



## THE PRIVILEGED VIEW

Steve Beste, President

**How to get more people into the sport?** (Part 2.) [Last month](#), I laid out the obstacles in the way of someone who thinks he wants to fly ultralight airplanes. This month, I can report some solutions. You recall that the heart of the problem is the lack of airplanes. How does the newbie get access to a suitable airplane for demo rides, for training, and for ongoing use?

**1. Join a shared-ownership club.** If you were at the February Club meeting, you heard Airpark owner Tom Richards' plans for forming an airplane-owning cooperative. Here's the gist of his proposal:

The co-op would own four airplanes. (These are internet pictures, not pictures of the actual airplanes.)

Two 2-seat airplanes that require a Sport Pilot license:



2-seat Quicksilver w/Rotax 582 engine



Excalibur w/Rotax 582

Two 1-seat airplanes (Part 103) that require no license:



Quicksilver w/Rotax 447 engine



Minimax w/Rotax 277

You'd buy into the co-op for \$600 - \$1,800 depending on how many of the airplanes you intended to fly.

Annual dues would be about \$1,000, depending on how many airplanes you have a share in.

You'd pay \$50 for each *flight* – roughly an hour's flying, with a minimum of \$850/year. You pay for the gas.

Because you would own the airplane, the FAA allows an instructor to take money for teaching you in it. That solves the problem of finding an airplane that can be legally used for instruction.

The upshot: You could own and fly an airplane for \$2,000/year. Understand that these prices are all preliminary, as are Tom's ideas on insurance, maintenance, and responsibility for damage. But Tom has years of experience with shared airplane ownership, and has given the whole idea a lot of thought. I give him great credit for taking steps to get new people into the airplane side of the sport. If you're interested, please contact him at 703-568-3607 or [warrentonairpark@yahoo.com](mailto:warrentonairpark@yahoo.com)

**2. Buy and rent out a Light Sport Aircraft.** I'm still hoping that someone will buy and rent out an LSA like this MSquared Breese. Perhaps one of the local flight schools would be interested. Perhaps you would, yourself. Perhaps you could work out a leaseback deal with a flight school. The rental money from instruction would defray your costs. That said, it's still a \$36,000 purchase. I've worked up a cost spreadsheet. [see page 3]



Fly Safe,  
Steve



## Cost to Buy and Operate an M-Squared Breese LSA

[msquaredaircraft.com](http://msquaredaircraft.com)

Fixed Annual Costs		Per Year
Capital cost		
Purchase price		35,995
VA sales tax (2%)		720
Helmets & intercom		1,000
Radio. Icom A-6		250
GPS		350
		38,315
Depreciation @	7 %/yr	2,682
Personal property tax		90
Insurance (liability)		900
Hangar rent @	300 /month	3,600
Repairs		1,000
		\$8,272

Direct Hourly Operating Costs		Per Hour
Gas @	\$ 3.50 /gal      5 gal/hr	\$ 17.50
Oil @	\$ 3.50              1 /hr	\$ 3.50
Engine overhaul allowance		\$ 10.00
\$3,000 @ 300 hrs		
Airframe allowance. Tires, wing fabric...		\$ 5.33
100-hr inspection @	\$600	\$ 6.00
		\$ 42.33

