

August 18 2011

Dear Prospective Member,

The following outlines the steps to purchase a share and start flying with Yankee Flying Club. If you have any questions please contact me!

Complete and submit the application, supporting documentation, and send payment

1. Please read the Bylaws, amendments and the Flying Rules.
2. Completely fill out the information sheet and return it.
 - The proposed effective date should be the start of the month in which the selling member stops paying dues and your first dues payment (included in the first check) is applied.
 - We use this information to get aircraft insurance each year, set up the share transaction and contact information in our IT systems, and run appropriate background checks.
 - If this is membership for a family with more than one pilot please complete the form for each pilot.
3. Enclose a check made out to Yankee Flying Club, Inc. for the sum of: Your share cost as agreed upon between the seller and yourself; a one time self-insurance fee of \$10, and the first month dues (\$95).
4. For each pilot include a copy of both sides of the pilot license, the medical certificate (if you have one), and documentation of the last BFR or checkride (copy of logbook endorsement or Wings certificate). For students include a copy of the instructor solo signoff if you have one.

Mail all these items to:

Yankee Flying Club, Inc.
4190 Vinewood Ln N #111-555
Plymouth, MN 55442

Application accepted

Once your application has been provisionally accepted and the check clears the bank:

- You will be set up in the scheduler and private club web site. A password will be sent to the non-billing email listed for each of these services. The private web site has a large body of 'best practices' for our planes as well as W&B and POH downloads.
- You will begin receiving bills (on the regular billing cycle dates) at the billing email address you listed
- You may begin checking out with a club instructor but you may not fly solo until you are accepted as a member at a regular member meeting (or by board vote in exceptional circumstances). Contact me for a list of instructors you can get started with when you are ready.

Membership accepted

You must attend a member meeting, introduce yourself, and be approved by a majority of the members present. The date, time and place may be obtained by calling or emailing me (its usually the first Tuesday of every month). Once you have been voted in your membership process is complete and you may schedule and fly the planes you have checked out in per our flying rules.

Ongoing

- Please be familiar with the flying and scheduling rules and follow them.
- The scheduler program will not allow you to schedule if you are out of medical or BFR currency, please send me a copy of the appropriate documentation via email (or paper to the address above) to update the medical and BFR dates in the system.
- Please attend the monthly member meetings, they are usually no longer than an hour and are a great way to keep up with what is going on in the club.
- Yearly there is an 'insurance survey', this is a web based questionnaire that is used to compile our yearly insurance application; please take it seriously and fill it out when asked so we do not risk our insurance.
- We have plane washes during the warm months, about once a month and usually on Saturday mornings. These are a great time to meet others in the club and get up close and personal with the equipment, plus you get a credit on your bill for helping to wash the planes.

Eric Varsanyi

Secretary, Yankee Flying Club

yfc@eljv.com (email is the best contact method)

1-763-519-1497 x222 (office)

1-763-227-0998 (cell)

Application _____ Proposed _____
 Date _____ Effective Date _____ Seller _____
 Legal Name _____ Display Name _____
 Name _____ (nickname) _____
 Street Address _____
 City _____ State _____ Zip _____

Contact information visible to other members	Billing Email (if different) _____
Email _____	
Mobile Phone _____	Home Phone _____
	Work Phone _____

Employer information

Employer _____ Occupation _____
 Street Address _____
 City _____ State _____ Zip _____
 Phone _____ Years Employed _____

Pilot Information - shared with our insurance carrier

Date of Birth _____	<u>Logged Hours</u> Total _____ Last 90 days _____	<u>FAA certificate</u> No. _____ Student <input type="checkbox"/> Private <input type="checkbox"/> Comm <input type="checkbox"/> ATP <input type="checkbox"/> IFR <input type="checkbox"/> CFI <input type="checkbox"/> CFII <input type="checkbox"/> Multi <input type="checkbox"/> Glider <input type="checkbox"/> Sea <input type="checkbox"/> Rotorcraft <input type="checkbox"/> Other ratings _____
Date of last Medical _____		
Medical Class <input type="checkbox"/> I <input type="checkbox"/> II <input type="checkbox"/> III		
Date of last BFR or Checkride _____		

Have you had an aircraft accident, incident or unreported claim? Yes No

Have you had a pilots or drivers license surrendered, suspended or revoked; or been arrested for or charged with operating an aircraft or motor vehicle under the influence of drugs or alcohol? Yes No

If you answered yes to either of these questions please attach details we can send to our underwriter.

