

The University of Michigan Flyers, Inc.
Operating Rules

Amended May 22, 2004

I. DEFINITIONS

All terms and usages in these rules conform to the definitions contained in the Federal Aviation Regulations of the United States, or in the corporate bylaws of the University of Michigan Flyers, Inc., with the following additions and modifications.

Block Payment: Payment of account in advance by placing a large payment specified in the Schedule of Fees on deposit with the Club.

Board: The Board of Directors of the University of Michigan Flyers, Inc.

Chief Flight Instructor: A Club CFI appointed by the Board to chair the Flight Instruction Committee and generally to oversee and maintain flight instruction and flight safety and proficiency at the Club. Club: The University of Michigan Flyers, Inc.

Club Aircraft: An airplane owned, leased, rented, or otherwise furnished by the Club for use by Club members.

Club CFI: A Club member of the CFI/Mechanic class of membership, who was specifically approved by the Board for that membership category to serve as a flight instructor. Members who hold a CFI rating from the FAA are not automatically Club CFI's

Club Mechanic: A Club member of the CFI/Mechanic class of membership who was specifically approved by the Board for that membership category to serve as an aircraft mechanic, or a non-member hired by the Board to serve as an aircraft mechanic. Members who hold an airframe or powerplant mechanic rating from the FAA are not automatically Club Mechanics.

Club Category of Aircraft: A division of Club aircraft according to flying characteristics and complexity, as specified in Appendix III.

Cross Country Manager: The person designated by the president to schedule flight requests by members desiring to keep an aircraft away from the home airport for more than five (5) hours or to fly to a foreign country.

Director of Maintenance: Club member of Mechanic Class or other person appointed by the Board to chair the Maintenance Committee and generally to coordinate aircraft repair and maintenance at the Club.

Full-time student: Person whose primary occupation for at least nine (9) months out of the year is unpaid academic coursework at an accredited school, college, or university. Fellowships, financial aid grants, or assistantships shall not be considered pay for the purposes of this definition. Home airport: The airport at which Club aircraft are based.

Local Flight: A flight remaining within 50 nautical miles of the home airport.

Operations Manager: The person designated by the Board or hired by the Club to oversee and manage the daily operations of the Club. In the absence of such a person, the President shall serve as Operations Manager.

Pilot's Operating Handbook: The combination of manuals, documents, placards, and instrument markings provided by the aircraft manufacturer, which specify aircraft performance and limitations. Pilot: For the purposes of these rules, a pilot possessing a current FAA Private Pilot Certificate or higher.

II. MEMBERSHIP

A. New members

1. New members may be admitted only to the Flying, Associate, and CFI/Mechanic membership classes.
2. New members are considered for admission after making a signed, written application to the Club on official forms provided for that purpose, and paying the initiation fee plus one month's membership fee as specified in the Schedule of Fees. All new memberships are subject to the review and approval of the Board. In the event the Board rejects an application for membership, the initiation fee shall be refunded, less any specified processing cost.
3. New members desiring to fly Club aircraft must also submit a security deposit specified in the Schedule of Fees.

B. Changes of membership class.

1. Members who wish to change their class of membership must submit a signed, written request to the Club on official forms provided for that purpose. All changes of membership class are subject to the review and approval of the Board.
2. Non-Flying membership class is limited to full-time students or to other persons by individual approval of the Board. Only Flying or CFI/Mechanic members may request a change to NonFlying Class.
3. If a member changes to Associate class membership, any flying security deposit will be refunded.
4. A member changing from Associate class membership to Flying or CFI/Mechanic membership will be required to pay the appropriate initiation fee for the new class of membership, and must also submit a flying security deposit as specified in the Schedule of Fees. Members will not be required to pay the initiation fee more than once.
5. A member changing from Flying or Non-Flying class membership to CFI/Mechanic membership will not be assessed the initiation fee for CFI/Mechanic membership.
6. Current members of the Club may change their membership class by making a request for a change of class, subject to the review and approval of the Board of Directors. A member may not request a second change of class during a period of three (3) months following a change of membership class. A member may, however, request to rescind the change of class during that period, provided the member remit the appropriate back dues and fees. In no event will a member be refunded fees after a rescission of class change.
7. Members may terminate their membership in the Club by notifying the Club in writing and satisfying all remaining debts and obligations to the Club.
8. It is the responsibility of each member to notify the Club of any change of address or phone number. If the Club is unable to contact a member at the address and phone number on file, the member shall be provided a grace period of six months to inform the Club of the change. At the conclusion of the grace period, if the Club has not been contacted by; and remains unable to contact the member, that member is expelled and all remaining moneys on deposit with the Club are forfeit. This rule may be waived if prior arrangements are made with the Club specifying the duration of absence after which time membership is forfeit.