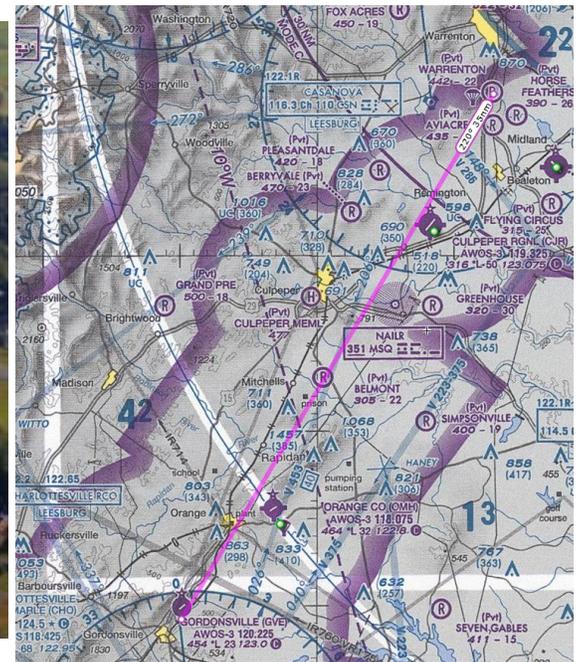
Net Cost per Hour			
Hrs Flown per Year	Indirect	Direct	Net per Hour
10	\$827.20	+	\$42.33
			\$869.53
40	\$206.80	+	\$42.33
			\$249.13
70	\$118.17	+	\$42.33
			\$160.50
100	\$82.72	+	\$42.33
			\$125.05
130	\$63.63	+	\$42.33
			\$105.96
160	\$51.70	+	\$42.33
			\$94.03

Your Net Cost per Hour with a Partner			
Hrs Flown per Year	Indirect	Direct	Net per Hour
10	\$413.60	+	\$42.33
			\$455.93
40	\$103.40	+	\$42.33
			\$145.73
70	\$59.09	+	\$42.33
			\$101.42
100	\$41.36	+	\$42.33
			\$83.69
130	\$31.82	+	\$42.33
			\$74.15
160	\$25.85	+	\$42.33
			\$68.18

## Nearby Airports: Gordonsville (KGVE)

*By Dick Martin*

Gordonsville airport (KGVE) is located 33 statute miles southwest (215 degrees) of the Warrenton Airpark. It has a 2,300 foot asphalt strip that has some irregularities but is fine if you're not piloting a jumbo jet. Airport weather is available on the AWOS (120.225, telephone 540-832-2095). UNICOM and CTAF are 123.0.



It's a small, unassuming airport but hums with activity on weekends when the weather is good. In my experience, it's the most sociable airstrip in the area. One of the fellows who welcomed me last Saturday said, "It's a doers airport." Everyone is busy flying, fixing, building, or discussing airplane projects. When you taxi up, they drop everything to greet you, discuss your plane, tell you about their activities, and show off their projects.

The airport is owned by the Gordonsville city government, which operates it in friendly cooperation with the local pilots. There are 3 instructors who offer tailwheel, aerobatic, and instrument instruction. There are two Cessnas that can be rented – a 150 and a 172. Skip Degan (<http://tailwheelbasics.com/>) is an A&P mechanic and instructor available as needed by airport customers. Caleb Glick works for the FAA in Washington during the week but lives at the Gordonsville Airport and is an informal coordinator of many airport operations. Brent Hall of the city government is the manager.

Grilling and access to a kitchen are offered on summer weekends, but the big meals that used to be available in one of the hangars have ended. Restrooms for visiting pilots are available in the red hangar closest to the runway. Gas is not sold. Orange County has another big airport nearby and the county regards KGVE as a "poor orphan." The state of Virginia is providing a new Gordonsville AWOS.

Ultralights, light sport aircraft, and experimental aircraft are welcome. A Phantom ultralight and a gyrocopter are based there and a Kolb is under construction. Lee Fox is working on the plane he bought from Jim Birnbaum at Gordonsville.



The Gordonsville Airport has a long history. The field was used by three plantation owners during the late 1920s. The town of Gordonsville purchased the airport in 1935, making it Virginia’s second oldest airport (after Shannon). There is a “Gordonsville Airport Preservation Society” (GAPS) that is documenting the history of the airport.