Emergency Contact

Name _____ Phone _____ Email _____
 Address _____

In consideration of the privileges of flying club-owned aircraft, the undersigned hereby: v81811

- 1) Acknowledges receipt of a copy of the Club's Bylaws in effect as of January 1, 1976, including Amendment # 1 3/26/80.
- 2) Agrees to the provisions of these Bylaws and any amendments thereto.
- 3) Agrees to pay for monthly dues, flying charges, and other fees, charges and assessments incurred as a member by the 15th days of the month in which billed; and agrees to pay a past due fine amounting to 2% on any unpaid balance carried after the 15th of that month.
- 4) Certify that the information given is correct and is given to the Yankee Flying Club, Inc. for the purpose of obtaining and maintaining membership

Send application and supporting materials to:
 Yankee Flying Club, Inc.
 4190 Vinewood Ln N, #111-555
 Plymouth, MN 55442

Signature _____ Date _____

- Please include with application**
- Signed check to "Yankee Flying Club"
 - Copy of front & back of pilots license
 - Copy of most recent medical
 - BFR documentation

Check amount

Share price	_____	+
First month dues	\$95	+
Self insurance fee	\$10	=
Check total	_____	

To expedite also send a copy to
 secretary@yankeeflyingclub.org
 via email

Flying Regulations
Of The
Yankee Flying Club, Inc.
5 Nov. 1996

SECTION I - RESERVATIONS

No member may fly a club aircraft without having first reserved time for the flight in the reservation book maintained at the scheduling service. Reservations may be made by the member in person or by telephone.

It should be thoroughly understood that the proper use of the reservation feature provided is the key to a successful cooperative operation, maximum use of the aircraft, and availability to all of the members.

By your reservation you are declaring to the other members that the aircraft is assigned to your custody for the period reserved. Therefore, you should be careful to follow these following rules:

1. Reserve precisely the time you want. Do not use the general remark "all day" unless you want the aircraft all day. Instead, make your reservation, for example, from 9:30 a.m. to 6:00 p.m., or 12 noon to 2:00 p.m.)
2. Each member must indicate a destination when the reservation is made. For example, "local", "Las Vegas", etc.
3. Cancel as soon as you know you cannot keep a reservation, whether for weather or other reasons. Do not assume that in inclement weather the aircraft will not be needed. Adjust your reservation if you find you will be delayed in leaving.
4. If you are more than 30 minutes late for any scheduled flight and you have not contacted the reservation service office and informed them of your delay the aircraft may be scheduled by someone else.
5. A maintenance officer must be notified of any flight over 10 flying hours. Thirty percent (30%) of the member's cost shall be prepaid for this flight.
6. Scheduling
 - A. General – the rules which follow are designed to provide each member reasonable access to club aircraft. However, it is the intent of this section that no member should be allowed to have excessive use of club aircraft. Complaints of this nature or abuses of scheduling shall be promptly resolved by the vice president or, if necessary, referred to the board of directors for discussion and action. Any aircraft can be scheduled by any member by contacting the reservation service provided that the aircraft is reserved within the framework of the regulations that follow. The term "extended periods" shall be defined as meaning "in excess of three days." It is also important to note that the "total time" limitation described in paragraphs 6A(2) and 6A(3) covers use of all club aircraft, while the "special scheduling" privilege can be used once a year for each cross-country aircraft.

