

Genesee Warbirds
Aircraft Sponsorship Program
www.genseewarbirds.org
(585) 234-JETS

A. Historic Importance of Sponsorship

Since the formation of Genesee Warbirds, it has been the museum's goal to acquire, restore and maintain a collection of classic jet warbirds in flying condition. A significant source of funding for these acquisitions and operations comes from the Aircraft Sponsorship Program. This program continues to be a key component to the success of Genesee Warbirds.

The current emphasis is on both acquisition and maintenance of these aircraft. The sponsorship program is intended as one way to provide capital funds for the purchase and restoration of aircraft and to maintain them in flying condition. Regular sponsor funds are credited to the specific aircraft's account and are available to help maintain or restore that particular aircraft, as needed. The basic concept of the sponsorship program is cost sharing.

The Aircraft Sponsorship Program is a group of men and women who have a common interest in sharing in the cost of restoring, maintaining and operating a particular Genesee Warbirds aircraft, and also sharing in the excitement and accomplishment of operating and displaying these aircraft to the public. This program has made it possible for many Genesee Warbirds members who do not personally own and operate such aircraft, to enjoy this unique activity by sharing the costs with others. It is important to note that non-pilot sponsors are both needed and welcome.

The sponsorship program is a major foundation of Genesee Warbirds aircraft operations and financial support. It is given top priority in Genesee Warbirds planning and activity. All Genesee Warbirds members and potential members should be made aware of this program and encouraged to participate.

The basic concepts and implementation of the Aircraft Sponsorship Program are set forth herein. Specific questions regarding either financial or operational policies should be addressed to the Genesee Warbirds Board of Trustees, President or Chief Pilot.

B. Aircraft Sponsorship Program

The sponsorship program has made the goal of the museum founder, trustees and members a reality. The museum today now owns various classic jet warbirds and has new jet donations currently pending. In addition, the museum has several classic jets on loan from private collectors. The long-term goal of the museum is to assemble a collection of classic jet warbirds, all maintained in flying condition, so as to display these

aircraft to future generations.

Any member of Genesee Warbirds may participate in the Aircraft Sponsor Program at one of three levels. Each level allows sponsor participation in the operation of their chosen aircraft. You do not need to be a pilot or mechanic to become a sponsor or member of an aircraft crew.

The highest level of aircraft support is the **Flying Sponsor**. No person may fly a museum aircraft as Pilot In Command (PIC) or as an Instructor Pilot (IP) unless that person is an active flying sponsor of that specific aircraft. (Exceptions maybe made with unanimous Board approval). There is no guarantee that any individual will be authorized to fly the museum aircraft. A pilot candidate must demonstrate the required FAA and museum competency and be approved by the Board and Chief pilot.

For a one-time donation, plus annual costs, the individual becomes a full sponsor of a chosen aircraft and is eligible for selection as a pilot-in-command or instructor pilot, if he or she is qualified. All Flying Sponsors are encouraged to become active members of the aircraft crew. The specific costs of a flying sponsorship depend on the type of aircraft, and a table of current sponsorship costs is included in Appendix A.

The number of flying pilots and instructor pilots is limited per aircraft by insurance and aircraft requirements. All Pilots and Instructor Pilots are chosen from the Flying Sponsor pool. See Appendix A for details.

In addition to the one time donation, the flying sponsor pays an annual donation representing his or her equal pro rata share of the cost of the annual inspection, yearly hangar fees and liability insurance. The Flying Sponsor becomes part of the aircraft crew and is encouraged to attend air shows and events with the aircraft. Flying sponsors have priority for flights in the subject aircraft. Flying sponsors who qualify as PIC or IP may fly the subject aircraft, for the cost of fuel, plus a small hourly rate for maintenance reserve. These rates are set forth in Appendix A and are subject to change as annual expenses vary. Pilots must meet FAA and Genesee Warbirds qualifications, currency and proficiency requirements to obtain and maintain PIC or IP status.

Your actual annual financial commitment or responsibility to the aircraft each year may vary due to many factors. If the aircraft you sponsor has a significant maintenance or restoration issue arise in any given year, then the actual expense of that charge shall be shared between the flying sponsors. Some years may require little, while other years may require an engine overhaul or some other substantial maintenance requirement. Flying Sponsors who wish to continue to participate year after year must continue to help share actual annual expenses.

A second level of support is the **Restoration Sponsor**. A person or company for a one-time donation, shows his or her significant support for the restoration or continuing maintenance of a Genesee Warbirds aircraft. See Appendix A for donation requirements per aircraft. The restoration sponsor may participate in the aircraft operation in a crew

position, including air shows or displays as a ground crew member. Once an aircraft is restored to flight status a list of all restoration sponsors for that aircraft shall be displayed at all air shows and events as an expression of appreciation to those individuals and businesses.

The **Supporting Sponsor** is the third level in the sponsorship program and allows any person or company to support an aircraft with smaller annual donations as set forth in Appendix A. Supporting Sponsors are encouraged to serve as ground crew at air shows and displays.

1. Basic Principles of Sponsorship

The men and women who are Flying, Restoration or Supporting Sponsors make possible the restoration, maintenance and operation of an aircraft by sharing the costs, thus allowing as many persons as possible to participate as members of an aircraft support team on aircraft with significant monetary and historic value.