*The airport has an entertaining website ([www.gordonsvilleairport.org](http://www.gordonsvilleairport.org)).*

*Note from editor: If you're flying to Gordonsville, watch for skydivers at the Orange County Airport on the way down (KOMH – CTAF 122.8)*

## Further Aerial Adventures in the Desert Southwest

By Lucy Ooi

*In previous newsletters, I detailed my trip to Page, AZ from Lancaster, CA where I picked up my plane “Rudolph”.*



*Over Lake Powell*

It was a beautiful morning when we awoke at the hotel in Page, Arizona. After breakfast at a restaurant next to the hotel, we called Classic Air at the Page Airport (KPGA) and they picked us up. After we arrived at the airport, finished fueling and completed the preflight, we took off for a beautiful flight over Lake Powell. Here, the stunning deep blue of the lake contrasts with the striking red sandstone that makes up much of the shoreline. Following Lake Powell past Navajo Mountain, we entered into the canyon lands of Utah.



We were headed for Cal Black Memorial Airport (U96) for gas. It is a nice quiet airport in the middle of nowhere. Truly in the middle of nowhere. To get there, we followed the GPS into the middle of what seemed to be an arid rock bed thinking we must be lost due to the utter lack of signs of life. The airport did materialize out of the rocks though, and we landed uneventfully. On the way in, aside from the airport, the only sign of human habitation we had seen around was a road leading to a harbor for pleasure craft that seemed to be at least 10-15 miles away. At the airport, we were the only airplane, but the guy

working there was very friendly. He recommended the restaurant in Monument Valley, and since we were getting hungry, we decided to go. We called for permission to land and were told to come on over.



*On the way to Monument Valley*

Monument Valley Airport (UT25) is privately owned by a company which runs a lodge, campground and restaurant. It looks like they do aerial tours as well, since when we pulled up there was a large fleet of Caravans and Twin Otters there. It is a very neat airport – one end of the runway ends just short of a large cliff face. As we pulled into the tie down area, a van drove up to take us to the restaurant just up the hill from the airport. We had a good lunch there with amazing views of Monument Valley. As we ate, we saw the entire fleet of airplanes taking off. One Twin Otter returned to pick up a bus load of tourists as we were finishing up lunch. We walked back to the airport and took off for our own aerial tour of Monument Valley.



*Rudolph at Monument Valley*



*Monument Valley*

After Monument Valley, we headed off towards Four Corners, and flew through Colorado, New Mexico, Arizona and Utah in about a minute! We then headed off for Aztec, New Mexico (N19), our next stop. The airport is located on top of a mesa at an elevation of close to 6000 ft MSL, with drop-offs on both ends. It was almost like landing on a (giant) carrier. The man working there drove us down to a motel in town, less than a mile from the airport at the bottom of the mesa, where we spent the night. There we had a nice relaxing end to a momentous day.



*Four Corners*

## Meeting Minutes

### February 2014 Minutes

#### Flying Club One Meeting

Thursday February 6, 2014

Centreville High School

Centreville, VA

#### Selling 50/50 tickets before meeting

#### Call to Order

*President, Steve Beste* called the meeting to order at 7:30 PM

19 members present.

#### CONNECTIONS

#### Visitors & New Members

**Bill Sullivan**, a retired crop duster, is looking to get back into the air by instructing in LSAs. **Doug Crow** stopped by to get up-to-date on the Club activities.

#### Old Members

Not much flying this winter, but **Chuck Tippett, Dick Martin** and **Jim Heidish** took advantage of the one warmer and windless day in months to go flying. All said they had a great flight and with the ground still frozen had no problems with mud or leaving tracks. **Chuck Tippett** reminded the members that close-in Stafford Airport just opened a new state-of-the-art FBO and they welcome everyone to fly in (ultralights included) to see and use the great facilities.

#### SERVICE PROVIDERS

Recap our standing list of service providers:

- PPG instructor and dealer: **Michael O'Daniel**
- Fixed wing instructor: **Chuck Tippett**
- PPG, Ultralight, LSA and General Aviation flight instruction: **Grass Roots Flyers**
- Welder: **Tom Kotsch**
- A&P mechanic: **JD Ingram**

#### REGULAR REPORTS

*Secretary: Jim Heidish* reported that the January Minutes were published in the February Club Newsletter and approved as published.

*Treasurer: Jim Birnbaum* reported December Income: \$148.00, Expenses (annual Club Website fee): \$112.04 and the Flying Club 1 Checkbook Balance: \$2,260.75

*President: Steve Beste* said he had nothing to report.

