



Bylaws and Rules

Troy, MI (KVLL) <https://warrenflyingclub.org>

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Change Log

Date	Section	Summary
8-May-2003	• Document	Original document
3-Dec-2005	• General Rule 3	Changed fines for unexcused absence from a regular general meeting
13-Oct-2012	<ul style="list-style-type: none"> • ARTICLE V - 3.A • ARTICLE V - 4.F • ARTICLE V - 4.H • ARTICLE XVI – 5 • A.R. 10 • A.R. 11 • A.R. 15 • A.R. 20 - A • A.R. 20 - B • A.R. 21 - A • A.R. 24 	<p>Fuel fees to be calculated from the average per-gallon price</p> <p>Member forfeiting his/her membership sale proceeds</p> <p>Bylaw “Section H” created for large and/or very late delinquency indebtedness</p> <p>Allows and documents Electronic SPECIAL MEETINGS</p> <p>Expanded when a member may fly CLUB high performance aircraft</p> <p>Redefined when a member qualifies to fly as PIC in a CLUB High Performance aircraft</p> <p>Rule deleted. Remove ability to flight w/o scheduling the plane</p> <p>Updated WEEKDAY CONSECUTIVE DAYS allowance</p> <p>Updated WEEKEND CONSECUTIVE DAYS allowance</p> <p>Updated the summer month consecutive weekends allowance</p> <p>Expanded restriction on when a member can act a PIC in WFC aircraft</p>
11-MAR-2014	<ul style="list-style-type: none"> • ARTICLE IV - 1.A • ARTICLE IV - 1.E • ARTICLE V • ARTICLE X – 2 • G.R. 1 	<p>Allows Associate members</p> <p>Defines Associate Member</p> <p>Spelling correction (tie down vs tiedown)</p> <p>Removed board members 3 years same position restriction</p> <p>Updated initiation fee</p>
11-MAR-2015	<ul style="list-style-type: none"> • ARTICLE VI – 3 • G.R. 7 	<p>Require the use of WFC Orientation document to check out new members</p> <p>Establish responsibility for WFC New Member Orientation Information document</p>
11-NOV-2020	<ul style="list-style-type: none"> • Document • ARTICLE V - 4.E • ARTICLE V - 4.F • ARTICLE IX • ARTICLE X • ARTICLE XV – 1,2,3 	<p>Correct misspelling and inconsistencies.</p> <p>Modify when members in arrears can't fly CLUB planes</p> <p>Amend fines for members in arrears</p> <p>Remove Plane Captains from the EXECUTIVE BOARD</p> <p>Re-establish 3-year term limits for board members</p> <p>Reaffirm voting is only for equity members</p>

	• ARTICLE XIX New Article to establish death of a member bylaw
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Warren Flying Club Bylaws

Article I – NAME

The name of this club shall be the WARREN FLYING CLUB, INC., hereinafter referred to as the "CLUB".

Article II – PURPOSE

The CLUB is a non-profit corporation formed to aid in the aviation education and to improve the airmanship and flying skills of its members. To accomplish this purpose, it shall purchase and maintain suitable aircraft and equipment for the use strictly by its members. CLUB aircraft are not for hire or occupational business purposes.

ARTICLE III — RULES

From time to time, fee schedules, rules for aircraft use and other operational guidelines necessary to the operation of the CLUB will be instituted. Such "RULES" will be determined as appropriate and will become appended to these BYLAWS, but not part of them, for the record.

ARTICLE IV — MEMBERSHIP

Section 1.

CLUB membership shall be open to anyone interested in flying and limited to forty (40) equity members plus 5 non equity Associate members subject to board approval.

- A. Candidates shall be submitted to the MEMBERSHIP COMMITTEE for their action.
- B. Only candidates approved by a majority vote of the EXECUTIVE BOARD shall be accepted as members in the CLUB.
- C. A successful candidate shall pay to the CLUB an initiation fee, as provided for in the general rules. All fees are due at the time of approval.
- D. An Associate membership is a CLUB membership that can be purchased for a \$500.00 fee from the CLUB for the purpose of pilot training. As Associate membership terminates after one year or upon the Associate member's completion of a Pilot Certificate. Associate membership participation may be extended by the Board. At any time within the year, an Associate member can purchase an out-going Membership using the \$500.00 fee towards the purchase. If after 1 year an Associate member does not purchase an equity membership or have an approved extension by the Board the \$500.00 fee is retained by the CLUB. An Associate membership is a CLUB membership with the following limitations.
 1. Associate membership must be sponsored by an equity CLUB member and approved by the Board.
 2. Associate members are not allowed to schedule and fly CLUB high performance aircraft.
 3. Associate members are not granted overnight entitlements unless approved by the Board.
 4. Associate member voting rights are limited to non-bylaw and non-aircraft rule votes.
 5. An associate membership has no share value determination of the CLUB.

