

INTERNATIONAL FLYING CLUB BYLAWS

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I. Membership

A. Classifications

For the purpose of defining and prescribing rights, privileges and obligations, club membership will be classified as follows:

1. **REGULAR** – Regular membership will consist of all members who possess the right to use club aircraft/equipment and participate in all club activities and events. Regular members are composed of sub-groups where members of each sub-group possess the right to use specific club aircraft. Regular members will be of two types:
 - a. **RATED** – A regular member with at least a private license.
 - b. **STUDENT** – A regular member without a private license.
2. **ASSOCIATE** – This membership is made available to family, friends and frequent guests of the regular members. Associate members pay no dues or fees and they do not have the right to use club aircraft or equipment. The club may charge them for participation expenses.
3. **HONORARY** – This membership may be extended to individuals who have distinguished themselves in past service to the flying club. Honorary members pay no dues or fees and they do not have the right to use club aircraft or equipment. They may participate in a club activity or event only as specifically approved by the directors.

Club membership shall be further defined according to the status of individual members as follows:

1. **ACTIVE STATUS** – This status applies to all members who meet the financial obligations of the club and otherwise satisfy all regulations, rules and procedures for utilizing club aircraft and equipment.
2. **INACTIVE STATUS** – This status applies to members who have met their financial obligations to the club and who have requested to be placed in an inactive status through a petition to the directors. Inactive status may be granted for a limited period to club members who have special circumstances that prevent their participation in club activities. Inclement weather is not considered a valid reason. Directors will assess a re-instatement fee when approving the member's request to reactivate. These members pay no monthly club dues while they remain inactive.
3. **SUSPENDED STATUS** – At the discretion of the Board of Directors, a member may be suspended for a period during which the member has failed to meet their financial obligations to the club. Members may also be suspended for a period of time for a violation of club rules, regulations or procedures. Members in suspended status are denied all club privileges and benefits; however all financial obligations to the club shall continue during this interval.
4. **EXPULSION** – At the discretion of the directors, a member may be expelled and barred from future membership in the club for a serious infraction or failure to fulfill their financial obligations. Examples of such behaviors are any unauthorized, illegal, and/or improper use of club aircraft, any conduct unbecoming to the best interest of the club, or failure of a member to adequately resolve an account delinquency.

B. Voting Rights

Each regular active member in good standing with the club shall have one vote on all matters to be considered by the membership. A quorum of club members, in person or by proxy, at a meeting to decide any matter except for the election of directors, shall be 1/3 of the voting members, unless provided otherwise by statute, the articles of incorporation, or these bylaws.

C. New Members

Applicants may be granted membership in the flying club by any 3 directors. Such applicants must complete and submit the following items. Only regular members need to provide information pertaining to pilot experience/currency.

- Membership application completed on the prescribed form
- Security deposit (fully refundable)
- Membership application fee (non-refundable)
- One month membership dues paid in advance
- Current club bylaws/procedures/insurance have been reviewed
- Club rules/policies have been discussed with membership chairman
- Copies of current medical, pilot license, and BFR have been provided
- ACH authorization form completed (optional)

Certificates of membership will not be issued by the club. Club membership is non-transferable and non-assignable. Each member is required to furnish in writing to a club officer of any updates to their postal mailing address within ten (10) days of the change. Postal mail sent to the last recorded address of the member shall be deemed sufficient for all club communications.

Permission to fly in each of the club aircraft is granted by the Chief Pilot following a report from a club approved flight instructor. A checkout ride in club aircraft may be waived at the discretion of the instructor and Chief Pilot. Checkout rides required by the club shall be at the member's expense and are not considered priority flights. See attachment A for a schedule of all fees.

D. Resignation

A club member may resign their membership by written notification to a club officer. The resigning member will be responsible for making final payment to satisfy their total debts to the flying club. The club treasurer shall refund security deposits upon satisfactory completion of all outstanding obligations to the flying club (including the return of aircraft keys). A former member may re-join the flying club by meeting the steps prescribed for new members. In such circumstances the directors may either assess the prevailing club application fee or an appropriate membership re-instatement fee.

E. Monthly Dues

Monthly dues are based on aircraft privileges, insurance rates, tie-down costs, postage and printing, planned club activities, and other fixed operational expenses. The monthly club dues are evenly pro-rated over a period of 12 months and are subject to change as deemed necessary by the Board of Directors. Current membership dues will be posted in the club newsletter, billing statements, and on the club web site. Club dues are payable one month in advance. See Attachment-A for the current schedule of financial data.

F. Family Plan

Any person of a club member's immediate family (those living under the same roof) may obtain full club membership privileges at 50% of normal monthly dues and application fees. All family members are responsible for making a full security deposit. Should the primary family member resign, the secondary family member will be required to pay the balance of the prevailing club application fee and resume paying full monthly dues.

G. Annual Meeting

An annual meeting of members entitled to vote shall be held at such place and time as designated by the Board of Directors for the purpose of electing officers, directors, and for the transaction of any other club business that may come before the meeting. Twenty (20) days advance notice shall be given.

H. Regular Meetings

Regular club meetings of the general membership are usually held on the first Thursday of every month, the time and location as determined by the President. Regular club meetings may be rescheduled due to holiday or other conflict.

I. Special Meetings

Special meetings of the voting members shall be held at such times and places as designated by the person or persons calling for such meetings. Notification that states the purpose(s) of the special meeting shall be given not less than twenty (20) nor more than sixty (60) days before the date of the meeting.

J. Grounding of Members

- Club members may be grounded by vote of the Board of Directors. Reasons for suspension include, but are not limited to:
 - Non-payment of total debt to the corporation.
 - Violating FAA, State, local, and/or club rules.
 - Careless, negligent, or reckless operation of club aircraft.
 - Being mentally or physically incapacitated.
 - Lapse of medical/pilot currency or expired airman certificate.
- A club member can be suspended by any current director in cases concerning unsafe operation of club aircraft. The grounded member shall remain suspended until released by the Board of Directors following a satisfactory flight check.
- Flying while suspended is prohibited and is cause for immediate club expulsion and forfeiture of membership. The stolen aircraft will be reported to authorities. The hourly rate charged for any unauthorized flight shall be double the current aircraft rental rates. Total member debt to the corporation shall become due immediately.
- Suspended members will be notified via one or all of the following: the monthly club billing sheet, a list of grounded members posted on the club web site, registered postal mail, a phone call, or electronic mail. Club suspension remains in effect until the member is formally notified by a director that the suspension status has been removed.

K. Equity Members

The BoD may establish equity membership programs for one or more club owned aircraft. Equity memberships may be tiered into multiple categories. Equity members shall be entitled to vote on matters pertaining to the aircraft in proportion to their ownership interest. Equity members will be assessed pro-rata in the event of any aircraft operating deficits. The cost of equity memberships shall vary based on aircraft value, operating funds and debts. Equity members shall not receive any distributions of club income or profits. The membership certificates may only be transferred through the club books. Equity memberships shall be terminated upon selling the respective aircraft.

L. Assessments

Directors will closely monitor the club finances and set the membership dues and aircraft rental rates to an appropriate level such that club expenses and revenues are balanced. For extenuating club circumstances that result in a significant shortfall, the BoD may charge a membership assessment fee.

II. Board of Directors

The direction and administration of the flying club shall be controlled by a Board of Directors consisting of not fewer than five members or not more than nine members.

A. Responsibilities

Some of the director powers and duties are summarized below:

- Assess penalties for violation(s) of the rules, regulations, and club bylaws
- Consider matters of pilot suspension and expelling club members
- Approval of discretionary expenditures on behalf of the flying club
- Approval of new or re-joining members, and member reactivations
- Setting of initiation fees, member deposits, and re-instatement fees
- Approval of insurance terms and yearly aircraft lease contracts
- Determination of monthly club dues and hourly rental charges
- Approval of member reimbursements for club related expenses
- Responsible for designating club approved flight instructors
- Appoint interim officers, amend club bylaws, manage surplus funds

B. Qualifications

Each director must be a regular active club member while holding office. A director's tenure shall immediately terminate if they cease to meet this qualification or if they fail to attend three consecutive board meetings. A person is not eligible to be a director unless they were a regular active club member for the preceding six months. Illinois residency is not required.

C. Elections

Directors shall be elected for a term of one year at the annual meeting of voting members, in person or by proxy. Directors shall individually be elected by a majority of the votes cast by the members entitled to vote. In a case where the number of candidates exceeds the total of open positions, the chosen directors will be those who individually obtain the highest number of member votes. The Board of Directors has the authority to appoint directors for vacant positions, or if a position is not filled after the annual election. Ratification of appointments shall occur at the next meeting of members.

D. Removal

One or more directors may be removed, with or without cause, at a special meeting of voting members. Written notice of this special meeting must be delivered to all club members entitled to vote. Such notice shall state that a purpose of the meeting is to vote upon the removal of one or more directors named in the notice. Only named directors may be removed as such meeting.

E. Quorum

A quorum of directors eligible to vote shall be four. A quorum is necessary for discussion of any issues that may be presented for consideration to the Board of Directors. No club business or policy decisions may be transacted until a director quorum is secured. If a quorum is present at any meeting of directors, the affirmative vote of a majority of the votes present and cast, either in person or by using telephone conferencing, shall be the act of the directors, unless a greater or lesser number of director votes is required by statute or these bylaws.