*Safety and Training Director: Dave Riedel* – not at meeting

*Membership Director: Jim Birnbaum* said we have 52 members but not all paid up, so get the 2014 dues in and be sure to give him any updates on your info for the roster.

*Warrenton Air Park Owner: Tom Richards* said when the D.C. Skydiving operation starts up this spring (1<sup>st</sup> of April) their operation will be at the far southeast end of the field and will have a new landing zone near their hangar. The jumpers will not be touching down on the main runway any more (the jump plane will still use the main runway). Tom said that he would be changing the landing pattern on the main runway to keep the traffic away from the skydiver's landing area. He wants to keep all the traffic patterns on the west side of the field; so main runway 22 (landing to the south) will become a RIGHT HAND pattern. He will inform everyone when the official change will take place.

#### Old Business - none

#### New Business

**Jim Heidish** said that a lot of the flying community thinks our Club is just for ultralighters. We want to make sure that everyone understands that it is open to all flying enthusiasts and all aircraft. He

presented a membership promotional poster that states just that. (We Fly Everything!) It can be posted around at area airports and hopefully keep **Jim Birnbaum** busy signing up new members. The membership thought it was a good idea. He will have posters at the next meeting to pass out.

### **MONTHLY PROGRAM**

With the help of our new digital projector, **Tom Richards** gave an in-depth presentation titled Flying and Airplane Ownership. It was focused on giving pilots and aircraft the opportunity to fly more with the help of shared ownership. He would like to set up an Aircraft Flying Club using the aircraft he owns along with some of his associates' aircraft. The aircraft would cover the Ultralight, LSA and GA categories. Tom said that he and his associates would offer everything from training in types to maintenance and inspection. He explained

how shared ownership would be an economical way to fly. For any pilot without a plane and looking to fly, the facts and figures that Tom stated were very compelling. For anyone interested in the project, Tom has a PowerPoint presentation with all the information.

### **50-50 Drawing**

**50/50 – Keith Parks** was winner and donated it to the club.

### **Adjourn**

*President, Steve Beste* adjourned the meeting at 9:15 PM.

After the meeting there was a short Club Directors Meeting to elect the two Directors at Large. Present were the Club President, Vice President, Secretary, Treasurer, Past President and two Directors at Large. **Dave Riedel** and **Larry Walker** were elected.

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

## Activities

### 2014 FLYING CLUB 1 ACTIVITIES SCHEDULE

Designated Club meetings will be held the first Thursday of each month in the Centreville High School, Union Mill Rd., Centreville, VA, at 7:30 PM. Others will be held at 11:00 AM at the Warrenton Airpark as shown in the 2014 schedule. Changes in time or location will be posted in this newsletter and on the Club website.

Date	Activity	Location	Description
Thur, March 6th, 7:30pm	Club Meeting	<a href="#">CVHS</a>	Conversation, Club business meeting, and program.
Sat, April 5th, 11am	Club Meeting	<a href="#">Airpark</a>	Club meeting and cookout at Warrenton Airpark
Sat, May 3th, 11am	Club Meeting	<a href="#">Airpark</a>	Monthly meeting and cookout at Warrenton Airpark
Sat, June 7th <ul style="list-style-type: none"> <li>• 6:15am - PPG Poker Run</li> <li>• 8:30am - Airplane &amp; Trike Poker Run</li> <li>• 11am - Club meeting</li> </ul>	Poker Runs	<a href="#">Airpark</a>	Poker Runs
Sat, June 14th	Father's Day Fly-In at Shreveport North (62PA) <a href="#">Description</a> . <a href="#">Flyer</a> . <a href="#">Video</a> . <a href="#">Another video</a> .	<a href="#">62PA</a>	The largest ultralight fly-in in the mid-Atlantic states. Club 1 fly-out from Warrenton Airpark
Sat, July 5th, 11am	Summer BBQ and Club Meeting	<a href="#">Airpark</a>	Monthly meeting and Summer BBQ at Warrenton Airpark
Sat, August 2nd, 11am	Club Meeting	<a href="#">Airpark</a>	Memorial table, monthly meeting, and cookout at Warrenton Airpark
Sat, September 6th, 11am	Club Meeting	<a href="#">Airpark</a>	Monthly meeting and cookout at Warrenton Airpark