Section 2.

- A. If at any time a member wishes to sell his membership in the CLUB, he shall give notice of such intention to the MEMBERSHIP COMMITTEE.
- B. Sale of membership to a new member shall be a written contract, or agreement between the seller and the buyer on which document the signature of the CLUB president or other delegated officer, approving the transaction, shall be affixed on behalf of the EXECUTIVE BOARD. No such contract shall be binding on the CLUB without such approval signature.
- C. A selling member shall pay to the CLUB all dues, fines, flying charges and other moneys due the CLUB on or before the effective date of the sale to a new member. Such dates to be mutually agreeable between the buyer and seller for the month in which the transaction occurs.

ARTICLE V — FEES & PENALTIES

Section 1.

The amount of all fees, dues, penalties and other charges shall be approved by a simple majority vote of the total membership and duly recorded as "GENERAL RULES" in the minutes and "RULES" of these BYLAWS.

Section 2.

Monthly assessments will be levied on each member to cover the fixed costs of CLUB operation and aircraft ownership. Such monthly assessments are called DUES. DUES shall cover insurance, loan payments, aircraft inspections, licensing fees, tie down and hangar fees and other such fixed costs as may be recommended by the EXECUTIVE BOARD.

Section 3.

- A. Aircraft flying charges/rates shall be determined by the incremental costs of operating the aircraft and shall be reviewed annually or as necessary. These shall be expressed in dollars per hour (tachometer time), and shall include all identifiable costs for fuel (the average per-gallon price of monthly fuel receipts received), aircraft and equipment maintenance, including allowances for engine overhauls and additional inspections required due to flying the aircraft. Flying charges shall not include identifiable fixed costs not related to flying hours. Each member shall be assessed his flying charge each month.
- B. Time accumulated by CLUB aircraft as a result of CLUB business shall be known as "CLUB TIME". CLUB TIME will be determined each month. Charges for CLUB TIME must be authorized by the Vice President or his delegate.

Section 4.

- A. A member will be fined for each required work-bee in which he fails to participate unless such work-bee obligation has been determined to have been satisfied under the direction of the Vice President. Work-bee obligations are from November to September at which time fines become final.
- B. A member will be fined for each unexcused absence from a regular general meeting. Permission to be excused must be obtained prior to the meeting from the President or, in his absence, the Vice President of such meeting, who shall also be responsible for levying such fines.
- C. The member Pilot In Command shall be liable for full aircraft insurance deductible and all other cost incurred by the CLUB in case of accident or full loss in the event of invalidation of insurance

- coverage. The pilot may appeal to the EXECUTIVE BOARD for review of his financial responsibilities for any loss.
- D. An infringement fine may be levied by the EXECUTIVE BOARD on a member who infringes on another member's reserved time as defined in the "AIRCRAFT RULES". Such fine is equal to twice the infringed time rate, payable to the CLUB.
 - E. Current monthly dues, assessments and previous month's flying time are due on or before the 15th of each month. Members who have failed to pay their indebtedness within fifteen days of the date on which such indebtedness became due may be declared to be in arrears by the Financial Secretary. Members who have been declared in arrears shall not be eligible to vote. Members who have been in arrears for 2 consecutive monthly billing cycles or more shall not be eligible to fly the CLUB airplanes until their fees are paid in full.
 - F. Any member whose dues, assessments, and previous month's flying time have not been paid for three consecutive months from the date on which they were due may be required to forfeit their membership by a majority vote of the EXECUTIVE BOARD. Such member forfeiting his membership, may receive the proceeds resulting from the sale of his membership, less any moneys due the CLUB, only after a sale of his membership has been consummated by the EXECUTIVE BOARD. For accounts that are in arrears 2 consecutive monthly cycles, a \$25.00 fine will be levied. For accounts that are in arrears 3 consecutive monthly cycles, a \$50.00 fine will be levied per monthly cycle until the account is brought to a zero balance. Arrear fines may be waived by a majority vote of the Executive Board. These fines may be appealed to the general membership.
 - G. A member may appeal to the general membership any fine levied by the EXECUTIVE BOARD. The EXECUTIVE BOARD shall be bound by a simple majority decision of general membership present.
 - H. If any member owes total indebtedness to the CLUB in excess of \$1000 or has not made a payment to the CLUB in 9 months, and has not made and implemented a payment arrangement satisfactory to the Board, that person's membership may be cancelled by a vote of the Board, with no payment to the member. That membership will then be available to be allocated to a new member by the Board at a price agreed upon with the new member, and all the proceeds will go to the CLUB. This provision is not intended to be used so as to reduce the opportunity to sell of members who are current in their payments and have their memberships up for sale.