F. Board Meetings

Regular meetings of the Board of Directors will be held at 7:30pm on the first Thursday of each month at the registered office of the corporation and shall be open to all club members. This provision of the bylaws shall constitute notice to all directors. No further notification shall be required although such notice may be given. The President may select an alternate date, time and location if notice is given by written, electronic or other means of telecommunication. Board meetings may coincide with the regular meeting of club members.

G. Emergency Meetings

Special meetings of the Board of Directors may be called by the President or any three directors and shall be held at such times and places as designated by the person or persons calling for such meetings. Neither the business to be transacted at, nor the purpose of, any regular or special meeting of the Board of Directors need be specified in the notification or waiver of notice of such meeting. Notice may be given electronically, verbally, or in written form.

H. Waiver of Notice

Attendance of a director at any meeting shall constitute a waiver of notice of such meeting except where such director attends a meeting for the express purpose of objecting to the transaction of any business because the meeting is not lawfully called or convened.

I. Informal Actions

Any action required by law or these bylaws to be taken at a meeting of the Board of Directors, or any other action which may be taken at a meeting of the Board of Directors, may be taken without a meeting if a consent in writing setting forth the action so taken, shall be signed by all of the directors.

III. Club Officers

The club shall have seven officers as prescribed hereafter. An individual may hold multiple offices, except President may not also be Secretary or Treasurer.

A. Qualifications

Each officer must hold a private pilot license and continue to be a regular active club member while holding office.

1. President or Business Manager:

- Have served a complete term as a club officer and director

2. Vice-President or Treasurer:

- Have served a complete term as a club officer or director

3. Secretary:

- Regular active club member for at least twelve (12) months

4. Maintenance Officer:

- Regular active club member for at least twelve (12) months
- Have a general knowledge of aircraft and engines

5. Chief Pilot:

- Regular active club member for at least twelve (12) months
- Have a working knowledge of club procedures and F.A.R.'s
- Possess a current flight instructor certificate

B. Powers and Duties

1. President

- Schedule and preside over all club meetings and director meetings
- Authorize expenditures for club operations and aircraft maintenance
- Coordinate club activities and smoothly run the flying club operations
- Resolve member conflicts, interpret club policies, rules and regulations
- Be point of contact on behalf of the club for government agencies
- File official corporate papers, licenses, registrations, legal documents
- Negotiate and maintain insurance coverage for aircraft and members
- Execute contracts that have been approved by the Board of Directors
- Assign and delegate tasks to other club officers and board members

2. Vice-President

- Membership Chairman:
 - Welcome new club members, explain club policies/procedures
 - Provide club information/bylaws to prospective new members
 - File all member applications, collect initial membership fee
- Publicity Chairman:
 - Arrange public notices and advertising for the flying club
 - Publicize club activities and special events to the membership
- Banquet Chairman and social coordinator for the flying club
- Identify/recruit a web-master and a plane scheduler for the flying club
- Appoint delegates to assist with the above tasks, with board approval
- Act on behalf of the President when the President is unavailable

3. Business Manager

- Approve payments/reimbursements for club operations and maintenance
- Ensure club abides by statutes for non-profit tax-exempt organizations:
 - Prepare club's year end 990-EZ tax form for exempt organizations
 - Submit annual corporate forms and fees, renew aircraft registrations
- Prepare annual budget plan for board approval, report on budget status
- Monitor the ongoing financial viability of the flying club:
 - Make recommendations to the board for setting dues and rental rates
 - Ensure general reserve fund is not depleted w/o member's approval
 - Ensure cash and receivables exceed the short-term club liabilities
 - Defer member credits for receipts until revenue is able to cover it
 - Monitor local fuel prices and assess benefits of a bulk pre-purchase
- Prepare the club's financial statements for the corporate annual report:
 - Balance Sheet (assets, liabilities, retained earnings)
 - Income Statement (revenues, expenses)
 - Statement of Cash Flows (cash receipts and payments, asset changes)
- Prepare and distribute monthly billing statements to the club members:
 - Maintain individual account records for all the club members
 - Satisfy club member requests for using either email or postal mail
 - Assess penalties for unpaid balances, follow-up on missing payments
 - Charge fees and apply credits in accordance with the club bylaws
 - Maintain list of grounded pilots, report delinquencies to the board
- Prepare monthly summary sheet of member accounts and aircraft hours:
 - Show balances, payments, credits, receipts, adjustments, and charges
- Prepare the club's monthly activity statement and financial position:
 - Present monthly snapshots as if they were separate accounting periods
 - Recognize, capture, and update when submitted receipts are delayed
 - Show relationship of fixed club expenses versus membership dues
 - Show relationship of revenues to operational costs for each aircraft
 - Show monthly trends in each club fund if financials are better/worse
 - Consolidate club books versus the checking/savings account balance
 - Ensure that club assets = liabilities + equity + revenues – expenses
- Maintain and file all financial records associated with the club books:
 - Organize and save all bills, invoices, receipts and club statements
- Collect, process, record, and save the time sheets for all club aircraft:
 - Copies of time sheets given promptly to President and Treasurer
 - Maintain master template, stock empty time sheets in each aircraft
- Maintain vendor/supplier account records, per aircraft or as common items
- Provide a general financial report to the club newsletter editor each month
- No cost shall be passed along to club for financial software or accounting
- Appoint delegates to assist with the above tasks, with BoD approval

4. Secretary

- Record, maintain, and distribute meeting minutes to the membership
- Keep a complete record of all acts and proceedings from club meetings
- Insure that all notices are duly given in accordance with club bylaws
- Edit, publish and distribute a monthly newsletter for club members
- Maintain and circulate list of club members (phone, address, email)
- Maintain and record updates to the official copy of the club bylaws
- Appoint delegates to assist with the above tasks, with board approval

5. Treasurer

- Select banking institution, establish and maintain checking/savings acct
 - Granted the authority along with President to sign the club checks
- Receive, deposit, and disburse club funds at the direction of the BoD
- Issue payments to vendors and members, pay club bills and obligations
- Reimburse members for receipts submitted on behalf of club expenses
- Forward bills, invoices, receipts, club statements to Business Manager
- Maintain a detailed bank register for all the club's cash transactions:
 - Share copies with the Business Manager on a regular basis
 - Balance the checkbook ledger against the bank statements

6. Maintenance Officer

- Responsible for maintaining the aircraft in proper operating condition
- Address squawks, make aircraft available for scheduled maintenance
- Authorize maintenance on club aircraft in conjunction with President
- Supervise the purchase and repair of all aircraft components
- Investigate cost options for maintenance, coordinate ferry flights
- Execute and approve required paperwork for inspections and repairs
- Responsible for logbooks/papers required to be carried in club aircraft
- Maintain and record updates to each aircraft's operations binder
- Update reservation schedule when aircraft is unavailable/grounded
- Notify club officers when aircraft is unavailable/grounded
- Notify club members whenever their reservations are bumped
- Report on monthly maintenance activities to the membership
- Monitor time to the next oil change and next regular inspection
- Take charge of coordinating and cleaning club aircraft and assets
- Appoint an assistant (crew chief) for each aircraft with board approval

7. Chief Pilot

- Responsible for club safety and the proper operation of club aircraft
- Take steps to promote maximum flying skills among all club members
- Be chairman of the accident investigation board (unless involved)
- Address air-worthiness issues, approve club operating procedures
- Be a resource to the membership by answering FAR/AIM questions
- Coordinate member check-rides, grant authorization to fly club aircraft
- Maintain records of member's flight reviews, medicals, and currency

C. Elections

Officers shall be elected at the annual meeting of voting members. The terms of all elected and appointed officers shall expire at the next annual membership meeting or until their successor is duly elected and qualified. Officer elections shall precede the election of club directors at the annual meeting. If an officer position is not filled by the voting members at an election meeting where a quorum is present, the office shall be treated as vacant. If a quorum is not secured for the election of club officers at the annual meeting of members, the Board of Directors shall conduct the officer elections via ballot mailed to the membership, provided that the number of votes cast represents 50% of the eligible club members. All returned election ballots must be signed by a regular active club member in good standing and only one ballot per member shall be considered. Ballots may be submitted electronically if sent from a members email account as currently on file with the club membership roster.

D. Vacancies

In the event of a vacancy, the Board of Directors has the authority to appoint a replacement to serve the remainder of the term. Ratification of the officer appointment shall occur at the next meeting of members. The directors may waive qualifications when filling a vacant position.

E. Impeachment

An officer may be relieved of some or all of their powers and duties by majority vote of the Board of Directors, or 2/3 vote of the club members at a meeting expressly called for that purpose where a quorum is present.

IV. Indemnification

Unless expressly prohibited by law, the International Flying Club, Inc., shall fully indemnify any person (and such person's heirs and legal representatives) made, or threatened to be made, a party to an action, suit or proceeding (whether civil, criminal, administrative or investigative) by reason of the fact that such person is or was a director, officer, employee or agent of the corporation, against all expenses (including attorneys' fees), judgments, fines and amounts paid in settlement incurred in connection with such action, suit or proceeding if he or she acted in good faith and in a manner he or she reasonably believed to be in or not opposed to the best interests of the corporation and, with respect to any criminal action or proceeding, had no reasonable cause to believe his or her conduct was unlawful.

The termination of any action, suit or proceeding by judgment or settlement, conviction or upon a plea of nolo contendere or its equivalent, shall not, of itself, create a presumption that the person did not act in good faith and in a manner which he or she reasonably believed to be in or not opposed to the best interests of the corporation, and with respect to any criminal action or proceeding, had reasonable cause to believe that his or her conduct was unlawful.