C. New CFI/Mechanic members

Applications for admittance to CFI/Mechanic class of membership shall be considered by the Board upon recommendation of the Chief Flight Instructor (for CFI members) or the Director of Maintenance (for Mechanic members), upon completion of any currency or competency requirements specified by the Flight Instruction or Maintenance Committees. Admittance of person(s) to this class must be done by Board resolution.

D. Termination of membership

Members wishing to terminate their membership in the Club must submit a signed, written request to the Club on official form(s) provided for that purpose, and must return any and all Club property, including keys. Any security deposit on record will be refunded to the member in a timely manner following verification that all remaining debts and obligations to the Club have been satisfied, and all Club property returned in good condition.

E. Dues & Account

1. Members are required to pay monthly or yearly dues according to the Schedule of Fees approved by the Board of Directors. All dues payments are due on the first day of the period to which the payment applies.
2. Members are required to keep a non-negative account balance with the Club, and to pay any and

all debts in a timely fashion.

3. A member who at any time is in arrears to the Club in excess of one month's dues (or one year's dues for membership classes assessed yearly), shall be fined an amount specified in the Schedule of Fees. Repeated offenses shall be processed in accord with Rules Enforcement, below. Members who regularly keep positive account balances through block payments or other arrangements may be given no more than one (1) week grace period before incurring the fine.
4. A member whose account is in arrears is not a member in good standing, and may not exercise any of the privileges of membership, including the use of Club aircraft and participation in Club events.
5. A member whose account is in arrears for a period of four (4) months and whose account has shown no payments during that time period shall be expelled.
6. Members may place credit card numbers on file, to be used to meet financial obligations to the Club in the event that their account is in arrears.

F. Membership Service Requirement

1. Members of Flying class are expected to perform 10 hours of service per year to support the operations of the Club and/or the maintenance of Club equipment and facilities.
2. CFI and Mechanic members are required to participate in the regular meetings of the Flight Instruction or Maintenance Committees, respectively, and to perform regular service to the Club as requested by the President, the Chief Flight Instructor, or the Director of Maintenance.

III. GENERAL REGULATIONS

- A. There shall be no smoking on Club premises or in Club aircraft at any time. Pets shall not be permitted on Club premises.
- B. Alcoholic beverages shall not be provided by the Club at any Club-sponsored event.
- C. Members may not use the Club telephones for long-distance or other toll calls except for authorized Club business. Exceptions may be made by prior arrangement with the President which insure proper billing and payment for calls made.
- D. No club member shall make changes to the software or hardware configuration of any club computer unless permission is obtained from the computer coordinator(s) designated by the Board of Directors.
- E. Keys to the Club airport office shall be issued only to members with flying privileges who hold a Private Pilot certificate or higher. Members who lose flying privileges for any reason are required to surrender their keys to the Club.
- F. Copying the keys to any Club aircraft or facility without the approval of a Club officer is prohibited.
- G. No Club member shall use Club equipment for hire, except members of CFI class in the course of providing instruction to members or single introductory flights to non-members. No member shall lend or rent Club equipment to non-members without the approval of the Board.
- H. No member shall use the corporate name of the Club for any purpose, nor speak on behalf of the Club unless authorized to do so by the Board of Directors. No member shall undertake any work or action on Club equipment or on behalf of the Club without prior approval of the Board or of the President. No member shall slander or defame the Club or any member of the Club.
- I. No member shall release any information about Club members or the aircraft schedule to any nonmember or outside agency without prior approval of the President or the Board. All

inquiries by

- non-members or outside agencies shall be directed to the President or his designee.
- J. No member shall interfere with the normal operations of the Club or of aircraft maintenance at any time.
 - K. No member shall engage in any illegal activity while using Club aircraft or facilities or while on Club premises.
 - L. Members shall conduct themselves at all times in an appropriate and responsible manner.

IV. FLIGHT RULES

A. Regulations

1. No person except an authorized operator shall be permitted to operate Club aircraft. An authorized operator is a member of the Club with a class of membership that permits use of Club aircraft, who meets all Federal and Club regulations as a pilot, including certificate, medical, and currency requirements, who has a non-negative account balance with the Club, and whose flying privileges have not been suspended or revoked for any reason. Persons whose flying privileges are restricted in any way by the Club or by the FAA are authorized operators only when flying within the limits of the applicable restriction(s).
2. All operations of Club aircraft shall be in compliance with current Federal Aviation Regulations, and all applicable federal, state, local, and foreign law.