ARTICLE VI — USE OF AIRCRAFT

Section 1.

CLUB aircraft shall be operated only in accordance with the Federal Aviation Regulations, applicable insurance requirements, these BYLAWS and the "GENERAL and AIRCRAFT RULES of the CLUB".

Section 2.

CLUB aircraft shall be piloted only by CLUB members, their certified flight instructors or others approved by the EXECUTIVE BOARD.

Section 3.

All new members shall be checked out and signed off in the aircraft time log by a certified flight instructor per CLUB "New Member Orientation Information Document" unless deemed unnecessary by the EXECUTIVE BOARD before flying the aircraft unaccompanied by an appropriate instructor. The certified flight instructor shall be either a CLUB member or a nonmember approved by the EXECUTIVE

BOARD. In the event of new aircraft purchases, all members of the CLUB shall be similarly checked out and signed off for the new aircraft.

Section 4.

CLUB student pilots (pre-private) shall fly CLUB aircraft only as sole occupant or in the company of an appropriate certified flight instructor.

Section 5.

CLUB aircraft shall not be flown to a foreign country other than Canada without prior approval of the EXECUTIVE BOARD. In the event such is granted, the member will be liable for any insurance policy rider to cover that flight.

ARTICLE VII — SHARE VALUE DETERMINATION

Section 1.

The VALUE of a membership share shall be determined by the EXECUTIVE BOARD and presented annually. This share VALUE will be determined by evaluating all the assets and liabilities of the CLUB at the current market value and dividing the net worth obtained by the current number of memberships.

Section 2.

If the CLUB should be dissolved, all CLUB assets shall be liquidated and all debts paid. Following the payment of indebtedness, each member shall receive his proportionate share of remaining CLUB assets.

ARTICLE VIII — CHANGES IN FINANCIAL STRUCTURE BUYING OR SELLING AIRCRAFT, OR AIRCRAFT LOCATION

Section 1.

Any purchase or sale of any major asset or aircraft shall be approved by a simple majority of the total membership.

Section 2.

Except as stipulated in Section 4 of this Article, any relocation of an aircraft to another airport, involving the lease or purchase of tie-down or hangar facilities at the new location and the release or sale of such facilities at the old location, shall be approved by a simple majority of the total membership.

Section 3.

Any proposal to buy or sell any major asset or aircraft, or to relocate any aircraft, shall be published in the CLUB newsletter prior to the meeting at which the vote is taken.

Section 4.

The EXECUTIVE BOARD may take any action it deems necessary to relocate an aircraft upon receipt of notification of immediate airport closure or eviction. Notice of such emergency relocation shall be published in the CLUB newsletter. At the next scheduled membership meeting, the EXECUTIVE BOARD's decision must be approved by a simple majority. Otherwise, a new location may be proposed and approved in accordance with Section 2 of this Article.

ARTICLE IX — EXECUTIVE BOARD

Section 1.

The EXECUTIVE BOARD shall be made up of the elected officers of the CLUB. All shall have voting rights.

Section 2.

Vacancies occurring among the members of the EXECUTIVE BOARD shall be filled by approval of the majority of the remaining EXECUTIVE BOARD. Such appointed officers of the EXECUTIVE BOARD shall serve only until the next annual election.

Section 3.

The duties of the EXECUTIVE BOARD shall be to consider, promote and transact the business of the CLUB and to carry out those duties specifically herein.

Section 4.

The EXECUTIVE BOARD shall take disciplinary action against any member who misuses CLUB property, endangers life, or the general welfare of the CLUB. Such disciplinary action may include grounding, forfeiting the CLUB membership, or other appropriate action.

ARTICLE X — OFFICERS & THEIR DUTIES

Section 1.

