

Taylorcraft Flying Club

Club Policies

Last Revised November 2009

Section 1

Regular meetings will be held on the second Tuesday of each month, beginning at 7:30 PM. The meeting place will be determined by the president and announced in advance in the monthly club news letter or via email.

Section 2

Each licensed pilot who applies for Full Membership shall pay an Affiliation Fee of \$550.00. This non-refundable fee includes annual dues for the first year and a one hour check ride. The application fee and completed application must be received by a board member or flight instructor before instruction or aircraft rental may begin.

Section 3

Each applicant who applies for Full Membership as a student pilot shall pay an Affiliation Fee of \$550.00. This non-refundable affiliation fee includes dues for the first year plus one (1) hour of dual flight instruction. The application fee and completed application must be received by a board member or flight instructor before instruction or aircraft rental may begin.

Section 4

Annual dues for membership in Taylorcraft Flying Club are \$550.00. Dues must be paid in full by March 31st and are non-refundable. After the first year of membership, dues may be paid in three (3) equal monthly installments of \$183.50 per month.

At the beginning of the first full year of a new member being in the club, the member will pay a pro-rated amount of the annual dues. Full dues will then be paid on January 1st of the following year.

Example: New member joining date - August 2003. Affiliation fee payable upon joining = \$550. Next dues would be payable in - January 2004. Dues payable for Aug, Sep, Oct, Nov & Dec = $\$550 / 12 \times 5 = \229.16 . Next dues would be payable in - January 2005 = \$550.

Family Membership: A single annual membership fee of \$550 shall apply and permit all immediate family members living under the same roof and/or claimed as a tax deduction to exercise the privilege of a Full Membership.

Section 5

Each Social Member shall pay annual dues of \$35.00. Final date for dues Payment is January 31.

Section 6

The Board of Directors may exempt certain Members from paying the annual dues or other charges if they determine that those Members provide services to the club with a value equal to or greater than the exempted dues or charges. Member's dues that are exempted will be reviewed annually, and voted on by the Board of directors as to whether or not that exemption shall continue for the next year.

Talorcrafft Flying Club

Club Policies

Last Revised November 2009

Section 7

A member taking a club aircraft is solely responsible for the upkeep and safe return of the aircraft.

Section 8

Each member shall schedule all club airplanes and instructors via internet at www.limpwindsock.com or by phone at 866-682-8203. Any member who is delayed in returning an airplane beyond the scheduled time of return shall:

- A) Report the delay to the next person on the schedule by phone, long distance if necessary.
- B) Provide the next person on the schedule with a revised estimated time of return.
- C) Either update the Flight Scheduling on line or request that the next person do so.
- D) Report to the next person on the schedule when the aircraft has actually returned to the airport.

Section 9

Each member shall properly service and hangar or secure Club aircraft after each use.

Section 10

Each member shall leave a signed record on the aircraft time sheet following each use. This record shall include the date, members name, Hobbs time at engine start up, Hobbs time at engine shutdown, flight time, whether an instructional flight or not, fuel and oil added, and any pertinent remarks.

Flight time is Hobbs time from engine startup to engine shutdown, in hours and tenths. If the tenth numeral has started to move, then the time recorded is rounded up to the next higher tenth (.1) of an hour. This includes the time to return to the hangar after servicing. Also, any damage to the aircraft noted before or after the flight shall be stated in the 'Squawks & Comments' column of the aircraft time sheet.

Section 11

If a member purchases fuel or oil he or she should obtain a receipt showing the amount and cost of fuel and/or oil purchased. The receipt should be submitted to the Treasurer who will reimburse the member for the fuel and oil used. The amount reimbursed will be equal to the current cost of fuel or oil that would have been charged at the home base airport for equal amounts of fuel or oil. After fueling the airplane at home base, the amount of fuel must be marked the aircraft time sheet in the column provided. Any oil added must be marked on the aircraft time sheet in the column provided.

Section 12

If the aircraft is being used on a trip requiring more than one day and it is flown less than the required minimum of 2 hours per day, the member will be charged for at least 2 hours of flying time per day whether the member flies the plane or not. If the plane is flown more than 2 hours per day the member will pay for the total flying time at the current rate.

Talorcraft Flying Club

Club Policies

Last Revised November 2009

Section 13

No member may authorize repairs to a club aircraft without the knowledge and consent of the President of the Club or a member authorized by the Board of Directors.

Section 14

In case of an accident or incident involving a Club aircraft, a written report shall be promptly submitted to the Board of Directors.

Section 15

In the event of any damage or loss, the Pilot-In-Command shall reimburse the club for any amount not covered by insurance, including any deductible amount.

Section 16

All students flying shall be under the strict supervision of a designated Club Flight Instructor.

Section 17

Smoking is strictly prohibited in Club aircraft at all times.

Section 18

Pets are not permitted aboard Club aircraft without prior approval from the Board of Directors.

Section 19

Flight instruction in Club aircraft shall only be performed only by Club Members who are Certified Flight Instructors and designated by the Board of Directors to act as Club Flight Instructors.

Section 20

A Club aircraft shall not be taken across any International Border without prior approval of the Board of Directors.

Section 21

Only Full Club Members may log flight time or receive flight instruction in club aircraft. The Pilot-In-Command must operate the airplane from the left (or primary) pilot's seat unless he or she has received a right seat checkout from a CFI and has maintained FAR currency in the right seat.

Taylorcraft Flying Club

Club Policies

Last Revised November 2009

Section 22

Board meetings are open to Board Members only. Other persons having business to bring to the Board will, with a prior request to the Secretary or President, be given ample time at the regular or special meeting.

Section 23

Aircraft utilization will be conducted as listing below:

N4815T – Flown by student pilots and certified pilots. Primary use is for flight instruction.

N5955V – Flown by certified pilots only.

Section 24

Any Club Member involved in a mishap or incident while acting as Pilot-In-Command will be immediately grounded until the member has received dual instruction and is considered competent to resume Pilot-In-Command duties. This dual instruction will be given by a Club instructor in a club aircraft. The instructor will then make an entry in the club member's logbook that he or she may resume Pilot-In-Command duties and also shall advise the Board.

Section 25

Any member more than 30 days past due on any amount of money shall not fly until the bill is paid in full.

Section 26

The Taylorcraft Flying Club airplanes are operated and maintained per FAA Regulation Part 91 therefore no club aircraft shall be used for commercial operations.