B. Ground & Pre-flight

1. No one shall be allowed to enter or exit a Club aircraft while the engine is running.
2. Aircraft shall not be started by hand propping.
3. Prior to each flight, a preflight inspection as described in the Pilots Operating Handbook shall be performed.
4. Sufficient fuel shall be carried for all flights, including at least one hour of reserve.

C. Operating Limits

1. Unless otherwise authorized by a Club CFI, no member may operate a Club aircraft when the wind, gusts, or 90 degree cross wind component exceeds the values specified by the Club for the type of aircraft flown (see Appendix I).
2. Club aircraft may not be flown outside the manufacturer's limitations as specified in the Pilots Operating Handbook or in violation of applicable insurance policy restrictions (see appendix II).
3. At no time is an aircraft engine to be shut off in flight, except in an emergency.
4. No flights required by Federal regulations to carry flotation/rescue equipment due to extended over-water travel may be undertaken in a single-engine Club aircraft, even if such equipment is available aboard the aircraft.
5. No pilot who has not maintained instrument proficiency/currency according to the Club Operating Rules may operate a Club aircraft in VFR-on-top conditions.
6. No flights into known icing conditions, thunderstorms, or other serious weather hazard shall be attempted in Club aircraft.

D. Weather

Flights shall not be made unless the weather conditions, in the judgment of the pilot, are such that the

flight poses no risk given the pilot's ability and recent experience with such conditions and with the aircraft. In any event, no flight shall be made unless weather conditions along the route are forecast to remain at or above the following minima, as appropriate:

1. For Student Pilots, Solo VFR Operations during the day:
 - a. Airport Traffic Pattern: 5 miles visibility, 1500 foot ceiling.
 - b. Local flights: 6 miles visibility, 2000 foot ceiling.
 - c. Cross country: 7 miles visibility, 3000 foot ceiling.
2. For Student Pilots, solo VFR Operations during the night:
 - a. Local Flights: Prohibited
 - b. Cross Country: Prohibited
3. For Pilots, VFR Operations during the day:
 - a. Airport traffic pattern: VFR minimums.
 - b. Local flights: 5 mile visibility, 1500 foot ceiling.
 - c. Cross country: 7 miles visibility, 2500 foot ceiling.
 - d. No special VFR take-offs are permitted except for traffic pattern work at the home airport with the approval of a Club CFI.
4. For Pilots, VFR Operations during the night:
 - a. Airport Traffic pattern: 5 miles visibility, 1500 foot ceiling
 - b. Local flights: 7 miles visibility, 3000 foot ceiling
 - c. Cross country: 10 miles visibility, 3000 foot ceiling
5. For IFR Operations:
 - a. Departure airport: 1 mile visibility and 400 foot ceiling if a precision approach is available within twenty (20) nautical miles, else 1 mile visibility and 600 foot ceiling.
 - b. Destination airport: forecast weather for one (1) hour before until one (1) hour after estimated arrival: 1 mile visibility and 400 foot ceiling if precision approach available, 1 mile visibility and 600 foot ceiling if non-precision approach is available, or VFR minimums if no approach is available.

E. Post-Flight

1. The pilot shall fill the tanks of a Club aircraft at the completion of each flight, unless otherwise requested by the next member scheduled for the aircraft. On aircraft with long-range tanks equipped with fuel tabs, filling to the tabs meets this requirement.
2. Following each flight the pilot shall return the aircraft keys and complete all forms pertinent to the flight. In addition, the pilot shall return the aircraft to its hangar and close and lock the hangar door, unless otherwise requested by the next member scheduled for the aircraft. The pilot shall leave the aircraft and hangar in a neat and orderly condition.
3. For a landing away from aircraft home base, the pilot is responsible for adequately securing the aircraft and for paying overnight tie-down fees, landing fees, and all other miscellaneous expenses.
4. From the month of October through the month of April, the member shall ensure that the engine oil (Tanis) heater in each aircraft is plugged in, or if away from base shall order a pre-heat of the aircraft engine prior to cold start if the temperature is below freezing.

F. Flight Instruction

1. All flight instruction in Club aircraft shall be performed by a Club CFI in conformance with flight instruction syllabi approved by the Flight Instruction Committee.