The officers of this CLUB, shall be: PRESIDENT, VICE PRESIDENT, RECORDING SECRETARY, FINANCIAL SECRETARY, TREASURER, EDUCATIONAL SECRETARY, MEMBER AT LARGE.

Section 2.

The officers shall be elected by ballot at the November meeting each year to serve for one term. A member may not be elected to the same office for more than (3) consecutive terms.

Section 3.

The PRESIDENT shall preside at all meetings at which he is present. He shall exercise general supervision over the affairs and activities of the CLUB and shall serve as member Ex-officio on the EXECUTIVE BOARD for one year after his term.

Section 4.

- A. The VICE PRESIDENT shall be responsible to oversee aircraft maintenance and the scheduling of work-bees, and shall assume the duties of the PRESIDENT in his absence. He shall annually appoint PLANE CAPTAINS subject to the approval of the EXECUTIVE BOARD.
- B. The VICE PRESIDENT shall be responsible for determining the need for work-bee make-up. Assignments and credits against work-bee fines will be made as mutually agreeable between the VICE PRESIDENT and the member concerned. Members desiring make-up work will make such intentions known to the VICE PRESIDENT for consideration.

Section 5.

The RECORDING SECRETARY shall keep the minutes of the CLUB meetings which shall be an accurate and official record of all CLUB business. He shall also be the custodian of CLUB records. He shall keep an official and current copy of these bylaws, which will include any and all changes made.

Section 6.

The FINANCIAL SECRETARY shall receive and deposit all funds, maintain the membership financial records and prepare and distribute the monthly billing to the membership.

Section 7.

The TREASURER shall keep all funds in a bank or depository selected or approved by the CLUB, and pay out funds only on an order, signed by the TREASURER and co-signed by the PRESIDENT or VICE PRESIDENT. The TREASURER is required to file IRS Form 990 by May 15th. of each year.

Section 8.

The EDUCATIONAL SECRETARY shall inform the membership about local flying, educational activities (FAA clinic, special classes, etc.) pertinent regulations and changes, and any other information which might be of benefit to the members.

Section 9.

The MEMBER AT LARGE shall act as chairman of the Membership Committee, parliamentarian, and shall assume the duties or office of any absent EXECUTIVE BOARD member as assigned by the PRESIDENT, or in his absence, by the VICE PRESIDENT, and perform such other duties as may be assigned.

Section 10.

The PLANE CAPTAINS will act as maintenance agents for the VICE PRESIDENT.

Section 11.

Each OFFICER will conduct correspondence and maintain records pertinent to his office.

ARTICLE XI — COMMITTEES

Section 1.

STANDING COMMITTEES—The MEMBERSHIP COMMITTEE shall consist of the MEMBER AT LARGE as chairman and two or more members as appointed by the EXECUTIVE BOARD. It shall keep a list of memberships for sale and candidates for membership. It shall interview candidates, make recommendations, or approvals as delegated by the EXECUTIVE BOARD in accordance with the best interests of the CLUB. It shall be responsible for the indoctrination of new members into CLUB affairs.

Section 2.

AD HOC COMMITTEES shall be appointed by the PRESIDENT and approved by the EXECUTIVE BOARD.

ARTICLE XII — QUORUM

Forty percent (40%) of the membership shall constitute a quorum for the transaction of CLUB business.

ARTICLE XIII — ORDER OF BUSINESS

The order of business at all meetings of the CLUB shall be as follows:

1. Call to order
2. Reading of minutes of previous meetings
3. Reports of officers and committee chairmen
4. Unfinished business
5. New business

6. Adjournment

ARTICLE XIV — PARLIAMENTARY AUTHORITY

"Robert's Rules of Order", revised, shall be the parliamentary authority of this CLUB, subject to the laws of the STATE OF MICHIGAN, and "ARTICLES OF INCORPORATION" and these "BYLAWS".

ARTICLE XV — AMENDMENT

Section 1.

Any amendment to the BYLAWS may be proposed at any regular or special meeting, but must be adopted by a 2/3 vote of the total eligible equity Membership.

Section 2.

GENERAL RULES, other than for aircraft use, may be proposed at any regular or special meeting and adopted by a simple majority of the total eligible equity Membership.

Section 3.

AIRCRAFT RULES may be proposed and adopted in any regular or special meeting with a quorum by a simple majority of the equity Membership voting.

ARTICLE XVI — MEETINGS

Section 1.

