for? Get with a buddy or two, do your homework, and go find that plane of your dreams!



Pete serves up a big hamburger to Larry Walker



CLASSIFIEDS

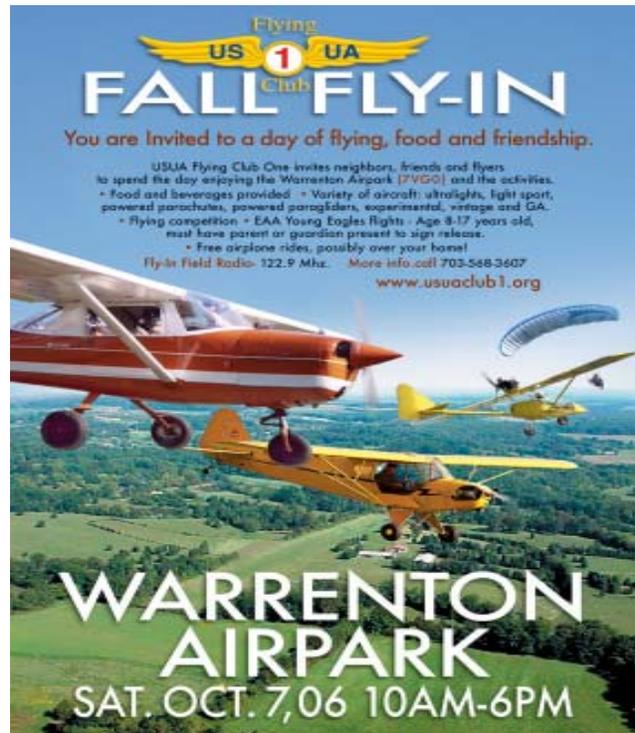
Ads will be run twice and then dropped unless resubmitted, or renewed by telephone or e-mail. Please advise the editor when the ad is no longer needed.

'06 PARATOYS BLACK HAWK POWERED PARA-GLIDER - Brand new. 172cc Black Devil motor and 28 metter black and yellow wing. Package includes training harness, para-glider conch sack, Paratoys instructional manual, Risk and Reward DVD, Black Hawk travel suitcase, 1 bottle Castrol TTS two-stroke oil, gas checking mirror, wind sock, prop covers, tiny tach and flying suit. \$6500. Bob Bell (C) 703-943-7129, (H) 540-937-3799, e-mail to <cedarfield540@arczip.com> (6/06)

BEAVER RX-550 - Rotax 582 w/rope pull start. Hobbs: 275 total time. Dual EGT, Heel mechanical brakes. Built in 1991. Always hangared. UV protection on wings and tail. \$10,000 OBO. Contact Gabe at H 703-440-81134, W 703-681-2733, C 571-277-1416. (8/06)

RANS S-12 AIRAILE - Rotax 582, 20 hrs on engine and airframe, electric start, oil injection, C-box, twin 9 gal wing tanks, in-flight trim system, Hegar 6" hydraulic brakes and wheels, full enclosure, all lexan smoked, BRS 750 parachute (out of date), full instrumentation, slightly crunched in last landing, repair parts included. A fun and very quick airplane for someone mechanically inclined and looking for a cheap way to fly. Located in Woodstock, VA. E-mail at <tcooper@shentel.net> for info and photos. (9/06)

Items bought and sold through the Newsletter are solely at the risk of the buyer and seller. Neither the Newsletter nor USUA Flying Club 1 guarantees, or is in any way responsible for the airworthiness or other aspects of the items listed.



This is a reproduction of the poster that member Jim Heidish prepared, advertising our Fall Fly-in. Nice work, Jim!



2006 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 the Warrenton Airpark as shown in the 2005 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

- Oct 5 [Thur] Monthly mtg, CVHS
- Oct 7 [Sat] Club 1 Fall Fly-in, WAP
- Oct 15 [Sun] Club 1 Color Run
- Oct 21 [Sat] Club 250 Fall Fly-in, HS
- Nov 2 [Thur] Monthly mtg, CVHS
- Dec 2 [Sat] Club 1 Monthly mtg/ Holiday Party

Additions and deletions to this schedule will be made as other club schedules become known and as the Club 1 schedule is adjusted. Changes will be published in this newsletter and on the Club website

USUA FLYING CLUB 1 GENERAL INFORMATION

The United States Ultralight Association's Flying Club 1 is a non-profit, recreational club dedicated to the sport of ultralight and light aircraft flying.

ANNUAL DUES (Jan 1 - Dec 31) : \$20.00. (Includes newsletter) After July 1, dues for remainder of year are \$10.00. Family membership: \$25.00 (husband and wife). (A spouse who wishes to participate will please complete a membership application form.)

