



The Deal

Flying Club 1 offers you an inexpensive way to fly an ultralight airplane – or a two-seat ultralight-like airplane. Here’s how it works.



The two-seat M-Squared Breese II



The Flightstar ultralight

1. A Shared-Ownership Club

Flying Club 1 owns an M-Squared Breese II that we hangar at the Culpeper Airport (KCJR). You can fly it, shared with other Club members. After being checked out to fly it, you schedule time using an online app and pay a per-hour charge.

We intend to acquire this single-seat ultralight, too, but have not yet done so.

This is not an *equity* club. There is no buy-in fee and you do not own a saleable share of an airplane. Instead, the Club owns the airplanes and you pay annual dues plus a per-hour charge to fly. The current dues are \$700/year. The per-hour charge is \$35, dry. *Dry* means that you provide your own gas. (The Club will provide the 2-cycle oil that this airplane requires.) Expect gas to cost another \$22/hour.

If you fly 40 hours per year – the average for this kind of flying – you will have spent about \$3,600 on your hobby for the year. That’s an unbeatable bargain.

2. A Community Experience of Volunteers

This is not a solo deal. You will also be signing up to volunteer. During the annual condition inspection, the Maintenance Chief will expect you to assist. Likewise if the hangar or the airplanes need cleaning, plan on being there. If someone damages the airplane – even if it wasn't you – you'll be expected to lend your expertise and time toward fixing it. The Club has monthly meetings where members can share their experiences. Plan on coming to many of those.

Flying Club 1 has forty years experience as a social organization promoting light flying. That continues now that we own airplanes. We're a community.



Chuck Tippett offers his advice at a Flying Club 1 meeting

3. If You Have a Pilot's License

If you have an airplane pilot's license of any kind, you can fly either of our airplanes. once you have received transition training from a CFI who works with us. Transition training is necessary because these low-mass high-drag airplanes fly differently from the Cessna or Piper that you may be familiar with.

- **The M-Squared Breese** is an Experimental Light Sport Airplane. That means that you'll be flying it as a Sport Pilot, even if you have a more advanced license. That also means that:
 - ♦ You do not need an FAA medical. Your driver's license is enough – unless you have failed an FAA medical. (That's a whole other discussion.)
 - ♦ You'll be flying daytime VFR only.
- **The ultralight** requires no FAA license at all. It's a Part 103 *vehicle*. However, you will need to conform to FAA airspace rules and receive transition training from a CFI who works with us.

4. If You Don't Have a Pilot's License

Here's where Flying Club 1 can really help you get flying.

If you want to get a license, you will probably go for a Sport Pilot license because it costs half of what a Private Pilot license does. You can train in the Club's 2-seat airplane. You will hire your own Certified Flight Instructor (CFI). (The Club maintains a list of CFIs who are familiar with our airplanes and are allowed to fly them.) They can teach you in our airplane – even though it's an Experimental – because as a member of the Club, you'll be learning in your own airplane.

If you don't want to get a license, you will be able to fly the ultralight, but not the two-seat Breese. You will need to:

- Do several hours of ground school with a Club volunteer. This is free and covers airspace rules, navigation, weather, aeromedical, theory of flight, and so on.
- Hire a CFI a CFI associated with the Club for dual instruction in the Breese.
- Have the CFI tell our flight Operations Chief that you have passed a checkride.

5. Maintenance

The Club maintains its airplanes to the highest standard. We are fortunate to have in Tim Loehrke a club member who is FAA-certified to maintain Light Sport Aircraft. He also owns an ultralight-like airplane himself (a Quicksilver) and has years of experience with them, including their two-cycle Rotax engines.

We maintain the ultralight as if it were a Light Sport Aircraft – to that standard.

Members are encouraged to assist in all maintenance tasks (under Tim's supervision) so that they come to know the airplanes intimately.

Indeed, before your first flight, you will need to attend Tim's course, *Introduction to Our Airplanes*. Held in the hangar, this will teach you about Rotax 2-cycle engines, high-drag airplanes, Dacron wing coverings, our fueling procedures and so on.

6. Your Liability

This may give you pause.

The Club has no insurance of any kind on its airplanes because it's unavailable. Therefore, you fly at your own risk, both for liability and for damage to the plane.

As to liability, you will be required to sign a pretty severe [Waiver of Liability](#). If you hurt someone or something, the responsibility will be yours, not the Club's.

To mitigate this, we require all pilots to obtain non-owner's airplane liability insurance (including aircraft damage coverage) for about \$550/year.

The non-owner policy may include a deductible for damage to the aircraft that you're flying. If so, the Club will want a refundable damage deposit in that amount.

7. What If You Damage the Airplane?

You break it, you fix it.

Note that our policy is not, *You break it, you pay*. It's *You break it, you fix it*.

For example, let's say that you made a hard landing and bent one of the landing gear tubes. Your fellow pilots will expect you to:

- Work with the Club's Maintenance Chief to figure out a fix.
- Locate, order and pay for any needed parts.
- Do the repair - under the supervision of the Maintenance Chief.

Will the hull insurance coverage in your non-owner's airplane insurance pay? Probably so.

In any case, said, these are simple, inexpensive airplanes. There aren't many things to break, parts are readily available, and our Breese in particular was built with extra-beefy bits.

8. What Kind of Flying Can I Do?

People sometimes ask, “Why do you fly airplanes that are so slow they can’t go anywhere?” Our answer is, “They do go somewhere. They go up.”

Up is what’s on offer here. Cross-country transportation not so much.

You will probably not be flying to the Outer Banks in one of these planes (although you *could*). But Northern Virginia is chockablock with [grass airfields](#), [airport restaurants](#), and fly-ins. Plus, it’s drop-dead beautiful from the air.



Light flyers at Greenhouse (O2VA) during a Flying Club 1 Poker Run

Here’s the performance of the planes.

Performance Item	The Breeze	Typical Ultralight (Flightstar Spyder)
Cruise speed	69 mph	55 mph
Fuel capacity	16 gallons	5 gallons
Burn rate @ 75% power	5.6 gph	3.3 gph
Range (with ½-hr reserve)	176 miles	82 miles
Endurance (with ½-hr reserve)	2:20 hours	1:30 hours
Useful load (with full fuel)	639 lbs	340 lbs
Glide ratio	5.95 : 1	8 : 1



Is this a deal you want to take? If so, look at the document [The Application Process](#), on the Club website.

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