The CLUB GENERAL MEMBERSHIP shall meet the SECOND THURSDAY OF EACH ODD MONTH unless otherwise notified by the PRESIDENT.

Section 2.

The EXECUTIVE BOARD shall meet the SECOND THURSDAY OF EACH EVEN MONTH unless otherwise notified by the PRESIDENT.

Section 3.

WORK-BEES will normally be scheduled for the second Sunday following the General Membership Meeting. Work-Bee schedules may be temporarily altered as may suit the needs of the CLUB.

Section 4.

The regular November meeting shall be the ANNUAL MEETING for hearing reports from all officers and committees and for electing CLUB officers.

Section 5.

SPECIAL MEETINGS may be called by the EXECUTIVE BOARD at such times as are thought advisable, by proper notification of the members. Such special meetings may transact only such business as specified in the notice. Electronic means may be used to conduct SPECIAL MEETINGS by the following limitations:

1. One-week minimum notice to allow for membership discussion.
2. Electronic discussion forum will be provided by proposal title on CLUB Internet site forum.
3. Voting is to take place on a specific day or date range (up to one week) following discussion period.
4. Minimum voting options will be to: Accept, Reject or Table proposal.
5. Tally of all votes determines quorum.
6. Individual voting results will be made available to the membership as soon as practical.

ARTICLE XVII — OTHER ACTIONS

Section 1.

APPEALS Any action of an officer or the EXECUTIVE BOARD may be rescinded by a 2/3 vote of the total membership.

Section 2.

All VOTING at a general membership meeting shall be on a one (1) vote per member basis.

Section 3.

By written PROXY a member may direct, either specifically or generally, any other member to cast his vote.

ARTICLE XVIII — CLUB AND PILOT RESPONSIBILITY FOR REPAIRS, REQUIRED AS A RESULT OF PILOT OPERATIONS.

Section 1.

This Article defines the scope of CLUB and Pilot liability for repairs resulting from incidents occurring during flight and ground operations of CLUB aircraft. For the purpose of this Article, Pilot means the Pilot In Command of the aircraft (or member student pilot when the instructor is a non-member) at the time of the incident.

Section 2.

- A. This section applies to repairs required as a result of accidents.
- B. If an accident is determined to be covered under the terms of the CLUB's insurance policy then in force, the Pilot's liability shall be limited to the insurance deductible, and any amount in excess of the CLUB's insurance coverage.
- C. If it is determined that the CLUB's insurance coverage is invalidated as a result of Pilot action, the Pilot shall be responsible for the full repair cost.
- D. If it is determined that the CLUB's insurance coverage is invalidated as a result of actions other than the Pilot's, the CLUB shall be responsible for the full repair cost.
- E. Determination of accident cause shall be made by the FAA, NTSB, and/or local authorities as applicable to each individual incident.

Section 3.

- A. This section applies to repairs required as a result of engine or other component failure not covered under the CLUB's insurance.
- B. If it is determined that engine or other component failure was caused as a result of Pilot negligence, abuse or misuse, the Pilot shall be responsible for the full repair cost.
- C. If it determined that engine or other component failure was caused as a result of other than Pilot negligence, abuse or misuse, the CLUB shall be responsible for the full repair cost.
- D. If an A&P mechanic must be transported to the aircraft location in the case of an incident defined under 3(c), the CLUB shall be responsible for the full cost of transporting the mechanic to inspect and/or repair the aircraft.
- E. Determination of the cause of engine or component failure shall be made by an A&P mechanic obtained by the CLUB. The Pilot may obtain a second opinion from another A&P mechanic of his own choice, and at his own expense. Final determination of cause rests with the EXECUTIVE

BOARD. The Pilot may appeal the EXECUTIVE BOARD's decision in the manner prescribed by these bylaws.

Section 4.

- A. In the case of any incident defined under this Article, the Pilot shall be reimbursed the actual cost of one long-distance telephone call, if required, to report the incident to the CLUB President or Vice President.
- B. Except as provided in 4(a), the Pilot shall receive no reimbursement from the CLUB for any personal expenses incurred as a result of the incident.
- C. In no case will the CLUB be responsible for any costs arising from loss of use of the aircraft including, but not limited to, lodging, alternative transportation, meals, lost wages, etc.

Section 5.

Once the aircraft has been returned to airworthy status, the Pilot is responsible to ensure that it is returned to home base at his expense.