V. Personal Liability

Directors, officers and other persons who perform services for the International Flying Club, Inc., and who do not receive compensation other than reimbursement of expenses ("volunteers") shall be immune from civil liability. Additionally, persons regularly employed to perform a service for salary or wage ("employees") shall not be held personally liable in damages for any action or omission in providing services or performing duties on behalf of the corporation in an amount greater than the amount of total compensation (other than reimbursement of expenses) received during the 12 months immediately preceding the act or omission for which liability was imposed. Regardless of amount of the liability insurance maintained, this limitation of liability for volunteers and employees shall not apply when the injury or damage was a result of the volunteer's or employee's willful misconduct, crime (unless the volunteer or employee had reasonable cause to believe that the act was lawful), transaction that resulted in an improper personal benefit of money, property, or service to the volunteer or employee, act or omission that occurred prior to the effective date of the Illinois General Not For Profit Corporation Act of 1986, or act or omission that was not in good faith and was beyond the scope of authority of the corporation pursuant to this Act or the Articles of Incorporation or the club bylaws. This limitation of liability shall not apply to a licensed professional employee operating in his or her professional capacity. The International Flying Club, Inc. is liable only to the extent of the applicable limits of insurance coverage it maintains.

VI. Plane Reservations

A. Scheduling

- Reservations for flights shall be made with the scheduler or via the club web site, adhering to the guidelines in the operating procedures. The master plane schedules will be maintained on the club web site.
- Reservations shall include the take-off date and time, return date and time, the pilot name, and cross-country destination(s). Please allow for a sufficient amount of buffer time to account for potential minor unexpected delays in your return flight in order to not inconvenience the next scheduled pilot.
- A pilot shall not fly a club aircraft without holding a reservation for it.
- A pilot shall return by the time given in the plane reservation, or must contact the plane scheduler or a club officer as to the circumstances of the delay in order to avoid potential fines and disciplinary action.
- Reserving club aircraft more than two months in advance is subject to approval by the Board of Directors.
- In the interest of fairness to all members, it is suggested that no club member have more than three (3) outstanding future reservations. Special circumstances may be approved by the Board of Directors.
- A pilot who decides not to fly shall cancel his scheduled reservation.
- A pilot shall adhere to any additional reservation policies as indicated on the plane schedule, such as utilizing the wait list for desired times.
- Club members will receive notification when reservations need to be cancelled due to time conflicts, plane maintenance or priority flights.

B. Time Limits

Minimum flight times are usually waived by the BoD for any reasonable cross-country flight. Arrow minimums are 50% less than as stated below.

- Short flights – no minimum charge for reservations under 6 hours.
- Long weekday flights – A minimum of two (2) hours per full day or one (1) hour per half day reservation will be charged.
- Long weekend flights – A minimum of three (3) hours per full day or one and a half (1.5) hours per half day reservation will be charged.
- Long holiday flights – Same as the long weekend minimum charges.

C. Cancellations

- Short half-day flights are automatically cancelled 1 hour after the reserved departure time as indicated on the web-based plane schedule.
- A reservation exceeding 6 hours is automatically cancelled 2 hours after the departure time as indicated on the web-based plane schedule.
- Any scheduled flight not taken must be cancelled by the member who reserved the aircraft in order to avoid the minimum time limit charges.
- Reasonable effort shall be made by a pilot to notify a club officer or to contact the member who holds the reservation before flying the plane.

D. Priority Flights

Members taking an FAA examination flight must inform the club scheduler in order to waive the rules regarding no-show cancellation of local flights. The pilot shall leave a note in the aircraft in case the plane is left unattended for any reason during this reservation period. The club scheduler or other club officer shall notify the affected pilots when their reservation is bumped.

E. Hourly Rental Costs

Flying rates are in most part based on fuel prices, lease rate, maintenance items such as oil changes, and debt obligations. The aircraft rental rates may change monthly as determined by the Board of Directors. Current rates will be posted on the time sheets, billing statements, web site, and club newsletter. All flying rates are set based on hobbs/wet. A surcharge may be imposed on a member for exceeding the budgeted fuel burn rates. See Attachment-A for the current schedule of financial data for the club.

VII. Rules and Regulations

All club members and club approved flight instructors shall comply with the current IFC operating procedures, the IFC club bylaws, the Federal Aviation Regulations, the Aeronautical Information Manual, FAA Advisory Circulars, all federal, state and local laws/ordinances, and the rules, regulations, and standards of the DuPage Airport Authority. Failure to do so may result in pilot suspension, member expulsion from the flying club, and/or no insurance coverage.

A. Pilot Currency

In addition to day and night flight currency requirements as provided in FAR 61.57:

- All rated pilots to remain current in N2553Y and N48938 shall fly at least one (1) hour as PIC during the previous ninety (90) days in the same corresponding make of aircraft. After 90 days, a pilot must take a check-ride with a club approved CFI to restore club currency, which may be as minimal as 3 T&Gs.
- All rated pilots to remain current in N8414C shall fly as PIC in a PA28R (a) at least 3 hours during the previous 180 days, and (b) do 3 take-offs and landings during the previous 180 days (T&G is allowed). A PA28R check-ride with a CFI will restore N8414C club currency for 45 days.
- A student pilot not having flown solo in the aircraft to be used during the preceding thirty (30) days must undergo a check-ride with a club instructor and their log book be so endorsed prior to any further flying.

B. Pilot Experience

- There are no minimum flight time requirements for C152 or Warrior.
- The Piper Arrow has the following minimum flight time requirements:
 - Less than 100 hrs PIC – may not fly the Piper PA28R-200 as PIC
 - 100+ hrs PIC with <50 hrs retract – 10 hrs in a Piper PA28R-200
 - 100+ hrs PIC with >50 hrs retract – 5 hrs in a Piper PA28R-200
 - 500+ hrs PIC with >100 hrs retract – 1 hr in a Piper PA28R-200

C. Permission to Fly

- A pilot must have a valid entry in the master plane schedule for each flight.
- Only regular active club members are allowed to use club aircraft. A club approved licensed flight instructor may accompany such a club member.
- Club members may arrange for their own training needs; however, the selected flight instructor must be approved by the Board of Directors.
- Student pilots must receive an endorsement from a club approved instructor for all solo flights, both local and cross-country. The endorsement must state conditions under which the flight is allowed.
- New club members with previous flying experience will be considered on an individual basis by the Chief Pilot for each of the club aircraft. This procedure entails having a club approved flight instructor submit to the Chief Pilot a report of the new member's check-out ride for each aircraft.

D. Aircraft Restrictions

- No club member may operate any club aircraft for compensation or hire. Sharing of operating costs shall not be considered as compensation or hire. Exceptions to this club rule must be approved by the Board of Directors for each such flight.
- The flying club shall not provide/offer flight instruction to its members.
- Club members shall not provide training in club aircraft to non-members.
- There will be no aerobatics in club aircraft other than those required for pilot certification and training.
- There will be no VFR flying in club aircraft beyond the visual range of the home airport during marginal weather (defined as ceiling under 3000 feet AGL or visibility under 5 miles) without a current instrument rating.
- A pilot flying with a medical waiver (eye-glasses, etc) shall be in strict conformance with the conditions of the medical waiver at all times.
- There will be no smoking in club aircraft.
- There will be no sky-diving from club aircraft.
- There will be no hand-propping of club aircraft.
- Under no circumstances will open alcoholic beverages be placed in and/or transported in club aircraft.
- Club aircraft shall not be operated from a restricted landing area or from a private airport except in an emergency unless approved by a club officer.
- Operation of club aircraft on gravel shall be avoided when possible.
- There will be no flights over open water beyond power-off glide range.
- Other than departing/landing, flying below 500 feet AGL is prohibited.
- Loading or unloading of passengers with the engine running is not allowed, except for a club approved instructor soloing a student pilot.

E. Accidents

- A Safety Board shall be designated by the Chief Pilot for each aircraft accident or incident involving either a member of the club or any club equipment. The Safety Board shall consist of the Chief Pilot as chairman (unless involved in accident) and/or other club members appointed by the Chief Pilot and President who are not involved. A majority of the Safety Board appointees shall be current in the aircraft involved. The Safety Board shall thoroughly investigate each incident to establish the facts.
- In the event of an accident or damage to the aircraft, the responsible pilot(s) will meet with the flight safety board and establish that the accident was not due to violation of FAA or club regulations, to pilot negligence, or to pilot carelessness. Pilots who cannot establish these factors will be responsible for all damages incurred that are not covered by the club insurance. See Obligations and Liabilities section below. Pilots found to be at fault must pay the deductibles. In case of aircraft damage not the fault of the pilot, the club will assume financial responsibility.
- Precautionary grounding is mandatory pending pilot review by the Board of Directors. The Safety Board shall make known its findings and recommendations to the directors and the pilot(s) involved.
- The Board of Directors, upon receipt of the findings of the Safety Board, shall offer to hear all parties involved. After the hearing, or if such a hearing is waived by all concerned, the Board of Directors shall decide the burden of financial responsibility for aircraft damages.

F. Mechanical Failure

When a mechanical failure occurs away from the home base that renders the plane unsafe for flight, the member shall contact the President or Maintenance Officer for authorization of aircraft repair. The member is responsible for his/her own lodging and alternative travel. The club will pay for the aircraft return and the associated cost of a ferry plane. No maintenance except minor emergency repair shall be accomplished without the approval of a club officer.