- i. No member's name can appear on the schedule for any given aircraft more than once unless:
 1. The second time an aircraft has been scheduled is within 24 hours of actual use.
 2. That aircraft has been "special scheduled" as outlined in paragraph 4, and then only prior to the specially scheduled departure date.
 3. The aircraft has been scheduled for purposes of an FAA flight examination. When an aircraft is scheduled for this purpose, the fact that it is for an FAA flight examination shall be noted in the scheduling book.
 - ii. During the vacation period between June 1st through September 15th the total time any member can schedule club aircraft for extended periods shall be 2 calendar weeks, including 2 week ends. It is important to note that this restriction covers use of all club aircraft during this period and cannot be used once for each plane.
 - iii. During other periods of the year the total time any member can schedule club aircraft for extended periods shall be 3 calendar weeks, including 5 week ends. It is important to note that this restriction covers use of all club aircraft during this period, and cannot be used once for each plane.
 - iv. Exception to paragraph 2 and 3 above: A member can depart on a flight covering an extended period on the day preceding the originally scheduled departure date provided that within 24 hours preceding the originally scheduled departure time, the aircraft still has not been scheduled. The member can then reserve the plane for any part of that 24 hour period and depart early. This early departure will not be counted against the limitations described in paragraphs 6A(2) and 6A(3) above. Example – assume your scheduled departure is for 8:00 a.m. this Saturday. If the aircraft still has not been reserved for any period prior to your departure by 8:00 a.m. Friday morning, you may schedule it to leave any time thereafter on Friday, without penalty.
- B. Training aircraft – the aircraft designated as training aircraft by the board of directors cannot be scheduled for longer than a 24 hour period unless extenuating circumstances exist. In this case, approval by the president (or the vice president in the president's absence) will be required. The name of the authorizing officer must appear on the schedule.

- C. Special scheduling – each aircraft designated as cross-country aircraft by the board of directors may be specially scheduled once each calendar year. The period covered by the special schedule shall not exceed the limits outlined earlier in paragraphs 6A(2) 6A(3). When the aircraft is specially scheduled, the club secretary must be notified as to the dates involved and the entry “specially scheduled” must be indicated next to the reservation in the reservation book. It is the member's responsibility to ensure that both these conditions are met, and that if the reservations are canceled, both the scheduling service and club secretary are notified.

Prior to one calendar month before the specially scheduled departure date, the aircraft involved can be scheduled in the usual manner as described in earlier paragraphs. Within one calendar month prior to the specially scheduled departure date, the member cannot again schedule that specific aircraft unless it is done within 24 hours of actual use. As an example, assume an aircraft has been specially scheduled for the period of July 1st through July 14th for a vacation. A member can schedule this same aircraft in the normal manner for any flight prior to June 1st. Beginning June 1st, the member can only again schedule the aircraft within 24 hours of actual use. It is the intent of this rule to allow the member to stay current without monopolizing the aircraft.

- D. Alternate scheduling – any member may schedule an aircraft as an alternate in the event the member originally scheduling the aircraft for that period cancels the reservation. The fact the member has scheduled the aircraft as an alternate must be entered in the reservation book. In the event a cancellation does occur, the alternate then has rights to the aircraft providing he is not in violation of any of the preceding rules regarding scheduling. The first member scheduling the aircraft shall have the responsibility of notifying any scheduled alternate of a cancellation of a scheduled use if the alternate has notified the first member of his status as an alternate.

SECTION II - RESTRICTIONS OF USE

1. It shall be the responsibility of any member taking a club aircraft overnight to have it tied down, or hangared, if possible, at the member's expense.
2. VFR or IFR flight plans are recommended for all cross-country flights if available.
3. No student pilot may take an intentional overnight cross-country.
4. No person except an active member of the club, a club-approved flight instructor giving dual instruction to an active member of the club, or qualified persons making necessary test flights shall be permitted to fly any club aircraft. All flights are to be made within the limits of the FAA certificate of the person piloting the club aircraft.
5. No member shall use the club equipment for commercial use, nor shall he rent or lend the club equipment to any other person.

6. All pilots receiving dual instruction in club aircraft must use only qualified and currently rated flight instructors approved by the board of directors. These instructors should hold active memberships in the club. Instructors holding memberships in the club may not use the club aircraft or equipment to instruct, or charter for hire, any person not a member of the club. Instructors and students will conform to scheduling routine adopted by the club.
7. Each member shall be required to make at least one check flight every 24 months with a club approved flight instructor. Any person who has not flown during the preceding 90 days shall also have a check flight with a club-approved flight instructor.
8. Each member joining Yankee Flying Club shall be instructed and checked out thoroughly in each type of aircraft and its equipment before he may take solo custody of the aircraft.
9. Student members failing to fly in a 30 day period must be rechecked by a club instructor before flying solo.
10. No member shall operate club aircraft when the outside ground air temperature is below -10° F as reported by the nearest official weather reporting station.
11. Club members may not fly club aircraft outside the continental United States without permission from the board of directors. A letter of authorization will be issued to this member for this flight.