ARTICLE XIX — DEATH OF A MEMBER

In the event of the death of a member, the EXECUTIVE BOARD shall have the authority to purchase the deceased member's Membership on behalf of the CLUB within ninety (90) days. The purchase price shall be no more than the average of the last three Memberships sold. Purchase price shall be adjusted for any amounts owed to or from the CLUB.

Warren Flying Club General Rules

G.R.1 Defines Article IV, Section 1 C. The CLUB initiation fee is \$100.00.

G.R.2 Defines Article V, Section 4 A. Each member shall be obligated to participate in three (3) work-bees per year. Fines for missed work-bees (that are not made up) will be as follows;

1. \$30.00
2. \$90.00
3. \$210.00

G.R.3 Defines Article V, Section 4 B. Fines for unexcused absence from a regular general meeting will be \$20.00 per occurrence.

G.R.4 CLUB members using CLUB aircraft shall log the date, time of use, oil additions, hours remaining to oil change and gallons of fuel added.

G.R.5 CLUB members may be required to submit log books to the EXECUTIVE BOARD for review.

G.R.6 Any member may sell his membership at any time to any approved candidate.

G.R.7 The Creation and maintenance of the CLUB "New Member Orientation Information" document, Article VI, Section 3, as the responsibility of the EXECUTIVE BOARD.

Warren Flying Club Aircraft Rules

A.R.1 SMOKING IS FORBIDDEN IN CLUB AIRCRAFT.

A.R.2 CLUB aircraft shall have a semi-annual (Engine & Safety item) inspection six (6) months prior to the regular annual inspection.

A.R.3 OIL CHANGES - No CLUB Aircraft may be flown past a required oil change without prior approval by the Vice President or the appropriate Plane Captain.

A.R.4 Individuals may not make expenditures on behalf of the CLUB while away from home base, exceeding \$100.00 for emergency aircraft repair without prior approval from the Vice President or President.

A.R.5 Members are required to report malfunctions or aircraft damage as follows:

I. NOT SUFFICIENT FOR GROUNDING:

- A. Record in Aircraft Time Log.
- B. Record in Aircraft on Squawk Sheet.
- C. Notify the Plane Captain, (or if unable) the Vice President.

II. SUFFICIENT FOR GROUNDING:

- A. Prominently display a notice of the grounding of the aircraft.
- B. Record in the Aircraft Time Log, "GROUNDED", with reason.
- C. Record in the Aircraft Squawk Sheet, "GROUNDED", with reason.
- D. Immediately notify scheduling of "GROUNDING". Obtain names of other members having reserved times within the next 48 hours.
- E. Immediately notify Plane Captain and Vice President.
- F. Notify members with reserved times.

A.R.6 Grounded aircraft can be ungrounded and returned to service only by the President or Vice President.

A.R.7 A member may not reserve for use any CLUB aircraft beyond three hundred (300) nautical miles from home base of operations unless he shall have logged at least six (6) hours within the last six (6) month period.

A.R.8 CLUB aircraft will not be operated at night in or out of airports not having appropriate lighting facilities in operation. CLUB aircraft shall only be operated in or out of chartered airports or other airfields being currently used for type of aircraft being flown, with prior knowledge of field conditions and permission for use.

A.R.9 A student pilot shall not fly CLUB aircraft at night unless under the direct supervision of a certified flight instructor.

A.R.10 A member may not fly as pilot in command any CLUB high performance aircraft unless that member holds at least a Private Pilot License ASEL, meets the criteria of FAR part 61.31 for piloting aircraft with more than 200 horsepower, and conforms to the requirements of the CLUB's aircraft insurance policy. In addition to the normal medical certificate and flight review requirements stated elsewhere in these bylaws and a checkout from a CLUB instructor in that make and model aircraft, the CLUB insurance requires that if the pilot has less than 100 hours total logged time 10 hours must be in the same make and model, if more than 100 total hours 5 hours must be in the same make and model. These hours are clock time and may be dual hours with a CLUB instructor. The requirements of A.R. 11 also apply. CLUB high performance aircraft will not be used for instruction of students who do not yet have a Private Pilot License ASEL.

A.R.11 A member shall be qualified to fly as Pilot In Command (PIC) in CLUB High Performance Aircraft as long as a member logs one (1) hour of flight time with three takeoff and landings in CLUB High Performance Aircraft (or similar make and type) within the previous three (3) months or when the member has logged fifty hours of PIC time in CLUB High Performance Aircraft (or similar make and type). If the above is not met, the member must be checked out by a CFI before PIC flight is permitted. The above hour requirements are tach time.