2. Prior to each and every student solo flight, the student must have secured specific approval for the flight from his or her instructor.
3. Solo cross-country flights involving overnight stops by student pilots shall not be permitted.

V. FLIGHT PROFICIENCY AND CURRENCY

A. Initial Checkout

1. Each member must have a checkout by a Club CFI in every make and model of aircraft the member will fly. The member must demonstrate competence in the following areas: stalls, slow flight, steep turns, emergency procedures, take-offs and landings, crosswind landings, aircraft systems, weight & balance computation, aircraft performance, and other airwork at the discretion of the instructor. Member performance must meet the requirements of the FAA Practical Test Standards for Private Pilots.
2. Each member must complete an aircraft checkout form provided by the Club for each make and model of aircraft the member will fly, and that form must be entered with appropriate instructor approval in the member's file.

B. Annual Proficiency Check: Each Flying member is required to complete an annual proficiency check with a Club CFI in the most complex Club aircraft the member wishes to fly. Night flight must be included in the Proficiency check for members who wish to have night flying privileges in Club Aircraft. Record of this check is to be made in the member's logbook and in the records of the Club.

C. Instrument Proficiency: Instrument-rated pilots must complete a proficiency checkride with the Chief Flight Instructor or his designee every six months. This checkride will consist of at least one ILS approach, one VOR approach, one NDB approach, and one holding pattern, plus other maneuvers at the discretion of the instructor. A record of this proficiency shall be maintained in the member's file.

D. CFI Member Proficiency: Each CFI member is required to participate in ongoing training and proficiency testing at the discretion of the Chief Flight Instructor. This shall include but is not limited to an annual proficiency and standardization procedure conducted by the Chief Flight Instructor or his designee. The Chief Flight Instructor may order remediation or suspend the instructing privileges of any CFI member for failure to maintain proficiency or for other deficiencies in competence or instruction.

E. Mechanic Member Proficiency: Each Club Mechanic is required to participate in ongoing training and proficiency testing at the discretion of the Director of Maintenance. The Director of Maintenance may order remediation or suspend the work privileges of any Club Mechanic for failure to maintain proficiency or for other deficiencies.

F. Currency: No member shall act as pilot in command of a Club Aircraft unless the member has made 9 takeoffs and landings and flown one (3) hour as pilot-in-command in the previous 90 days in the Club category of aircraft to be flown, or has had a checkout by a Club CFI in the Club category in the previous 90 days (See Appendix III).

G. Night Currency

1. No member may undertake a flight between sunset and sunrise in a Club aircraft unless the member has been checked out for night flight by a Club CFI in the preceding year.
2. Initial night checkout shall include night cross-country flight, with at least five (5) landings at remote airport(s), plus other airwork at the discretion of the Club CFI or the Flight Instruction Committee.
3. Requirements for renewal of night currency during a check out may be set by the Flight Instruction Committee.

VI. SCHEDULING

A. Reservation of Aircraft

1. Reservations may be made by telephone or in person at the Club office.
2. Reservations involving use of an aircraft for a period of time greater than five (5) hours require the request to be submitted in writing on an approved form to the Cross Country Manager, who will review the flight and schedule the aircraft if appropriate.
3. No aircraft may be scheduled for a period greater than ten (10) days, including not more than one (1) weekend. An aircraft designated by the Board as an instrument training aircraft may have additional restrictions on cross-country use.
4. No reservation may be made earlier than the seventh day prior to the time of reservation, except those approved by the Cross Country Manager, or a reservation for a checkride with an FAA Examiner for the purpose of obtaining a new license or rating.
5. With the sole exception noted in 6A6, no changes shall be made to a reservation in either time or aircraft without the permission of the member (and his instructor, if dual), except as directed by the President or his designee because of aircraft maintenance, or as required to accommodate a license or rating checkride with an FAA examiner. In these cases, the member whose reservation has been changed shall be notified as soon as practical.
6. For the purposes of local dual instruction or student solo flights, primary training aircraft are to be considered interchangeable. A Club CFI, the Operations Manager, or a Club staff member authorized by the Operations Manager may move a student member to another aircraft of the same model that is available in the same time slot. The intended purpose of this rule is to maximize flight hours during busy periods. The Chief CFI shall be authorized to specify the conditions under which such changes can be made, and what notice, if any, shall be given to the instructor(s) and student(s) affected. A summary of these conditions and the aircraft affected shall be placed in the Flight Operations Manual and kept current by the CFI Committee.
7. A member shall cancel a reservation as soon as possible after determining the reservation will not be used, even if the cancellation is due to poor weather.
8. A member who is more than 15 minutes late for his reservation forfeits his scheduled right to the aircraft.
9. Members may not abuse the scheduling system by reserving aircraft without flying so as to keep an aircraft available at their convenience.