SECTION III - LOGGING TIME

1. Flying time shall be computed for each flight by recording the tachometer reading before and after each flight. The difference between the two tachometer readings is your billing time.
2. The duration of each flight shall be computed from starting the engine until the engine is stopped after parking.
3. A record of the flight time shall be made in the flight log by the pilot in charge of the equipment before the pilot leaves the aircraft after the flight.
4. Any member who taxis or flies a club aircraft for the purposes of repairs or maintenance shall enter the tachometer reading in the aircraft flight log and mark the readings "for maintenance". This tachometer time expense is to be borne by the club.

SECTION IV - INSPECTION AND MAINTENANCE

1. There shall be a line inspection performed before each flight by the pilot making such flight. Any defects found in the aircraft's structure or accessories shall be reported to a club maintenance officer (or a board member if a maintenance officer cannot be contacted) immediately, and no flight shall be made if such defect may endanger the safe operation of the aircraft. Members shall have knowledge of the cruising RPM of the engine, and this speed shall not be exceeded. All members shall be checked out by a club approved flight instructor before flying a club aircraft. Aircraft left unattended must be tied down, the wheels blocked, the radio turned off, the master switch off, the ignition turned off with the key removed, and the doors locked.
2. No member shall be permitted to attach any object to the aircraft, or in any manner make adjustments or repairs unless approved by the board.
3. All members shall, at the end of each flight, refuel the aircraft to keep the tanks full when the aircraft is hangared. There shall be no deduction from the tachometer reading for time required to taxi for refueling. A member may add and document 0.1 hour tachometer time to the previous user of the aircraft if they are required to refuel the aircraft prior to flight.
4. Each member shall assist the maintenance officer by notifying him when they notice the aircraft is in need of repairs, oil changes, etc. Airplane washes will be the responsibility of all the members, to be called by the board.

SECTION V - PROHIBITED TYPES OF FLYING

1. All flying in any club airplane is to be done in strict accordance with the existing FARs state, local, and club rules.
2. All club aircraft are restricted against any acrobatic maneuvers prohibited by the limits of operation of the aircraft, and in no instance shall any member perform any acrobatic maneuver intentionally, unless required for an advance rating or flight review.
3. Members shall make landings only in landing fields approved by the FAA and state, unless an emergency occurs. Violations are subject to a fine to be set in each individual case by the board. The cost of any repairs or replacements not covered by insurance which is the result of damage incurred by take-off or landing at an area other than an approved field shall be paid for in full by the member in charge of the equipment.
4. There shall be no flying of club aircraft below 500 feet other than take-off or landing unless accompanied by a club approved instructor, and then for flight training only.
5. Use only hard surface runways if possible. No unpaved operations in the spring until the ground is hard and dry.

SECTION VI - CURRENCY REQUIREMENTS

1. No member shall operate any club aircraft who has not flown as pilot-in-command of that aircraft or a more complex aircraft within the previous 90 days. As an example, if you have flown the C-182 within the past 90 days you meet the currency requirements for the C-172 and C-150 as well, and may fly all these aircraft provided you are authorized to fly them by completing a previous check out.
2. Any member not meeting the preceding currency requirements must have a check ride with a club or club-designated instructor with the appropriate notation entered in the member's log book.

SECTION VII - ENFORCEMENT

1. The preceding rules and regulations shall be policed by the entire membership, and all infractions thereof shall be filed with the president. The president shall then call a meeting of the board, at which time action will be taken.
2. Any violation of the Federal Aviation Regulations or the existing rules of the club shall constitute cause for immediate grounding, and any member so grounded shall remain as such until further action is taken by the board. A grounded member is defined as one may not operate any club aircraft.

SECTION VIII - CHANGES AND AMENDMENTS

1. Changes in or amendments to these flying regulations may be effected by a majority vote of the board of directors at a meeting called for this purpose, and then approved by a majority vote of the members present at a regular scheduled meeting.
2. Any changes or amendments to these flying regulations shall be mailed to each member of the club.