VIII. Payment of Debt

- Total debt is defined to be all dues, flying charges, fees, penalties, assessments, and maintenance charges incurred by the individual member in accordance with the rules and regulations of the flying club.
- A billing statement will be emailed to all club members at the start of each month detailing the incurred charges for the previous month. Postal mail will be used for billing and newsletters for those members who desire this option.
- Non-payment of total debt to the International Flying Club by the end of the month in which the billing statement was distributed will constitute grounding of the member. In addition, a penalty of 10% on the unpaid account balance will be added to the member's total debt. Penalties of less than \$10 may be waived by the Treasurer. In cases of financial hardship, a club member may receive a one-month dispensation from the late charges by notifying the club treasurer of the specific circumstances and by arranging for a payment plan that is approved by the Board of Directors.
- A club member in good standing is defined as a member who has not been suspended or expelled and whose account is not past due as defined above.
- Non-payment of total debt for a second consecutive month constitutes a penalty of 20% on the unpaid account balance.
- Non-payment of total debt for a third consecutive month may result in member expulsion from the club by a majority vote of the Directors.
- The International Flying Club may initiate proper legal steps for collection of the balance owed as may be prescribed by the Board of Directors. The member acknowledges they are liable for, and agrees to pay to the International Flying Club, all expenses that are incurred by the club for the collection of any sums or for enforcing the membership agreement, including reasonable attorney fees.
- A member who was grounded strictly due to non-payment of total debt and is presently current in club aircraft can restore flying privileges by paying their debt in full. The Treasurer will notify the directors when a pilot is eligible to be re-instated, and will update all applicable club lists of grounded members.
- A delinquent member may be required to make a higher refundable security deposit to restore their active status as determined by the Board of Directors.
- If a member payment is subsequently dishonored and returned to the club due to insufficient funds, any banking fees incurred by the club will be passed through to the individual member in addition to a \$30 service fee assessment. An attempted payment that is dishonored shall be considered the same as a no payment with respect to the determination of late fees and member grounding.

IX. General Information

A. Fiscal Year

The fiscal year of the corporation shall be the same as the calendar year.

B. Books and Records

All books and records of the flying club may be inspected by any regular active member in good standing, or that member's agent or attorney, for any proper purpose at any reasonable time. The flying club shall keep at its registered office a record giving the names and addresses of its members.

C. Nominating Committee

On or before the March board meeting, the president may appoint a nominating committee of not less than three club members who will be responsible for presenting a slate of officers and directors at the annual membership meeting. The committee will notify the membership of its nominations at least twenty (20) days prior to the annual election meeting. Any club member may submit a candidate's name and qualifications to the nominating committee. This provision shall not be construed as to restrict nominations by the voting members that are made from the floor prior to the actual club election of officers and directors.

D. Flight Instructors

Flight instructors wishing to give flight lessons to members in club aircraft must be a licensed flight instructor in good standing, must meet all FAA currency requirements, and must be approved by the Board of Directors. All approved instructors must be familiar with club aircraft, club rules and operational procedures. Approval will be given on the basis of what is considered to be in the best interest of the club members. Such privileges if granted may also be revoked by the Board of Directors at any time.

Club aircraft may never be used to provide flight instruction to pilots and students who are not club members. Training flights in club aircraft shall not be given by non-approved instructors. Members are free to make their own arrangements with the club approved flight instructors for any desired lessons or training; the flying club itself does not directly provide or offer any pilot training. However, all club approved flight instructors must have an IFC application on file, either as a regular member or associate member. Only regular active members are considered "named" on the club insurance policy. An approved flight instructor who is not a regular club member is not allowed to operate the flight controls in club aircraft unless they are providing flight training to a regular active club member in good standing.

E. Passengers

The operation and use of club aircraft is restricted to active club members. Passengers may not operate the flight controls in club aircraft. Passengers may not sit in the front left pilot's seat in club aircraft. Application and fees must be submitted to a board member or a club approved flight instructor before a new member is allowed to operate club aircraft.

F. Volunteer Efforts

Each regular active club member is expected to volunteer four (4) hours of time per year for the overall betterment of the corporation to help maintain low operational costs. Examples of such activities are aircraft washes and ferry flights. A service credit of \$6/hr will be applied toward the yearly maintenance assessment. The yearly maintenance fee is \$24, which will be pro-rated for new members or departing members. The directors may optionally waive the yearly maintenance assessment for the club members depending on the overall participation levels of club volunteers each year.

G. Spending Money

- Capital expenditures and corporate obligations must be presented to and approved by majority vote of the Board of Directors. Notification to the general membership must be made prior to the pending action if the flying club expense or obligation will exceed \$1000, except when obtaining a club insurance policy or approving leases for club aircraft.
- All monies required for club operations and the maintenance of aircraft, equipment, or facilities must be approved by the President or Treasurer.
- Unless otherwise specified in the club bylaws, the Board of Directors must authorize all offers of discounted aircraft rental rates, reduced fees/charges, membership refunds, dues credit, and contributions to club sponsored events, functions, luncheons or dinners.
- The Board of Directors must authorize any financial reimbursement for subjective expenses over \$50 or to give such credits for incurred expenses when there is no receipt. Items costing less than \$50 may be directly reimbursed at the judgment/discretion of the club Treasurer.
- The savings or surplus funds remaining after all operating costs and other club expenses have been paid shall remain in the club treasury for the purchase of new equipment, to maintain adequate monetary reserves, to facilitate the operating cash flow, and to support club sponsored future activities. Reimbursements will not be given.

H. Dissolution of Club

Remaining funds after satisfying all club obligations (including all security deposit refunds and redemption of equity interest) will be equally distributed to the current roster of regular club members that are in good standing. No other distributions shall be made to the non-equity or equity club members.

I. Liquidation of Assets

Net proceeds from the sale of equity-based club assets (such as aircraft) shall be proportionally distributed to the respective equity members. The club may not use these funds for any other purpose. The club shall in timely fashion make reasonable efforts to satisfy a vote to liquidate equity assets. Funds from selling non-equity based assets shall be retained by the club.

J. Severability Clause

If any portion of the bylaws is found to be invalid or unenforceable, for whatever reason, the remainder of the bylaws shall still be effective.

X. Insurance

A. Coverage and Deductibles

All regular active club members are considered “named” on the IFC insurance policies. Club members do not require any additional renter’s insurance. The insurance coverage provided for each member when operating the aircraft in accordance with Federal Aviation Regulations, the club rules and operating procedures, and the policy limitations set forth by the insurer, is as follows:

Description of Coverage		Amounts	
Liability:		Limits:	
Bodily Injury, including passengers		\$100,000 each person	
Total liability per accident		\$1,000,000	
Property Damage		\$1,000,000	
Medical Expenses		\$2,500 each person	
Hull Coverage Deductibles:			
In Motion	\$300 (Arrow)	\$300 (Warrior)	\$200 (C152)
Not in Motion	\$300 (Arrow)	\$300 (Warrior)	\$200 (C152)

B. Obligations and Liabilities

Nothing contained herein shall be construed to invalidate the obligations and liabilities of a member to the International Flying Club, Inc., as defined by Section VII Article E of these Bylaws. Accidents due to pilot error shall subject the member involved for damages incurred less those paid by the insurer. The club will pay deductibles if no pilot was found to be at fault.

C. Exclusions and Waivers

All club members shall be responsible for understanding the restrictions, limits and exclusions of the IFC insurance policy and shall not hold the club, officers or directors liable for any failure to provide certain policy coverage. The member agrees to indemnify and hold the club harmless against any loss, liability or damage to persons or property in excess of the amount of insurance coverage while the member is in control of the club aircraft.

XI. Amendments

- These club bylaws were approved by the Board of Directors on 4/20/2006.
- These club bylaws in their entirety replace all previously approved versions.
- The Board of Directors shall have power to make, amend, and repeal the IFC bylaws, rules, or regulations for the governing of the affairs of the flying club as it deems proper, provided they are in accordance with and do not conflict with statute and the Articles of Incorporation.
- The attached IFC Operating Procedures are not considered to be a part of the IFC bylaws; however they are directly referenced by the IFC bylaws and must be observed. IFC Operating Procedures may be updated by a club officer or director at any time and will be made available on the club web site following notification of changes being sent to the membership in the club newsletter.
- The attached history/schedule of club fees are not considered part of the bylaws.
- The following changes were approved by the Board of Directors on 2/1/2007:
 - State the qualifications, powers and duties of the club's Business Manager
 - Restate Treasurer power and duties after establishing a Business Manager
 - Delete paragraph on introductory flights in section IX-D, Flight Instructors
 - Insert new section IX-E, Passengers, to clarify aircraft operating restrictions
 - Clarify section VI-B, Time Limits, reduce the minimums for Arrow flights
- The following changes were approved by the Board of Directors on 1/3/2008:
 - Re-write the club policy on Equity Members, section I-K
 - Re-write the club policy on Dissolution of Club, section IX-H
 - Re-write the club policy on Liquidation of Assets, section IX-I
- The following changes were approved by the Board of Directors on 7/7/2011:
 - Clarify members are allowed to submit electronic election ballots.
 - Add a new honorary position of club director emeritus.
 - Clarify pilot and club liability information pertaining to deductibles.
 - Replace references to Cessna 738HA with Piper Warrior 2553Y.

Attachment A1 – Schedule of Financial Data

Effective 7/1/2006

Regular Membership:

Silver has paid for no equity share, rights to only use the C152 and C172.
Gold has partially paid for an equity share, rights to use all club aircraft.
Platinum has fully paid for an equity share, rights to use all club aircraft.

All regular active members have the right to participate in all club activities and events.
Gold members will be building up to a full equity share with an \$8/mo payment plan.