A.R.12 Aircraft may be scheduled for use on a regular Work-Bee day, only after released.

A.R.13 Reservations for aircraft use shall be in increments of one hour, starting on the hour.

A.R.14 Cancellation of Scheduled Time—Unused schedules greater than one hour must be canceled as soon as possible by the scheduling member. Unused time may be traded.

A.R.15 deleted 11-8-07

A.R.16 A member delayed beyond his reserved time, due to weather or equipment malfunction, shall notify scheduling and an EXECUTIVE BOARD Member and advise them of the situation. He shall arrange for notification of an infringed situation.

A.R.17 Do not top off tanks after each flight. Returning pilots should assure that tanks are at least half full.

A.R.18 Any member using more than his entitlement is subject to a fine, and/or disciplinary action by the EXECUTIVE BOARD.

A.R.19 Each member shall have entitlement to reserve aircraft overnight. Transferring of overnight entitlements is not allowed.

A.R.20 CONSECUTIVE DAY ENTITLEMENTS

A. A total of fourteen (14) WEEKDAY CONSECUTIVE DAYS in any calendar year.

B. A total of twelve (12) WEEKEND CONSECUTIVE DAYS in any calendar year.

A WEEKDAY CONSECUTIVE DAY is all or part of any weekday, scheduled consecutively with appropriate overnight stays away from home base.

A WEEKEND CONSECUTIVE DAY is all or part of any Saturday, Sunday, or legal holiday, scheduled consecutively, with appropriate overnight stays away from home base included. See examples below:

Holiday on Friday: Fri, Sat & Sun = 3 days

Normal weekend: Sat & Sun = 2 days

Holiday on Monday: Sat, Sun & Mon = 3 days

A.R.21 SUMMER MONTHS—May 1st through October 31st.

A. No more than six (6) of the twelve (12) weekend consecutive days may be scheduled by a member during the summer months. The two (2) weekends available shall not be taken consecutively during the summer months. (See examples below.)

B. Not more than twelve (12) days scheduled consecutively.

C. A maximum of fourteen (14) consecutive days allowed during the summer months.

A.R.22 WINTER MONTHS—Nov. 1st through April 30th.

A. Not more than sixteen (16) days scheduled consecutively. (See examples below.)

B. Weekend consecutive days may not be scheduled on successive weekends unless all intervening days are scheduled as one continuous consecutive day period.

EXCEPTION: The evening (designated as 4:00 P.M. and later) before the first full day of a weekend or before a holiday may be taken consecutively with that weekend day or holiday without the evening day being counted either as a weekend, or a weekday consecutive day. The morning (designated as 12:00 noon and before) after the last full day of a weekend, or after a holiday, may be taken consecutively with that weekend day or holiday without the morning day being counted either as a weekend or a weekday consecutive day.

A.R.23

- A. Where no weeknight stays occur, days scheduled are not consecutive days.
- B. If an aircraft must remain away overnight, due to equipment malfunction (unplanned overnights) such unplanned consecutive days are not consecutive days.
- C. If an aircraft must remain away due to weather, such unplanned consecutive days are consecutive days.

EXAMPLES OF DAY ENTITLEMENTS:

SUMMER MONTHS:

Not more than 12 consecutive days.

5 weekdays: Monday through Friday

+ 2 weekend days: Saturday & Sunday

+ 5 weekdays: Monday through Friday

=12 consecutive days and leaves only 8 weekend consecutive days for the remainder of the year. (This example assumes that no weekdays were taken during the Winter months.)

WINTER MONTHS:

Not more than 16 consecutive days.

2 weekend days: Saturday & Sunday

+ 5 weekdays: Monday through Friday

+ 2 weekend days: Saturday & Sunday

+ 5 weekdays: Monday through Friday

+ 2 weekend days: Saturday & Sunday

=16 consecutive days and leaves only 4 weekend consecutive days for the remainder of the year. (This example assumes that no weekdays were taken during the Summer months.)

NOTE: The above examples are shown without Holiday weekends.

A.R.24 Any member who has not logged at least one (1) hour flight time in the preceding six (6) months must obtain dual flight instructor time from a CFI before that member can act as pilot in command in CLUB aircraft. Determinations will be based on aircraft log sheets unless a member presents the Board other documentation. →