YANKEE FLYING CLUB

BY-LAWS

ARTICLE I - NAME

Section 1 The name of this organization shall be “Yankee Flying Club, Inc.” provided by its Articles of Incorporation.

ARTICLE II - PURPOSE

Section 1 The purpose of this Corporation (hereinafter called the “Club”) shall be to own and maintain aircraft suitable for operation and use by its members for business, personal pleasure, or instruction flights, to encourage and enable its members to improve their flying skills, to provide, through its operation and maintenance of its aircraft, the most economical flying possible for its members; to operate as a non-profit corporation; and to foster good will among members through an interest in aviation.

ARTICLE III - MEMBERSHIP CLASSIFICATION AND PRIVILEGES

Section 1 This is an equal share-holding club and each share has one vote.

Section 2 Memberships shall be classified as individual or family and each membership constitutes one share of the club (or corporation). Family memberships are for families with more than one pilot who is the spouse or legal dependent of an active member. Family memberships are considered as one member for reservation purposes.

Section 3 Membership shall be defined as Active, Suspended, Resigned and Terminated.

Section 4 An active member is one who shall be given all privileges and benefits within the power of the Club to bestow. An application, membership fee, insurance initiation fee and first month's dues shall be submitted by the applicant to the Club Secretary. The Board shall make a credit check on each applicant and consider each application. The acceptance or refusal of any application shall be at the discretion of the Board.

Section 5 A suspended member shall be one who has been temporarily denied all privileges of membership in the Club by action of the Board. Dues and assessments of this member shall continue. A period of suspension shall be limited to thirty (30) days, at the end of that time the Board shall be required to take further action or the member shall automatically become Active again.

Section 6 A Resigned member is one who serves all connections with the Club by submitting a written request for said status to the Club Secretary.

Section 7 A Terminated member is one who is expelled from the Club by action of the Board of Directors.

ARTICLE IV - MEMBERSHIP APPLICATIONS, TERMINATION, DESIGNATIONS AND DISPOSING OF MEMBERSHIP

Section 1 The number of Active members shall be limited at the discretion of the Club based on the amount of equipment and the average time the equipment is used.

Section 2 Upon approval of the application of a prospective member by the Board, the Secretary shall put the name on the Active list. If the membership is full, the name shall be placed on a waiting list. New members to fill vacancies, created by expansion, resignation or termination, shall be taken from the waiting list. Names will be taken from the top of the list and the membership will begin at the time all required fees are paid to the Club Secretary.

Section 3 Resignation shall become effective on the last day of the months the formal request is received by the Secretary and then only upon the approval of the Board. Resignation shall not be approved until all money due the Club has been paid in full and all aircraft keys and other Club property are returned to the treasurer.

Section 4 The Board may, after notice and hearing expel a member for due cause. Final expulsion shall take place immediately, or if the member is in arrears, upon payment of all money due the Club. No member, having been expelled from the Club, shall be entitled to any refund and all Club property returned.

Section 5 Whenever a member wishes to leave the Club for any reason, other than being expelled, he shall contact the Secretary of his intention to dispose of his membership. It shall be the responsibility of each member to dispose of his own membership. The Club is under no obligation to buy back a membership from any member. When an agreement for sale of a membership is made, the prospective new member shall pay by check or money order in the amount of the sale payable to the Club. The Club Secretary, in turn, will reimburse to the member the sale price less any financial obligations to the Club. Permission to dispose of a membership shall not prohibit the Board from approving the new member, as to age, financial status and past flying record nor will it relieve the seller of any Club responsibilities including payment of dues.

ARTICLE V - FLYING OPERATIONS AND MAINTENANCE

Section 1 Flying operations shall be conducted in accordance with Federal Aviation Regulations, State Regulations and any Flying Regulations established by the Club.

Section 2 Club maintenance shall be done at the advice of the Club's Maintenance Officer and approval of the Board. All maintenance shall be done by FAA licensed mechanics or by the direction of the maintenance officer.

ARTICLE VI - DUTIES OF OFFICERS AND MEMBERS

Section 1 It shall be the duty of all officers to perform the duties normally carried out by such office and to conduct the activities of the Club in an efficient and business like manner and to safeguard the interest of the Club at all times.