2005-6 CLUB OFFICERS, DIRECTORS & STAFF

President	Len Alt*	703-467-0586
Vice President	Tom Richard+	703-568-3607
Secretary	Lew Clement*	703-444-1639
Treasurer	Jim Birnbaum+	703-361-7478
Past President	Dave Riedel	703-815-4924
Dir. Safety & Tng	Jim Willess	540-788-4341
Dir. Membership	Phil Williams	703-361-3320
Club Artist	Jin Heidish	703-524-5265
Club Sales	Jerry Starbuck	
Events Coord.		
Librarian	Dick Walker	202-363-4546
Membership Coord		
Newsletter Editor	Lew Clement	703-444-1639
		e-mail: lclem@adelphia.com
		Fax:703-444-2535
Property Manager		
Web Master	Greg Palmer	703-912-3774

Terms of office: + 2005-06 *2006-07

NEWSLETTER SUBSCRIPTION (without membership) is available at \$10.00 per year to those for whom membership is impractical because of location or other inability to participate in Club activities.

CLUB 1 WEB SITE: <http://usuacub1.org>. Note the change of the web site. Flying Club 1 now has an officially registered name on the Internet.

MEETINGS are at 7:30 PM on the first Thursday of the month at locations as announced in the Club newsletter and on the Club web site. (Times and days may vary. Check the newsletter and/or web site.)

SUBMITTING ITEMS FOR THE NEWSLETTER: Members and non-members are encouraged to submit items for this newsletter. Send submissions to Lew Clement, 46917 Grissom St, Sterling, VA 20165. E-mail or fax as shown to the left. Deadline for receipt of submissions is 10 days before each meeting.

Ads will be run twice and then dropped unless resubmitted or renewed by phone. Advise editor when item is sold.

A club is only as good as the members who support it. The following listed activities within 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 fly-ins.

Club Management/Administration: Club Officers (elected, Directors and Staff Officers. (Talk to current officers for more details.) *Fly-ins:* Food supply, preparation; Facilities, Grounds; Ground Support. *X-country and outside events:* ground support; *Safety & Education:* Flight Safety & Training, New Member Mentoring, Library, Monthly Program Development; *Communications:* Membership, Newsletter, Web Site; *Fund Raising:* 50/50 raffle; *Miscellaneous:* Meeting Facilities, Property Management, Tool Custodian, Clothing Sales, Ad Hoc Committees.

Starred Items on Membership Application Must Be Completed.

FLYING CLUB 1 MEMBERSHIP APPLICATION - 2006

All members are encouraged to provide an e-mail address to the Club. It is our best means for fast communications with a large number of Club members in minimum time.

We welcome you to USUA Flying Club 1 and hope your membership will be rewarding to you in flying and fellowship.

*Name _____ New ___ Renewed ___ Regular ___ Family ___ Membership

+Street or PO Box _____

*City _____ State _____ ZIP _____

*Telephone (H) _____ Telephone (W) _____

*Spouse's Name _____ *Name To Go On Your Name Tag _____

To Receive Your Newsletter By E-mail, Enter Your E-mail Address _____

*USUA Member: Yes ___ No ___ If yes, enter member number _____ USUA Pilot: Yes ___ No ___

*UL Registration # _____ *Aircraft Liability Insurance _____

Type Aircraft _____ Stored/Flown From _____

Other Ultralights (Owned or Flown) _____

Flying Hours: Dual UL _____ Single UL _____ Conventional _____

*Club Activities or Services For Which You Volunteer _____

(NOTE: References to Ultralight aircraft above include Ultralight-type aircraft). Starred items must be completed. Mail application to the Club 1 Treasurer, Jim Birnbaum, 8570 King Carter St., Manassas, VA 22110, accompanied by dues for regular (\$20) or family (\$25) membership for a full year or \$10 and \$12 for a half year (July 1 or after). NOTE: Information from this application will be included in the Club 1's membership roster intended for internal use only. (Roster ___ E-mail ___ USMail ___ Name Tag ___)

USUA FLYING CLUB 1

October 2006

**To join USUA Flying Club #1,
fill out the form on the reverse
side.**

**To join the national USUA, fill
out the form below:**

____ **\$25.00** U.S. Ultralight Association annual membership does not include magazine subscriptions. All publications are optional, and are available to USUA members at the discounted prices shown below. A current USUA membership is required to take advantage of these discounts. Subscribe to your choice when you renew your membership.

UltraFlight Magazine - \$24.95

Ultralight Flying! - 34.95

KITPLANES Magazine - \$19.95

Air & Space - \$19.00

____ Enclosed is \$2.00 for work in ultralight safety by USUA.

(Canadian and non-US membership add \$5.00)

**Lew Clement
46917 Grissom St.
Sterling, VA 20165**

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone _____ Date of Birth _____

Enclosed is my Check _____ Money Order _____
Visa _____ Mastercard _____

Account # _____

Exp. Date _____

**United States Ultralight Association
104 Carlisle Street
Gettysburg, PA 17325**