Application Fees:

Silver: \$100
Gold: \$100
Platinum: \$100

A Silver member may upgrade their club status by paying \$32 (waived if this is the first change in club status). Application fees for rejoining are \$132 for Gold/Platinum status.

Membership Dues:

Silver: \$24/mo
Gold: \$32/mo (plus \$8/mo toward equity share)
Platinum: \$32/mo

A Silver member may take an intro flight or a check-out flight in the Piper Arrow with an approved club instructor before committing to either a Gold or Platinum status upgrade. Monthly dues for Gold and Platinum members are based on the following calculations: Average 30hrs/mo Arrow flight time, 40 active club members, and 12 equity members.

Security Deposits:

Silver: \$200 (\$100 for members prior to 2006)
Gold: NA
Platinum: NA

Security deposits only apply to the non-equity club members and are fully refundable.

Club Equity Shares:

Silver: NA
Gold: \$300
Platinum: \$1000

A member's security deposit will be put toward an equity share when upgrading club status. Upon resignation, the club will redeem the member's equity share; shares may not be sold. Only equity club members may partake in the proceeds if any aircraft assets are ever sold. The club will strive to manage its finances such that equity share values remain constant.

Aircraft Rental Rates: (hobbs/wet)

1978 Cessna C152 \$62/hr for all member classes
1978 Cessna C172N \$76/hr for all member classes
1976 PA28R-200 \$104/hr Platinum status, \$108/hr Gold status

Arrow rental rates are based on cost of fuel, oil, repairs, and reserves being set at \$90/hr. The remainder of the Arrow rental charge will be used to pay the financing of the aircraft. Rental rates and dues will be adjusted to align with club expenses to avoid assessments.

Attachment A2 – Schedule of Financial Data

Effective 10/1/2006

Regular Membership:

Silver has paid for no equity share, rights to only use the C152 and C172.
Gold has partially paid for an equity share, rights to use all club aircraft.
Platinum has fully paid for an equity share, rights to use all club aircraft.

All regular active members have the right to participate in all club activities and events.
Gold members will be building up to a full equity share with an \$8/mo payment plan.

Application Fees:

Silver: \$100
Gold: \$100
Platinum: \$100

A Silver member may upgrade their club status by paying \$40 (waived if this is the first change in club status). Application fees for rejoining are \$136 for Gold/Platinum status.

Membership Dues:

Silver: \$24/mo
Gold: \$36/mo (plus \$8/mo toward equity share)
Platinum: \$36/mo

A Silver member may take an intro flight or a check-out flight in the Piper Arrow with an approved club instructor before committing to either a Gold or Platinum status upgrade.

Security Deposits:

Silver: \$100
Gold: NA
Platinum: NA

Security deposits only apply to the non-equity club members and are fully refundable.

Club Equity Shares:

Silver: NA
Gold: \$300
Platinum: \$1000

A member's security deposit will be put toward an equity share when upgrading club status. Upon resignation, the club will redeem the member's equity share; shares may not be sold. Only equity club members may partake in the proceeds if any aircraft assets are ever sold. The club will strive to manage its finances such that equity share values remain constant.

Aircraft Rental Rates: (hobbs/wet)

1978 Cessna C152 \$60/hr for all member classes
1978 Cessna C172N \$74/hr for all member classes
1976 PA28R-200 \$110/hr Platinum status, \$114/hr Gold status

Rental rates and dues will be adjusted to align with club expenses to avoid assessments. A gold/platinum member shall be charged a minimum of one hour per month flight time in the Arrow; time not used may be accumulated and carried forward.

Attachment A3 – Schedule of Financial Data

Effective 12/1/2006

Regular Membership:

Silver has paid for no equity share, rights to only use the C152 and C172.
Gold has partially paid for an equity share, rights to use all club aircraft.
Platinum has fully paid for an equity share, rights to use all club aircraft.

All regular active members have the right to participate in all club activities and events.
Gold members will be building up to a full equity share with an \$8/mo payment plan.

Application Fees:

Silver: \$100
Gold: \$100
Platinum: \$100

A Silver member may upgrade their club status by paying \$48 (waived if this is the first change in club status). Application fees for rejoining are \$140 for Gold/Platinum status.

Membership Dues:

Silver: \$24/mo
Gold: \$40/mo (plus \$8/mo toward equity share)
Platinum: \$40/mo

A Silver member may take an intro flight or a check-out flight in the Piper Arrow with an approved club instructor before committing to either a Gold or Platinum status upgrade.

Security Deposits:

Silver: \$100
Gold: NA
Platinum: NA

Security deposits only apply to the non-equity club members and are fully refundable.

Club Equity Shares:

Silver: NA
Gold: \$300
Platinum: \$1000

A member's security deposit will be put toward an equity share when upgrading club status. Upon resignation, the club will redeem the member's equity share; shares may not be sold. Only equity club members may partake in the proceeds if any aircraft assets are ever sold. The club will strive to manage its finances such that equity share values remain constant.

Aircraft Rental Rates: (hobbs/wet)

1978 Cessna C152 \$60/hr for all member classes
1978 Cessna C172N \$74/hr for all member classes
1976 PA28R-200 \$110/hr Platinum status, \$114/hr Gold status

Rental rates and dues will be adjusted to align with club expenses to avoid assessments.

Attachment A4 – Schedule of Financial Data

Effective 2/1/2007

Regular Membership:

Silver has paid for no equity share, rights to only use the C152 and C172.
Gold has partially paid for an equity share, rights to use all club aircraft.
Platinum has fully paid for an equity share, rights to use all club aircraft.

All regular active members have the right to participate in all club activities and events. Gold members will be building up to a full equity share with an \$8/mo payment plan.

Application Fees:

Silver: \$100
Gold: \$100
Platinum: \$100

A Silver member may upgrade their club status by paying \$42 (waived if this is the first change in club status). Application fees for rejoining are \$140 for Gold/Platinum status.

Membership Dues:

Silver: \$26/mo
Gold: \$40/mo (plus \$8/mo toward equity share)
Platinum: \$40/mo

A Silver member may take an intro flight or a check-out flight in the Piper Arrow with an approved club instructor before committing to either a Gold or Platinum status upgrade.

Security Deposits:

Silver: \$100
Gold: NA
Platinum: NA

Security deposits only apply to the non-equity club members and are fully refundable.

Club Equity Shares:

Silver: NA
Gold: \$300
Platinum: \$1000

A member's security deposit will be put toward an equity share when upgrading club status. Upon resignation, the club will redeem the member's equity share; shares may not be sold. Only equity club members may partake in the proceeds if any aircraft assets are ever sold. The club will strive to manage its finances such that equity share values remain constant.

Aircraft Rental Rates: (hobbs/wet)

1978 Cessna C152 \$62/hr for all member classes
1978 Cessna C172N \$76/hr for all member classes
1976 PA28R-200 \$110/hr Platinum status, \$114/hr Gold status

Rental rates and dues will be adjusted to align with club expenses to avoid assessments.

Attachment A5 – Schedule of Financial Data

Effective 5/1/2007

Regular Membership:

Silver	owns no equity shares, rights to only use Cessna aircraft.
Gold	owns one equity share, rights to use c152, c172, and Piper Arrow.
Platinum	owns two equity shares, rights to use all club aircraft, Arrow rate discount.
Diamond	owns four equity shares, rights to use all club aircraft, Arrow rate discount.

All regular active members have the right to participate in all club activities and events. Platinum and Gold members may use a payment plan of \$10/month toward their club equity share(s).

Application Fees:

Silver:	<u>\$100</u>
Gold:	<u>\$100</u>
Platinum:	<u>\$100</u>
Diamond:	<u>\$100</u>

Rejoining fees may vary somewhat depending on the circumstances and the length of inactivity.

Membership Dues:

Silver:	<u>\$26/mo</u>
Gold:	<u>\$26/mo</u>
Platinum:	<u>\$36/mo</u>
Diamond:	<u>\$36/mo</u>

Membership upgrade cost for Platinum or Diamond status is \$40 (waived for first status change).

Security Deposits:

Silver:	<u>\$100</u>
Gold:	NA
Platinum:	NA
Diamond	NA

Security deposits only apply to the non-equity club members and are fully refundable. Security deposits will be put toward club equity share(s) when upgrading member status.

Club Equity Shares:

Silver:	NA
Gold:	<u>\$250</u> (one share)
Platinum:	<u>\$500</u> (two shares)
Diamond:	<u>\$1000</u> (four shares)

Upon resignation, the club will redeem the member's equity share(s) subject to available cash flow. Only the equity members may partake in the club proceeds if any aircraft assets are ever sold. The club will strive to manage its finances such that the value of member equity shares remains constant. Rental rates and dues will be adjusted to align with the club expenses to avoid any extra assessments.

Aircraft Rental Rates: (hobbs/wet)

1978 Cessna C152	<u>\$68/hr</u> for all membership classes
1978 Cessna C172N	<u>\$80/hr</u> for all membership classes
1976 PA28R-200	<u>\$115/hr</u> Diamond, <u>\$120/hr</u> Platinum, <u>\$130/hr</u> Gold

Credits for maintenance flights will be as follows: \$16/hr (c152), \$20/hr (c172), \$30/hr (Arrow). There is a special promotion currently available when flying the Arrow and paying an instructor (club check-outs, IFR rating, and BFR); a credit of \$20/hr will be given back to the club member.