- B. Aircraft Return: If the aircraft can not be returned as scheduled, or if the pilot encounters difficulties, the Club office shall be notified prior as soon as practical. The pilot in command shall make all reasonable attempts to get back, but shall not attempt any flight exceeding the pilot's competence or in violation of the Club Operating Rules. The club member shall obey all

instructions from the President or the President's agent, which may include surrendering the aircraft to another

member. If for any reason the member is unable to return the aircraft to the home airport the member shall be liable for any and all costs associated with returning that aircraft to the home airport.

- C. Repairs away from the Home Airport: If a Club Aircraft becomes disabled away from the home airport, the member shall immediately notify the Club office. Unless given permission by the Director of Maintenance or the President, members shall have no power or authorization to incur any costs or authorize any repairs on behalf of University of Michigan Flyers, Incorporated, or the aircraft owner.

VII. ACCIDENT PROCEDURES

- A. The pilot in command is required to report any accident or incident to the President by the most expedient means, and to follow the procedures established by the Club and provided in each aircraft and at the Club office. Any member who is requested to submit a report of an accident or incident shall do so within 48 hours.
- B. Following an accident or incident, the President or his designee will conduct an investigation of the circumstances and decisions leading to the accident or incident, and will present a written report to the Board.
- C. The Board of Directors will review the reports of each accident or incident. The Board is empowered to charge the member or members involved in the accident or incident an amount no greater than the applicable insurance deductible, if the accident occurred as a result of pilot error, poor judgment, or violation of Club operating rules. If the Club's insurance carrier refuses to cover the accident or incident because of the pilot's actions, then the pilot in command may be held liable for the full damages to the Club.
- D. The Board may take any action it deems appropriate with regard to members involved in an accident or incident, including but not limited to ordering recurrent training, suspension or revocation of flying privileges, change of membership class, or expulsion.

VIII. RULES ENFORCEMENT

- A. It is the responsibility of each member to assist with the enforcement of the Operating Rules. Any violation of the operating rules shall be brought to the attention of a Club officer, the Chief Flight Instructor, the Director of Maintenance, the Operations Manager or other person designated by the Board.
- B. Simple violations of procedure may be dealt with directly by the persons mentioned in (A) by verbal warning, written warning, or issuing of a fine specified in the Schedule of Fees. Record of any fine and a copy of any written warning shall be placed in the member's file. A member may appeal any fine or written warning to the Board of Directors.
- C. Repeated violations of procedure or violations of a more serious or pressing nature will be referred to the Board of Directors for appropriate action.
- D. In hearing an appeal or deciding on a violation of a more serious or repeated nature, the Board will hear the arguments and evidence in executive session. The member in question will be notified in writing of any action taken, with copies of the notification filed in the member's file at the Club.
- E. The Club shall attempt to notify the member in question in advance of any Board meeting where extended suspension of privileges, or forced change of membership class are likely to be considered. The member shall have the opportunity to appear in person before the Board at the meeting. In the event that notice was not given, the Board shall, at the request of the member in

question, schedule a second meeting to hear the statement of the member and to reconsider the action taken. In the interim, the action of the Board shall stand.

IX. CLUB EMPLOYEES

- A. No person or officer of the Club may employ any individual at Club expense without action of the Board of Directors or the General Manager/Treasurer.
- B. At the time of offering employment, the Board shall have on file a signed job application, and shall provide a job description for the position, rate of compensation, and the person or position who shall act as supervisor for the duration of employment. All employment by the Club is at the will and discretion of the Board, and all potential employees shall sign the "at-will" employment statement approved by the Board before entering into any employment contract.
- C. The supervisor designated in (B) shall give instruction, evaluate performance, and undertake any appropriate disciplinary action up to and including discharge.
- D. An employee who has been wronged by his or her supervisor or by any member of the Club may bring his or her grievance to the General Manager/Treasurer unless the grievance is between the employee and General Manger/Treasurer, in which case the grievance shall be remanded to the Board.
- E. Employees at all times are to act in an appropriate and professional manner, with courtesy toward members and guests.