Date	Activity	Location	Description
Sat, October 4th	Club 1 Fly-in and meeting	<a href="#">Airpark</a>	Monthly meeting, Club 1 Fall Fly-In and cookout at Warrenton Airpark
Sat, October 25th	Club 1 Color Run Fly-Out	<a href="#">Airpark</a>	Club 1 Color Run Fly-Out at Warrenton Airpark
Thur, November 6th, 7:30pm	Club Meeting	<a href="#">CVHS</a>	Conversation, Club business meeting, and program.
Sat, December 6th, 4:30pm - 8pm	Club Meeting / Holiday Party	<a href="#">Airpark</a> 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](mailto:Ooi.Lucy@gmail.com)) when the ad is no longer needed.

**FOR SALE — Zodiac 601 XL ( 650 XL) partially completed kit.** Kit includes Constructed Tail Surfaces and Fuselage, to include Landing Gear with Wheels and Brakes, Dual Brake Peddles kit, Dual Control Stick kit and Instrument Panel. The wing kit and engine is needed. The wing kit is available now pre-drilled. It The plane will take a Rotax 912S, Jabiru 3300, Continental 0200, Lycoming 235, Corvaair or VW conversion engines. All documentation and registered plans are in the package. Asking \$7500 or best offer above \$6000. Note this is a Light Sport class aircraft. It is available built, IFR Certified at Southeast Light Sport for \$99,900. (SouthEastLSA.com). See <http://www.zenithair.com/zodiac/xl/> for details of aircraft: Contact: Larry Walker, 540-347-7609

Flight Test Report: Steve Flattum flight tests the Zodiac and reports:

*“The CH 601 XL / CH 650 family of airplanes are a delight to fly. Simple and easy to fly with a great view and they are very comfortable for long flights. The airplane is very strong and it is backed by a company that has been around for a very long time.”*

**FOR SALE — Taylorcraft BC-12D (1946) -** available. sale to club members only for a 10% discount from the \$22,500 asking price. Aircraft is hangared at Warrenton Airpark.

The Taylorcraft is flown about 65hrs/year and should be flown more. Please contact Tom Richards ([\(703\) 568-3607](tel:7035683607)); [warrentonairpark@yahoo.com](mailto:warrentonairpark@yahoo.com) or Jim T. Hill for details.

### FOR SALE — MaxAir Drifter built 1989



Electric start oil-injected Rotax 582. 1083 TT engine and airframe. 16 hours TT since engine rebuild. 10 gallon fuel capacity with 4.5 gallon reserve behind front seat. 3-blade Ground Adjustable Warp Drive Prop. (2) Comtronic Helmets with radio. Mounted ICOM A21 radio PTT switch on stick. Dual EGT. Tach, hourmeter, voltmeter, VSI, fuel pump pressure, turn and bank bubble indicator, airspeed indicator, mounted GARMIN GPS Pilot III. Tundra tires. External mounted BRS Chute. Always Hangared. Lots of spare parts. Based at New Quarter Far Airport, Gloucester, VA. \$4000.00

Contact Richard Moore 804-815-0730  
[drifterpilot@cox.net](mailto:drifterpilot@cox.net)

## **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 2012 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 Birnbaum  
Flying Club 1

Membership Director, Treasurer **MEMBERSHIP APPLICATION - 2014**



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.

*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.

### 2013 CLUB OFFICERS & 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 and Past President: Len Alt 703-945-9314

Director At Large: Dave Riedel 703-815-4924

Director At Large: Larry Walker 540-347-7609

### 2013 CLUB VOLUNTEER STAFF

Safety & Training: Dave Riedel 703-815-4924

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*

**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)**

*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.