Attachment A6 – Schedule of Financial Data

Effective 9/1/2007

Regular Membership:

Silver	owns no equity shares, rights to only use Cessna aircraft.
Gold	owns one equity share, rights to use c152, c172, and Piper Arrow.
Platinum	owns two equity shares, rights to use all club aircraft, Arrow rate discount.
Diamond	owns four equity shares, rights to use all club aircraft, Arrow rate discount.

All regular active members have the right to participate in all club activities and events. Platinum and Gold members may use a payment plan of \$10/month toward their club equity share(s).

Application Fees:

Silver:	<u>\$100</u>
Gold:	<u>\$100</u>
Platinum:	<u>\$100</u>
Diamond:	<u>\$100</u>

Rejoining fees may vary somewhat depending on the circumstances and the length of inactivity.

Membership Dues:

Silver:	<u>\$26/mo</u>
Gold:	<u>\$26/mo</u>
Platinum:	<u>\$36/mo</u>
Diamond:	<u>\$36/mo</u>

Membership upgrade cost for Platinum or Diamond status is \$40 (waived for first status change).

Security Deposits:

Silver:	<u>\$100</u>
Gold:	NA
Platinum:	NA
Diamond	NA

Security deposits only apply to the non-equity club members and are fully refundable. Security deposits will be put toward club equity share(s) when upgrading member status.

Club Equity Shares:

Silver:	NA
Gold:	<u>\$250</u> (one share)
Platinum:	<u>\$500</u> (two shares)
Diamond:	<u>\$1000</u> (four shares)

Upon resignation, the club will redeem the member's equity share(s) subject to available cash flow. Only the equity members may partake in the club proceeds if any aircraft assets are ever sold. The club will strive to manage its finances such that the value of member equity shares remains constant. Rental rates and dues will be adjusted to align with the club expenses to avoid any extra assessments.

Aircraft Rental Rates: (hobbs/wet)

1978 Cessna C152	<u>\$70/hr</u> for all membership classes
1978 Cessna C172N	<u>\$82/hr</u> for all membership classes
1976 PA28R-200	<u>\$115/hr</u> Diamond, <u>\$120/hr</u> Platinum, <u>\$130/hr</u> Gold

Credits for maintenance flights will be as follows: \$16/hr (c152), \$20/hr (c172), \$30/hr (Arrow). There is a special promotion currently available when flying the Arrow and paying an instructor (club check-outs, IFR rating, and BFR); a credit of \$20/hr will be given back to the club member.

Attachment A7 – Schedule of Financial Data

Effective 1/1/2008

Regular Membership:

Silver owns no aircraft equity, rights to only use Cessna aircraft.
Gold owns no aircraft equity, rights to use Cessna and Piper aircraft.
Platinum owns equity in club aircraft, rights to use Cessna and Piper aircraft.

All regular active members have the right to participate in all club activities and events.

Application Fees:

Silver: \$100
Gold: \$100
Platinum: \$100

Rejoining fees may vary somewhat depending on the circumstances and the length of inactivity.

Membership Dues:

Silver: \$27/mo
Gold: \$27/mo (plus \$10/mo if pilot is named on the Arrow insurance policy)
Platinum: \$37/mo

All requested changes to membership status must be approved by the Board of Directors. Members paying \$37/mo will also be assessed a minimum of 1 hour of Arrow flight time per month to cover insurance payments. Unused flight time will accrue for future pilot credits. Experienced pilots may qualify to fly the Arrow without being named on the insurance policy.

Security Deposits:

Silver: \$100
Gold: \$250
Platinum: \$250

Security deposits are fully refundable upon member resignation from the flying club.

Total Equity Membership Value:

Silver: NA
Gold: NA
Platinum: \$17,600 (PA28R-200 N8414C)

The value of the ownership interest held by all the equity members will fluctuate. The number of equity memberships may also vary. Equity membership may only be transferred through the club.

Aircraft Rental Rates: (hobbs/wet)

1978 Cessna C152 \$70/hr for all membership classes
1978 Cessna C172N \$82/hr for all membership classes
1976 PA28R-200 \$120/hr Platinum, \$120/hr Gold

Rental rates and dues will be adjusted to align with club expenses to avoid any extra assessments. Credits for maintenance flights will be as follows: \$16/hr (c152), \$20/hr (c172), \$30/hr (Arrow). There is a special promotion currently available when flying the Arrow and paying an instructor (club check-outs, IFR rating, and BFR); a credit of \$20/hr will be given back to the club member.

Attachment A8 – Schedule of Financial Data

Effective 5/1/2008

Regular Membership:

Silver owns no aircraft equity, rights to only use Cessna aircraft.
Gold owns no aircraft equity, rights to use Cessna and Piper aircraft.
Platinum owns equity in club aircraft, rights to use Cessna and Piper aircraft.

All regular active members have the right to participate in all club activities and events.

Application Fees:

Silver: \$100
Gold: \$100
Platinum: \$100

Rejoining fees may be reduced depending on the circumstances and the length of inactivity.

Membership Dues:

Silver: \$27/mo
Gold: \$37/mo
Platinum: \$37/mo

All requested changes to membership status must be approved by the Board of Directors. Members paying \$37/mo will also be assessed a minimum of 1 hour of Arrow flight time per month to cover insurance payments. Unused flight time will accrue for future pilot credits.

Security Deposits:

Silver: \$100
Gold: \$250
Platinum: \$250

Security deposits are fully refundable upon member resignation from the flying club.

Total Equity Membership Value:

Silver: NA
Gold: NA
Platinum: \$17,600 (PA28R-200 N8414C)

The value of the ownership interest held by all the equity members will fluctuate. The number of equity memberships may also vary. Equity membership may only be transferred through the club.

Aircraft Rental Rates: (hobbs/wet)

1978 Cessna C152 \$72/hr for all membership classes
1978 Cessna C172N \$86/hr for all membership classes
1976 PA28R-200 \$120/hr Platinum, \$120/hr Gold

Rental rates and dues will be adjusted to align with club expenses to avoid any extra assessments. Credits for maintenance flights will be as follows: \$18/hr (c152), \$22/hr (c172), \$30/hr (Arrow). A 5% discount in rental rates is available when making advance block payments for 10 hours.

Attachment A9 – Schedule of Financial Data

Effective 11/1/2008

Regular Membership:

Silver owns no aircraft equity, rights to only use Cessna aircraft.
Gold owns no aircraft equity, rights to use Cessna and Piper aircraft.
Platinum owns equity in club aircraft, rights to use Cessna and Piper aircraft.

All regular active members have the right to participate in all club activities and events.

Application Fees:

Silver: \$100
Gold: \$100
Platinum: \$100

Rejoining fees may be reduced depending on the circumstances and the length of inactivity.

Membership Dues:

Silver: \$27/mo
Gold: \$37/mo
Platinum: \$37/mo

All requested changes to membership status must be approved by the Board of Directors. Members paying \$37/mo will also be assessed a minimum of 1 hour of Arrow flight time per month to cover insurance payments. Unused flight time will accrue for future pilot credits.

Security Deposits:

Silver: \$100
Gold: \$250
Platinum: \$250

Security deposits are fully refundable upon member resignation from the flying club.

Total Equity Membership Value:

Silver: NA
Gold: NA
Platinum: \$17,600 (PA28R-200 N8414C)

The value of the ownership interest held by all the equity members will fluctuate. The number of equity memberships may also vary. Equity membership may only be transferred through the club.

Aircraft Rental Rates: (hobbs/wet)

1978 Cessna C152 \$68/hr for all membership classes
1978 Cessna C172N \$80/hr for all membership classes
1976 PA28R-200 \$120/hr Platinum, \$120/hr Gold

Rental rates and dues will be adjusted to align with club expenses to avoid any extra assessments. Credits for maintenance flights will be as follows: \$17/hr (c152), \$20/hr (c172), \$30/hr (Arrow). A 5% discount in rental rates is available when making advance block payments for 10 hours.

Attachment A10 – Schedule of Financial Data

Effective 2/1/2009

Regular Membership:

Silver owns no aircraft equity, rights to only use Cessna aircraft.
Gold owns no aircraft equity, rights to use Cessna and Piper aircraft.
Platinum owns equity in club aircraft, rights to use Cessna and Piper aircraft.

All regular active members have the right to participate in all club activities and events.

Application Fees:

Silver: \$100
Gold: \$100
Platinum: \$100

Rejoining fees may be reduced depending on the circumstances and the length of inactivity.

Membership Dues:

Silver: \$27/mo
Gold: \$37/mo
Platinum: \$37/mo

All requested changes to membership status must be approved by the Board of Directors. Members paying \$37/mo will also be assessed a minimum of 1 hour of Arrow flight time per month to cover insurance payments. Unused flight time will accrue for future pilot credits.

Security Deposits:

Silver: \$100
Gold: \$250
Platinum: \$250

Security deposits are fully refundable upon member resignation from the flying club.

Total Equity Membership Value:

Silver: NA
Gold: NA
Platinum: \$19,800 (PA28R-200 N8414C)

The value of the ownership interest held by all the equity members will fluctuate. The number of equity memberships may also vary. Equity membership may only be transferred through the club.

Aircraft Rental Rates: (hobbs/wet)

1978 Cessna C152 \$64/hr for all membership classes
1978 Cessna C172N \$76/hr for all membership classes
1976 PA28R-200 \$120/hr Platinum, \$120/hr Gold

Rental rates and dues will be adjusted to align with club expenses to avoid any extra assessments. Credits for maintenance flights will be as follows: \$16/hr (c152), \$19/hr (c172), \$30/hr (Arrow). A 5% discount in rental rates is available when making advance block payments for 10 hours.

