

NATHAN ABEL FLYING CLUB (NAFC)

MEMBERSHIP AND OPERATION RULES

nateabelflyingclub@gmail.com

Part 1: Purpose

1.1 The Corporation is organized exclusively for charitable and educational purposes, within the meaning of Section 501(c)(3) of the Internal Revenue Code of 1986, as amended (the "Code"), or the corresponding provisions of any subsequent federal tax law; provided, however, that none of the Corporation's rights and powers shall include the right and power to carry on a business for profit. The specific purposes of the Corporation include, but are not limited to:

- i. Stimulating interest in aviation by providing an educational opportunity for Nate Abel Flying Club members, to develop their flying abilities;
- ii. Disseminating flying information to the community;
- iii. Bringing together those individuals who have a common interest in flying; and
- iv. Promoting the welfare of Nathan Abel Flying Club in its educational purposes within the meaning of section 501(c)(3) of the Code, or the corresponding provisions of any subsequent tax law.

Part 2: Membership

2.1 Request or download membership documents

2.2 Read and follow membership checklist

2.3 All members will be current due-paying members of the NAFC and AOPA.

2.4 There are two types of memberships available: Members with flying privileges; "Flying Members," and members without flying privileges; "Non-flying Members."

2.5 Flying member (F) may join at any time and membership begins upon the creation of the invoice for membership. Membership renewals will be due by that date the following year. Unpaid dues after that date requires member to stop flying and if remaining unpaid past 30 days, NAFC will remove a member from an active club status until dues are paid for the current year.

2.6 Non-flying members (NF) may join at any time and dues are for the calendar year. These members serve in support roles either indirectly as a small donation to the cause or can be as involved as a volunteer or even serve as an elected officer if need and desired skillset is present.

2.6 Membership and monthly dues are set by the NAFC Board of Directors and/or the current elected club officers and for 2017 are: Membership is \$250/year for members with flying privileges and \$10/year for members without flying privileges. Monthly Flying Dues will be \$40 a month due by the 10th of each month.

2.7 Only fully paid flying members who have completed the application process, received officer approval, been checked-out in the aircraft may fly NAFC aircraft.

2.8 NAFC members may resign their membership at any time; dues will not be reimbursed.

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2.9 Before checkout in the aircraft the applicant must have submitted a completed application form, paid all required dues, furnished copies of pilot, medical certificates and government ID, and have been granted approval from NAFC officers.

2.10 Aircraft checkouts will be in accordance with the NAFC Insurance requirements and NAFC rules and conducted by a NAFC-approved flight instructor utilizing the NAFC Aircraft Checkout form.

2.11 A list of current flight instructors will be made available to all flying members

2.12 Members must meet "FAR 61 Recency of experience requirements" to perform PIC duties in the club aircraft.

2.13 If the membership list grows to the state where members are having problems scheduling the aircraft, then those members who show lack of flying interest in the club through flight inactivity, or lack of meeting attendance and club activities will not be invited to remain with the club when dues are required for the following year.

Part 3: Club Meetings

3.1 Meeting times and location will be communicated to the membership by the secretary.

3.2 Since monthly club meetings are critical to education, safety, operations and administrative understanding, no more than two consecutive NAFC meetings may be missed in any one calendar year (1 Jan through 31 Dec) without potentially affecting flying privileges.

3.3 If two or more consecutive monthly meetings are missed, the member may not actively fly as PIC until the next meeting has been attended or a club officer has informed the member on current safety, operational and any other NAFC requirements.

Part 4: Aircraft Usage/Privileges

4.1 C150 N150UC rental rate is based on \$35.00 per Tach hour "dry" (without fuel). C172 N6271E rental rate is based on \$60.00 per Tach hour "dry" (without fuel)

4.2 The Aircraft usage logs (kept in the aircraft) must be completed at the end of the flight with member's name starting/ending tachometer time and total flight time.

4.3 N150UC will be filled to 9 gallons per tank at the end of flight at the self-serve pump at T67 and returned immediately to the hangar. N6271E will be filled to 19 gallons per tank at the end of flight at the self-serve pump at T67 and returned immediately to the hangar.

4.4 There is no exception to parking the airplanes without specified fuel and non-compliance will result in immediate disciplinary action up to and including expulsion from the club.

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4.5 In the event there is a malfunction of the fuel pump at T67, please notify club officers immediately.

4.6 Record oil usage in the aircraft forms and ensure an extra quart remains available in the aircraft

4.7 Student flight training in the NAFC aircraft is only accomplished by club-approved CFIs

4.8 A CFI may instruct for NAFC without being a paid flying member provided that they are FAA Current and approved by the Board of Directors or the NAFC Officers.