Sponsorship donations are the capital funds for a specific aircraft and are not transferable to another aircraft's account. These donations indicate the sponsor's interest in seeing a specific aircraft preserved in flying condition and perhaps his or her interest in playing an active role in its operation.

Sponsorship programs shall be administered by the Board of Trustees, President and Chief Pilot. Active flying sponsors shall be given priority consideration in the assignment of flights (i.e. Air Shows). Restoration and Supporting Sponsors shall be given consideration in the assignment of flights or ground crew assignments.

Flying Sponsors who become inactive for a period of one year may become active again by arrangement of the Board of Trustee, President and Chief Pilot, the aircraft crew chief and the other active flying sponsors of the subject aircraft, to provide a fair share of the costs of operation and maintenance of the aircraft during the inactive period.

2. Operational Limitations of Sponsorship

The number of active pilots on all Genesee Warbirds aircraft, particularly the high performance aircraft, may be limited due to operational requirements for maintenance of pilot proficiency, insurance and other issues. These aircraft are often called on to perform at air shows or events where aerobatics, formation flying or display requirements limit the number of flying sponsors who can maintain or are qualified to act as PIC or IP for these operations.

C. Type Rating Training Programs

Individuals, regardless of membership or aircraft sponsorship, may obtain Type Rating specific training and education through the museum, using museum aircraft and flying sponsor IPs, only. The costs associated with this training is set forth in Appendix B.

D. Aircraft Flight Experiences

Individuals, regardless of membership or aircraft sponsorship, may obtain a Flight Experience with a flying sponsor PIC or IP, only. The costs associated with such an experience is set forth in Appendix C.

E. Tax Donation

Donations to the museum are tax deductible.

Appendix A

Aircraft Donations and Costs

Fouga Magister CM-170

Flying Sponsor: One Time Donation: \$500.
Annual Pro Rata Cost (2010): \$1,400.00.
Hourly flight Time Rate: Actual fuel and oil burned, plus \$35/hr maintenance reserve.

Restoration Sponsor: One Time Donation: \$250. (minimum)

Supporting Sponsor: Annual Donation: Any amount annually. Suggested \$100.

Hispano Aviacion HA-200 (aka Casa Jet)

Flying Sponsor: One Time Donation: \$500.
Annual Pro Rata Cost (2010): \$1,400.00.
Hourly flight Time Rate: Actual fuel and oil burned, plus \$35/hr maintenance reserve.

Restoration Sponsor: One Time Donation: \$250. (minimum)

Supporting Sponsor: Annual Donation: Any amount annually. Suggested \$100.

Mig 15 uti

Flying Sponsor: One Time Donation: \$1,000.
Annual Pro Rata Cost: (2010 estimate): \$2,000
Hourly flight time rate: Actual fuel and oil burned, plus \$35/hr

maintenance reserve.

Restoration Sponsor: One Time Donation: \$500 (minimum)

Supporting Sponsor: Annual Donation: Any amount annually. Suggested \$100.

DeHavilland Vampire

Flying Sponsor: One Time Donation: \$750
Annual Pro Rata Contribution: (2010): \$1,500
Hourly flight time rate: Actual fuel and oil burned, plus \$35/hr
maintenance reserve.

Restoration Sponsor: One Time Donation: \$400 (minimum)

Supporting Sponsor: Annual Donation: Any amount annually. Suggested \$100.

Appendix B Type Rating Training and Education

*The number of flight and ground hours needed to complete training varies by individual experience and abilities. There is no guarantee that any person will receive a Type Rating or can complete the training successfully. You must pass a checkride with an FAA Designated Examiner.

Fouga Magister CM-170:

Actual Fuel* and Oil Burned, plus *(average fuel burn 140 gallons per hour)
Aircraft Expense Rate (Dry): \$200/hour
Cost of IP, if any
Cost of FAA Designated Examiner (including flight test fee, travel cost, hotel, meals)

Hisapno Aviacion HA-200:

Actual Fuel* and Oil Burned, plus *(average fuel burn 140 gallons per hour)
Aircraft Expense Rate (Dry): \$200/hour
Cost of IP, if any
Cost of FAA Designated Examiner (including flight test fee, travel cost, hotel, meals)

Mig 15 uti:

Actual Fuel* and Oil Burned, plus *(average fuel burn 330 gallons per hour)
Aircraft Expense Rate (Dry): \$500/hour
Cost of IP, if any
Cost of FAA Designated Examiner, (including flight test fee, travel costs, hotel, meals, etc.)

DeHavilland Vampire:

Actual Fuel* and Oil Burned, plus *(average fuel burn 300 gallons per hour)
Aircraft Expense Rate (Dry): \$300/hr
Cost of IP, if any
Cost of FAA Designated Examiner, (including flight test fee, travel costs, hotels, meals, etc.)

**Appendix C
Flight Experience**

Fouga Magister CM-170 and Hispano HA-200

Donation: \$1,000 tax deduction (shared expense). Ground and flight time. Pilots may log flight time as dual.

de Havilland Vampire: \$1,300

Mig 15: TBA