Attachment A11 – Schedule of Financial Data

Effective 6/1/2009

Regular Membership:

Silver owns no aircraft equity, rights to only use Cessna aircraft.
Gold owns no aircraft equity, rights to use Cessna and Piper aircraft.
Platinum owns equity in club aircraft, rights to use Cessna and Piper aircraft.

Regular active members have voting rights and may participate in all club activities and events.

Application Fees:

Silver: \$100
Gold: \$100
Platinum: \$100

Rejoining fees may be reduced depending on the circumstances and the length of inactivity.

Membership Dues:

Silver: \$28/mo
Gold: \$38/mo
Platinum: \$38/mo

All requested changes to membership status must be approved by the Board of Directors. Members paying \$38/mo will also be assessed a minimum of 1 hour of Arrow flight time per month to cover insurance payments. Unused flight time will accrue for future pilot credits.

Security Deposits:

Silver: \$100
Gold: \$250
Platinum: \$250

Security deposits are fully refundable upon member resignation from the flying club.

Total Equity Membership Value:

Silver: NA
Gold: NA
Platinum: \$19,800 (PA28R-200 N8414C)

The value of the ownership interest held by all the equity members will fluctuate. The number of equity memberships may also vary. Equity membership may only be transferred through the club. The cost of each ownership share is calculated by taking the total asset value and dividing by the number of equity members.

Aircraft Rental Rates:

1978 Cessna C152 \$64/hr hobbs/wet for all membership classes
1978 Cessna C172N \$76/hr hobbs/wet for all membership classes
1976 PA28R-200 \$124/hr tach/wet for Platinum and Gold classes

Rental rates and dues are adjusted to align with club expenses to avoid any extra assessments. Credits for maintenance flights are as follows: \$16/hr (c152), \$19/hr (c172), \$30/hr (Arrow). Credits for ferry flights are \$10/hr in all aircraft. A 5% discount in rental fees is available when making advance block payments.

Attachment A12 – Schedule of Financial Data

Effective 4/1/2010

Regular Membership:

Silver owns no aircraft equity, rights to only use Cessna aircraft.
Gold owns no aircraft equity, rights to use Cessna and Piper aircraft.
Platinum owns equity in club aircraft, rights to use Cessna and Piper aircraft.

Regular active members have voting rights and may participate in all club activities and events.

Application Fees:

Silver: \$100
Gold: \$100
Platinum: \$100

Rejoining fees may be reduced depending on the circumstances and the length of inactivity.

Membership Dues:

Silver: \$28/mo
Gold: \$38/mo
Platinum: \$38/mo

All requested changes to membership status must be approved by the Board of Directors.

Security Deposits:

Silver: \$100
Gold: \$250
Platinum: \$250

Security deposits are fully refundable upon member resignation from the flying club.

Total Equity Membership Value:

Silver: NA
Gold: NA
Platinum: \$22,750 (PA28R-200 N8414C)

The value of the ownership interest held by all the equity members will fluctuate. The number of equity memberships may also vary. Equity membership may only be transferred through the club. The cost of each ownership share is calculated by taking the total club asset value given above and dividing by the number of equity members. Fractional shares may also be purchased.

Aircraft Rental Rates:

1978 Cessna C152 \$70/hr hobbs/wet for all membership classes
1978 Cessna C172N \$80/hr hobbs/wet for all membership classes
1976 PA28R-200 \$128/hr tach/wet for Platinum and Gold classes

Rental rates and dues are adjusted to align with club expenses to avoid any extra assessments. Credits for maintenance flights are as follows: \$17.50/hr (c152), \$20/hr (c172), \$30/hr (Arrow). Ferry flight credits are \$10/hr in all aircraft. A 5% discount in rental fees is available when making advance block payments, or for pilots working on a rating that fly 5 hrs per month.

Attachment A13 – Schedule of Financial Data

Effective 4/1/2011

Regular Membership:

Silver owns no aircraft equity, rights to only use Cessna aircraft.
Gold owns no aircraft equity, rights to use Cessna and Piper aircraft.
Platinum owns equity in club aircraft, rights to use Cessna and Piper aircraft.

Regular active members have voting rights and may participate in all club activities and events.

Application Fees:

Silver: \$100
Gold: \$100
Platinum: \$100

Rejoining fees may be reduced depending on the circumstances and the length of inactivity.

Membership Dues:

Silver: \$30/mo
Gold: \$40/mo
Platinum: \$40/mo

All requested changes to membership status must be approved by the Board of Directors.

Security Deposits:

Silver: \$100
Gold: \$250
Platinum: \$250

Security deposits are fully refundable upon member resignation from the flying club.

Total Equity Membership Value:

Silver: NA
Gold: NA
Platinum: \$24,650 (PA28R-200 N8414C)

The value of the ownership interest held by all the equity members will fluctuate. The number of equity memberships may also vary. Equity membership may only be transferred through the club. The cost of each ownership share is calculated by taking the total club asset value given above and dividing by the number of equity members. Fractional shares may also be purchased. Only platinum members may purchase shares.

Aircraft Rental Rates:

1978 Cessna C152 \$78/hr hobbs/wet for all membership classes
1978 Cessna C172N \$92/hr hobbs/wet for all membership classes
1976 PA28R-200 \$139/hr tach/wet for Platinum and Gold classes

Rental rates and dues are adjusted to align with club expenses to avoid any extra assessments. Credits for maintenance flights are as follows: \$19.50/hr (c152), \$23/hr (c172), \$35/hr (Arrow). Ferry flight credits are \$10/hr in all aircraft. A 5% discount in rental fees is available when making advance block payments. 5% discount in rental fees is also available for students flying at least 5 hrs/mo.

Attachment A14 – Schedule of Financial Data

Effective 7/7/2011

Regular Membership:

Silver owns no aircraft equity, rights to only use Cessna and Piper Warrior.
Gold owns no aircraft equity, rights to use Cessna, Piper Warrior and Arrow.
Platinum owns equity in aircraft, rights to use Cessna, Piper Warrior and Arrow.

Regular active members have voting rights and may participate in all club activities and events.

Application Fees:

Silver: \$100
Gold: \$100
Platinum: \$100

Rejoining fees may be reduced depending on the circumstances and the length of inactivity.

Membership Dues:

Silver: \$30/mo
Gold: \$40/mo
Platinum: \$40/mo

All requested changes to membership status must be approved by the Board of Directors.

Security Deposits:

Silver: \$100
Gold: \$250
Platinum: \$250

Security deposits are fully refundable upon member resignation from the flying club.

Total Equity Membership Value:

Silver: NA
Gold: NA
Platinum: \$49,000 (PA28R-200 N8414C)

The value of the ownership interest held by all the equity members will fluctuate. The number of equity memberships may also vary. Equity membership may only be transferred through the club. The cost of each ownership share is calculated by taking the total club asset value given above and dividing by the number of equity members. Fractional shares may also be purchased. Only platinum members may purchase shares.

Aircraft Rental Rates:

1978 Cessna C152 \$78/hr hobbs/wet for all membership classes
1985 Piper Warrior \$92/hr hobbs/wet for all membership classes (\$88/hr for students)
1976 Piper Arrow \$139/hr tach/wet for Platinum and Gold classes

Rental rates and dues are adjusted to align with club expenses to avoid any extra assessments. Maintenance flight credits are as follows: \$19.50/hr (c152), \$23/hr (Warrior), \$35/hr (Arrow). Ferry flight credits are \$10/hr in all aircraft. A 5% discount in rental fees is available when making advance block payments. A \$4/hr discount is given to students in the Piper Warrior.

Attachment A15 – Schedule of Financial Data

Effective 12/1/2011

Regular Membership:

Silver owns no aircraft equity, rights to only use Cessna and Piper Warrior.
Gold owns no aircraft equity, rights to use Cessna, Piper Warrior and Arrow.
Platinum owns equity in aircraft, rights to use Cessna, Piper Warrior and Arrow.

Regular active members have voting rights and may participate in all club activities and events.

Application Fees:

Silver: \$100
Gold: \$100
Platinum: \$100

Rejoining fees may be reduced depending on the circumstances and the length of inactivity.

Membership Dues:

Silver: \$30/mo
Gold: \$40/mo
Platinum: \$40/mo

All requested changes to membership status must be approved by the Board of Directors.

Security Deposits:

Silver: \$200
Gold: \$300
Platinum: \$300

Security deposits are fully refundable upon member resignation from the flying club.

Total Equity Membership Value:

Silver: NA
Gold: NA
Platinum: \$51,245 (PA28R-200 N8414C)

The value of the ownership interest held by all the equity members will fluctuate. The number of equity memberships may also vary. Equity membership may only be transferred through the club. The cost of each ownership share is calculated by taking the total club asset value given above and dividing by the number of equity members. Fractional shares may also be purchased. Only platinum members may purchase shares.

Aircraft Rental Rates:

1978 Cessna C152 \$80/hr hobbs/wet for all membership classes
1985 Piper Warrior \$96/hr hobbs/wet for all membership classes (\$91/hr for students)
1976 Piper Arrow \$142/hr tach/wet for Platinum and Gold classes

Rental rates and dues are adjusted to align with club expenses to avoid any extra assessments. Maintenance flight credits are as follows: \$20/hr (c152), \$24/hr (Warrior), \$35/hr (Arrow). Ferry flight credits are \$10/hr in all aircraft. A 5% discount in rental fees is available when making advance block payments. A \$5/hr discount is given to student pilots in the Piper Warrior.