4.9 A CFI who is not a paid NAFC flying member will not operate the NAFC aircraft without a paid NAFC flying member on board.

4.10 A CFI who is a paid flying member may not instruct a non NAFC member in NAFC aircraft.

4.11 All flight instructors and club officers will meet together once every 6 months to ensure safety, standardized education, flight training and operations.

Part 5: Billing for Aircraft Usage

5.1 Flight hours are paid for on an “as flown” monthly basis using the appropriate “dry” rate for plane flown per section 4.1

5.2 On the 1st day of each month, the treasurer will data mine the aircraft usage logs and issue statements via email to all members with time flown during the previous month.

5.3 Payments are due in full by the 10th of the next month.

5.4 Members with payment not current with the above schedule will lose flight privileges and be removed from active membership or such action as the officers deem appropriate. Mitigating circumstances should be brought to the attention of the club officers as soon as possible for proper determination and resolution.

5.5 Active members who fail to meet the administrative standards of the club can be removed from active club membership by a majority vote of the Club Officers.

Part 6: Aircraft Ground Operations

6.1 Removing the aircraft from the hangar and securing it after flight requires maintaining a complete understanding of hangar operation and airport security procedures.

6.2 Combination for key access to the hangar must be carefully controlled by each club member

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6.3 Opening the hangar doors must include a full understanding of the process; always ensure the hangar doors are opened up ALL THE WAY to remove or replace the aircraft back in the hangar without damage.

6.4 Always take full advantage of available personnel to help walk the wings ensuring the aircraft remains clear of contact from other aircraft or hangar structure(s), ground equipment, etc; immediately inform a club officer if you cause damage or it appears the aircraft has been damaged prior to a your intended flight

6.5 Fully chock aircraft main tires when securing the aircraft in the hangar

6.6 Fully close the hangar doors after parking the aircraft in the hangar or while on a flight.

6.7 At the conclusion of each flight the pilot will secure the aircraft in the hanger in a clean manner with trash and charts, etc., removed, with seat belts straightened and chocks in place. The aircraft should be wiped down and inspected for damage, any damage must be reported to an officer immediately upon discovery. The windshield should be cleaned after each flight using water or products not harmful to the surface. Ammonia based window cleaners may never be used on acrylic surfaces.

6.8 Members should use the aircraft tow bar for ground handling and use of ladders is preferred to the use of any installed steps when checking fuel levels.

6.9 No member, except a licensed maintenance mechanic may perform maintenance on NAFC aircraft, other than pre-flight inspections, without authorization from the Aircraft Maintenance Officer.

6.10 Members may be held responsible for negligent acts that cause unnecessary expenses/damages. (i.e., Master Switch left on, not refueling an aircraft per 4.3, pushing an aircraft into another aircraft or obstacle while parking, etc.)

6.11 Aircraft must be chocked, locked, tied down securely and have the control wheel lock installed at the end of each flight if it is not to be stored in a closed hangar.

Part 7: Aircraft Flight Operations

7.1 N150UC is equipped for VFR only flight, N6271E is equipped for IFR flight. Neither is ever be used for commercial for profit purposes. Educational flight training is not considered a commercial use.

7.2 All members of the NAFC shall comply with all Federal Aviation Regulations, State, Airport, NAFC rules and N150UC POH and AFM while operating NAFC Aircraft.

7.3 Members must perform a thorough pre-flight inspection of the aircraft, including a visual inspection of the fuel quantity, and Tach and tach time in aircraft log prior to commencing flight. Any damage or discrepancies discovered by a member will be assumed to be the responsibility of the last user unless it has been reported previously. If a condition is discovered which may affect the airworthiness of the

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aircraft, the aircraft shall not be flown until cleared by a maintenance mechanic or the Aircraft Maintenance Officer.

7.4 Food, Tobacco, E Cigarettes, Vaping, and liquids other than water are prohibited in NAFC aircraft.

7.5 Flight plans must be filed with the FAA for all student solo cross country flights in excess of fifty (50) nautical miles. Flight Following should be used when practical if a flight plan is not filed.

7.6 It is the responsibility of the PIC to check the online maintenance board and discrepancy sheets in the flight record book in the aircraft before it is flown. The pilot will report any new maintenance issues both in the flight record log in the aircraft and in the online maintenance board. Member shall also notify the Club Maintenance Officer or other officer of any discovered maintenance issue.