X. CLUB FINANCE

- A. The Director of Maintenance or his designee may make expenditures up to a maximum of \$500, or up to a maximum of \$3000 with the approval of the President or the Treasurer, subject to the total expenditure for maintenance budgeted by the Board.
- B. The General Manager/Treasurer or his designee may make expenditures subject to the total expenditure for operations budgeted by the Board, but may exceed budgets as necessary to prevent interruption of normal business operations, to protect capital assets or capitalize on business opportunities essential to organizational needs or goals.
- C. No other expenditures may be made without approval of the Board.
- D. The President General Manager/Treasurer or his designee are empowered to act as signatories on all Club checks and instruments. This authority may be suspended at any time by the General Manager/Treasurer with the exception of the President. His signatory authority may be suspended by a majority vote of the Board of Directors present at the next meeting of the Board of Directors.

APPENDIX I – WIND LIMITS

Aircraft	Student Pilot*		Private Pilot**	
	Max. Wind or Gust	X-wind Comp	Max. Wind or Gust	X-wind
C-152	15	7	25	10
C-172	15	7	30	15
C-182	Note 1	Note 1	30	15
Debonair	Note 1	Note 1	30	15

NOTES:

1. Student pilots may not act as pilot in command of these aircraft.

* These limitations are maximums, individual student pilot limits are up to the student's flight instructor

** These limitations are maximums, flight in wind conditions in excess of these must be with the approval of a club approved flight instructor.

APPENDIX II – INSURANCE RESTRICTIONS

A. GENERAL INFORMATION:

Carrier: Phoenix Aviation Managers, Inc.
PO Box 723897 Atlanta, Georgia
30339

Agent: Tri-State Airway Agency
4320 S. State St. Ann
Arbor, MI 48104

B. LIMITS OF LIABILITY:

1. Hull Listed value of aircraft
2. Deductible Amount \$500 Moving/\$500.00 Non-moving
3. Property Damage \$2,000,000.00
4. Personal Injury \$2,000,000.00 per occurrence /
\$250,000.00 per passenger

C. RESTRICTIONS:

Flights to a foreign country (except Canada) are not covered, and therefore not permitted. An extra cost rider must be obtained by members wishing to fly in the Caribbean and to Alaska.

D. PILOT CLAUSES: Only pilots holding valid and effective pilot and medical certificates with ratings as required by the FAA for the flight involved will operate the aircraft in flight, provided that they are bonafide member of the University of Michigan Flyers, Incorporated, and for: 1. Single Engine Fixed Gear - Under 210 Horsepower: Any Student or Private pilot or higher properly certified by the FAA and who, if a student, operates the aircraft under the supervision of a flight instructor properly certified by the FAA who shall have specifically approved each flight by the student prior to take-off. 2. Beechcraft Debonair: Any private pilot (or higher) provided he/she is properly certified by the FAA having a minimum of 200 logged flying hours, 50 of which have been in retractable gear equipped aircraft, and receives a check-out by a certified flight instructor in the Debonair prior to solo; or, in lieu of 50 hours of retractable gear aircraft, receives 10 hours of dual instruction in the Debonair prior to solo.

APPENDIX III – CLUB AIRCRAFT CATEGORY SCHEDULE

Category I	Category II	Category III
C-152 C-172	C-182	Debonair

SCHEDULE OF FEES

Initiation Fees

Flying Membership.....	\$125.00
Non-Flying Membership.....	No Fee
Associate Membership.....	\$30.00
CFI/Mechanic Membership.....	\$125.00
Honorary Membership.....	No Fee

Membership Dues

Flying.....	\$55.00/month
Non-Flying.....	\$5.00/month
Associate.....	\$2.00/month
CFI/Mechanic.....	\$3.00/month
Honorary.....	No Dues

Flying Membership Security Deposit.....\$60.00
Required of all members with flying privileges.

Fines

Rules infraction.....	\$15.00
Account in arrears fine.....	\$15.00

Aircraft Rates

Cessna 152.....	\$60.00/Hour Wet
Cessna 172 N777UM.....	\$87.00/Hour Wet
Cessna 172SP N444UM.....	\$103.50/Hour Wet
Cessna 172SP N278SP.....	\$108.50 Hour Wet
Cessna 182T N120WE.....	\$125.00/Hour Wet

Note: All aircraft rates are per 'Hobbs Meter Hour' and include oil. Wet rates include fuel; dry rates do not include fuel. In the event of Hobbs Meter failure, the alternate method to calculate the flight time total is that the Tachometer total plus 20% of the Tachometer total will equal the total flight time total charge.