IFC Operating Procedures (1/1/2012)

1. General Summary

- All pilots flying in club aircraft shall be in compliance with the current IFC Operating Procedures and IFC Bylaws, the FAA FAR/AIM, FAA Advisory Circulars, all applicable NOTAM's, and any TFR's. The official/master version of the IFC Operating Procedures and the IFC Bylaws will always be maintained on the club web site. The IFC membership will be notified of any updates via the club newsletter. Copies will also be provided in each of the respective club aircraft.

2. Pre-Flight Procedures

- Pilots must familiarize themselves with the Aircraft Flight Manual (AFM) and Owner's Manual for each respective aircraft being flown. These are available in each club plane. Pilots must comply with the aircraft check-lists and all procedures as given in the Pilot's Operating Handbook (POH). Failure to abide by these rules may result in pilot grounding, expulsion from IFC, and/or no insurance coverage.
- A flight plan must be filed for all cross-country flights over 100 nm.
- Pilots must obtain a weather briefing from a qualified agency (FSS, DUATS, etc) prior to any flight.
 - VFR flights must not begin unless forecast weather indicates basic VFR for the entire route of flight.
 - IFR flights must not begin unless forecast weather at the airport of intended arrival is above published minimums.
 - Flights under IFR shall not begin unless the weather at the departure airport is above take-off and landing minimums.
- Always check the "Squawk Sheet" before take-off for any information that might have been left by previous pilots to have flown the aircraft.
- Verify proper oil levels and check time until next oil change as per the Aircraft Maintenance section.
- Use the GATS jug and fuel sampler to pour gas back into the tanks.
- All club members shall make the necessary log entries in the time sheet binder before and after each flight.

3. Night Flying Rules

- Night flying is defined to be the time between local sunset and sunrise.
- A pilot with previous flying experience will be qualified for night flying at the completion of a night check-ride or at the discretion of the Chief Pilot in conjunction with a club approved flight instructor.
- Any pilot having flown less than one (1) hour of logged night flying as PIC within the preceding 12 months must receive a night check ride with a club approved instructor prior to any further night flying.
- A pilot must always carry a flashlight in the cockpit during a night flight in case of electrical failure.

4. Taxi Procedures

- Keep weight off of the nose-wheel by pulling back on the yoke.
- Lean the engine to prevent fouling the spark plugs.

5. Post-Flight Procedures

- The club planes must be thoroughly secured (as outlined in the following bullet items) any time the aircraft is left unattended. This includes the use of hangers, ropes for tie-downs, or wheel chocks.
- Members are responsible for any cost associated with landing and securing the aircraft at a destination away from the home airport.
- Place all switches in the off position and put control locks in place.
- Leave the fuel selector in the ON position for the c152, and in the BOTH position for the c172. Do not turn either fuel selector to OFF.
- Close all windows, lock all doors, and secure external tie-downs.
- Log your flight time in the time sheet binder found in each aircraft. If the hobbs meter has begun turning to the next digit (ie the next digit can be seen), the proper time sheet entry is the higher number.
- When filling out the log books, pilots agree to the accuracy of the preceding hobbs entry unless an exception is noted on the time sheet.
- Enter in the “Squawk Sheets” anything you think the next pilot to fly the aircraft might need to know (i.e. any problems or trouble).
- Report any aircraft damage to the President or Maintenance Officer.
- Clean out any debris you or your passengers may have left behind.
- Use the provided bottle spray in each plane to clean the forward edges of all surfaces and to wipe off bugs. Do not use any washing/cleaning agent on windows unless the bottle is marked “for aircraft windows”.
- After flight, please re-fuel the c172 gas tanks but not the c152 tanks. The next pilot may want to fly with tanks less than full to meet weight and balance restrictions. Mark the aircraft time sheet accordingly.
- For off-field fuel/oil purchases or when self fueling, submit valid receipts to the club Treasurer for reimbursement or account credit.
- The c152 must be pushed into its parking position near the gate/fence. It is not possible to taxi the plane into its proper parking position without striking the tail on the fence.
- Be sure to close out your flight plan upon arrival at your destination.
- There are two additional head-sets in the c172 available for club use. Please store them away in the gym bag behind the passenger seat.
- The head-set com-unit in the c172 should be left upside down in the aircraft to prevent any rain water from soaking into the device.
- Use paper towels and wipe clean the shiny part of the nose-wheel strut.
- Not keeping club aircraft clean (both interior and exterior) may result in assessed maintenance fees and is cause for grounding of the pilot.

6. Grounding of Aircraft

- Any club member has the authority to ground an aircraft for any reasons that may affect the continued safe operating characteristics of the aircraft. This procedure shall include the following:
 - A proper “grounding” notation in the Squawk Book.
 - Completing an “Aircraft Grounded” note and attaching it to the steering column in plain sight.
 - Notification to the Maintenance Officer or another club officer.
- Aircraft un-grounding may be accomplished by any of the following:
 - The Maintenance Officer or Chief Pilot.
 - Correction or satisfactory inspection of the item in question to be performed by a properly licensed A&P mechanic with their signature in the aircraft maintenance log and/or Squawk Book.

7. Aircraft Maintenance

- Oil changes are performed on the c172 every 50 hours on the hobbs, and every 50 hours on the tach for the c152. Individual aircraft are grounded when they exceed the 50 hour interval between oil changes. Oil changes are performed on the Warrior every 25 hours tach time.
- Please report to a club officer when any aircraft is due within five (5) hours for its next required oil change, as is noted on the time sheets.
- Neither aircraft may be flown when the oil level drops below four (4) quarts, so pilots must take into consideration their intended length of flight when doing their pre-flight inspections. All club members are authorized to add oil as needed. Each plane holds a max of 6 quarts.
- If you are planning a flight over three (3) hours, then add a quart of oil when the aircraft dip-stick reading is down to about 4½ quarts. Otherwise, add another quart when it’s down to about 4¼ quarts.
- Log all oil additions on the aircraft time sheets. Do not overfill.
- During the summer months (defined as no overnight frost), the c152 and c172 take W100 grade oil. During winter months, the c152 and c172 take W80 grade oil. The Piper Warrior always uses 20w50.
- Always check the log books to see if any special oil is currently in use, such as after completion of some major engine work.
- Club members shall not perform any maintenance or repair work on any club aircraft. This restriction shall not apply to the duly elected or appointed club maintenance officer, or other IFC members while working under the supervision of the club maintenance officer.
- Member pilots who volunteer to ferry club aircraft for the purpose of approved maintenance or repair work will be given a discount off of the current hourly rental rate. This includes test flights for operational checks. Taxi operations to and from the repair facility are not charged to the member. Please record each event separately on the time sheets.
- A pilot will be given a reasonable time period to retrieve a club plane that has been stranded due to inclement weather. If a rescue mission is required, the pilot will pay half of each ferry leg plus any ramp fees.

8. Cold Weather, Winter Operations

- Below ambient 32 degF (0 degC), a pre-heat is required for a “cold soaked” airplane, such as the first flight of the day. Members may charge pre-heat costs directly to IFC. Members will be reimbursed for pre-heat expenses whenever they fly a minimum of one hour. Use the local ATIS/ASOS as the primary source of temperature information.
- To obtain a pre-heat, call the flight center at 630-208-5690 or 122.95 on the radio and ask for one. These are the same folks you call for fuel, however they will send out a different truck for a pre-heat. This will take about 10-15 mins, so plan your pre-flight accordingly so you are ready to start the plane soon after the pre-heat before it cools off.
- Below ambient 25 degF (-4 degC), no closed throttle operations by any pilot (except landing flare), and a pre-heat is required for all aircraft.
- Below ambient 16 degF (-9 degC), no student solo flying is allowed.
- Below ambient 10 degF (-12 degC), no flight allowed in club aircraft.
- After parking aircraft for more than 25 minutes, consider that engine temperature is back to ambient, follow pre-heat procedures as above.
- All frost, snow, and ice must be removed from all surfaces. Hangar de-icing must be authorized by a club officer, the cost of which is split between owner, club, and pilot. Do not scrape off ice from any portion of the aircraft windows or hull. No credit is given for liquid de-icing.
- When starting aircraft in winter, NEVER pump or move the throttle! Only open throttle slowly while cranking engine after it has been primed. Any other practice may result in carb fire or fire in cowling.
- Cranking time in winter should be limited to ten (10) seconds, then let starter cool and battery recover. After priming, count to thirty (30) before cranking to allow the fuel that was primed to atomize with the air in the cylinder. Then while cranking, the throttle should be opened slowly to about ¼ inch pushed inward.

9. Reservation Procedures

The preferred process for scheduling club aircraft is to use the web scheduler on club web site at <http://www.internationalflyingclub.org>. A login and password is required for making reservations. You don't have to log in to look at the schedule, only to enter a plane reservation. Click on the +/- symbol in the upper right corner of each day for creating or deleting an entry in the plane schedule. If the plane is already booked, you can add a “Waiting List” entry, with a large “W” followed by your desired time and telephone number. Please review the time limits and cancellation policies as described in the club bylaws.

Remember that if you don't have internet access, or are in a situation where it is not available, members can call any other club member with internet access. Any member with an email address on the club roster has internet capability. Feel free to negotiate the plane schedule with other club members for planning longer cross-county trips or with anyone who has periodic standing reservations.

If that is not convenient you can also schedule a plane directly by calling a club officer. Please note that the club bylaws require a valid reservation on the plane schedule prior to any club member taking a flight/trip in one of the club aircraft.