7.7 All flights, ending Tach and tach time, will be entered into the flight log located in the airplane along with comments containing general training performed.

7.8 Student pilots shall not fly NAFC aircraft solo when surface winds are gusting to 10 knots or the cross wind component exceeds 5 knots or fly outside the local traffic pattern area when weather conditions are less than 3,000 feet and 5 miles visibility without explicit approval of their NAFC flight instructor for that specific flight.

Part 8: Scheduling

8.1 Scheduling the aircraft requires use of the web-based scheduler for NAFC: www.goboko.com

8.2 Schedule the aircraft for the time required to complete the flight with time added for necessary preflight and post-flight activities

8.3 Do NOT schedule the aircraft for excessive time beyond that required for your flight

8.4 The club member must exercise due diligence at having the aircraft back to the NAFC hangar location by the ending time stated in the schedule; If an unforeseen event impacts this make every effort to reflect a change in the online schedule and contact the next person scheduled or contact a club officer.

8.5 Overnight trips are not currently allowed without special permission from club officers.

8.6 If the member chooses to abandon the aircraft away from the aircraft base all expenses incurred by the NAFC in returning the plane may be borne by the member at the discretion of the officers.

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8.7 Aircraft are scheduled on a first-come, first-served basis using the web-based scheduler. Planes may be unexpectedly downed for maintenance and the NAFC regrets that it cannot guarantee any plane reservations.

8.8 Cancelling reservations for any reason should be done as soon as possible in the online program

8.9 Cancellations entered will include cancellations for weather and other phenomenon

8.10 If you conclude your flight prior to the scheduled ending you will go into the online program and adjust your booking. As a courtesy, you might notify the owner of a booking that is up against your end time.

8.11 No shows will result in a penalty assessed of ½ of hourly scheduled usage to member.

Part 9: Aircraft Maintenance

9.1 Before taking the aircraft out of service for maintenance or repairs, the estimated time will be blocked out in the online scheduling program with the appropriate announcement to the membership.

9.2 Aircraft Maintenance will be performed by the appropriate NAFC Maintenance Officer and or members who will be under the direct supervision an FAA certificated Airframe and Power Plant Mechanic

9.3 Any maintenance issues noted on a flight will be documented by the member in the aircraft maintenance log kept in the aircraft in addition the Maintenance officer shall be notified.

9.4 Any item that appears that may impact safety of a follow-on flight must be immediately reported to the Safety and or Maintenance Officer.

9.5 From time to time club members will be asked to support maintenance efforts in such areas as aircraft washes, maintenance inspections, hangar cleanups or other club activities.

Part 10: Spirit of the Club

10.1 To provide an aircraft that is maintained in safe and certified manner.

10.2 To encourage use of the club aircraft with ALL members directly involved in participation through appropriate maintenance support opportunities (i.e. aircraft wash/wax or annual inspections under maintenance/safety officer supervision, etc.) as well as safe and rewarding flight experiences.

10.3 Members will be expected to participate the in the annual Fly Kids for Nate event each memorial day at T67, this event is critical in supporting the mission of the NAFC.

10.3 Additionally promote and educate the general public throughout the region about the NAFC,

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general aviation, and safety while furthering aviation education in a professionally rewarding manner that is disciplined and FUN.

10.4 All of our members are encouraged to attend all monthly meetings of the EAA Chapter 670 (Hicks Field, Beacon Restaurant during the 2nd Wednesday of the month at 7:00 p.m.)

Part 11: Rules and Regulations

11.1 Rules and regulations are the foundation of the NAFC.

11.2 These rules and regulations will be periodically reviewed, revised and reissued by the Club Officers and or Board of Directors as required.

11.3 Members are responsible for being familiar with, and abiding by the latest policies as determined by the organization as well as pertinent information presented during mandatory safety/membership meetings. In particular, these rules, regulations and meetings familiarize members with the way in which Club matters are to be handled and serve as a reference upon which to base action.

Part 12: Disciplinary Action

12.1 Violation of any Federal Aviation Regulations (FARs), state, airport, and/or NAFC rules by a member may result in expulsion or suspension from the NAFC.

12.2 In the event of an accident or damage to club property, the members NAFC flying privileges will be suspended pending the Board of Directors and or insurance company's thorough investigation of the incident. They shall determine the cause and extent of damage. If the damage was caused by negligence, violation of any Federal Air Regulation, and or any rule of the club, the member responsible shall be liable to the club for said damages to the extent that the club is not reimbursed for the same through insurance coverage. In the event a member found to be at fault is not able to pay the said damages, action will be taken to recover the amount from the member.