Section 2 The duties of the Board shall be to act on all matters of policy; to determine fees, charges, and assessments not otherwise provided for; to act in a judicial capacity on all inter-Club disputes and regulation violations; to direct investigations when deemed necessary; to protect the Club's interests and safeguard its welfare, and to arrange for audit of the records as of each December 31st.

Section 3 The duties of the members shall be to conduct themselves in a proper and fitting manner, to uphold the dignity of the Club on the flying field; to be alert and mindful of the Club's interest; to exercise caution and safety in flying; and to observe all Federal, State, Local and Club rules and regulations.

ARTICLE VII - OFFICERS, DIRECTORS, MEETINGS

Section 1 A President, Vice-President, Secretary - Treasurer, Assistant Secretary Treasurer, Maintenance Officer, Assistance Maintenance Officer, Education Officer, and Safety Officer shall be elected by the Club membership annually for a term of one (1) year, Nominations shall be made at the Club meeting each November and voting shall be at the December Club meeting. Ballots are to be mailed to each Active member with notice of the December meeting. A member unable to attend the December meeting shall mail his/her ballot to the Club Secretary by December 1st to be counted at the December meeting. The current officers shall serve until the January Club meeting or until his successor is named.

Section 2 The Board of Directors of this Club shall be made up of the elected officers plus the outgoing president. All Board meetings shall be open to the membership; however, only Board of Director votes will be counted at these meetings. In the event there is an opening of the Board of Directors, he shall be elected at the next regular meeting.

Section 3 Removal of Officers - Any officer is subject to removal by the Club membership with or without cause by a majority vote of the Club at any meeting, regular or special.

Section 4 Duties of Officers

President

The President shall preside at all meetings of the Club and of the Board of Directors. He shall sign with the Secretary-Treasurer in the name of the Club all contracts, certificates, notes or other documents affecting the business of or in any way binding upon the Club. He shall plan Club meetings, coordinate the activities of the Club and promote the general welfare of the organization. He is also responsible for implementing the motions carried at the Board and monthly meetings and will designate a Chief Pilot for the Club. The President shall exercise general supervision of the business affairs and property of the Club.

Vice President

The Vice-President shall perform the duties of the President in his absence or disability and in such events shall be vested with all of his powers. The Vice-President will also aid and assist the President by contacting those individuals who are delinquent in their account, work with committee chairman to coordinate club functions and ensure progress is being made in assigned areas and accept and process scheduling complaints from the membership.

Secretary-Treasurer

The Secretary-Treasurer will handle all correspondence, maintain adequate and correct accounts of the properties and business transactions, including accounts of its assets, liabilities, receipts, disbursements, gains, losses, capital surplus and membership certificates.

The Secretary-Treasurer shall keep a book of minutes of meetings and shall keep a register of the members of the Club. The books and records shall be open to inspection by the Board or by any member at any reasonable time.

He shall further be responsible for the payment of all Club obligations, for the collection of dues, assessments, and flight time payments and shall keep or cause to be kept the Engine and Aircraft Logs of all planes owned or operated by the Club.

Assistant Secretary-Treasurer

The Assistant Secretary-Treasurer shall assist the Secretary-Treasurer and take over his duties in his absence.

Maintenance Officer

The Maintenance Officer shall assure the proper maintenance of Club equipment. He shall ground aircraft when necessary for safety, required maintenance, and inspection.

Assistant Maintenance Officer

The Assistant Maintenance Officer shall assist the Maintenance Officer and take over his duties in his absence.

Education Officer

The Education Officer shall conduct periodic seminars to improve aeronautical knowledge and keep the membership informed of changes in regulations and procedures.

Safety and Operations Officer

The Safety and Operations Officer shall recommend criteria, to be met by prospective instructors for membership approval, recommends instructors meeting this criteria for consideration by the Board of Directors to teach in Club aircraft, and provides liaison as required with the FAA. This individual will be elected annually by the Club. The Safety Officer shall also be responsible for all new member orientation.

Salaries of Officers

The Board of Directors shall, from time to time, fix the salaries, if any, of the officers, agents or employees of the Club and report at the next regular Club meeting.

Section 5 Regular Club Meetings - shall be the first Tuesday of each month at 7:30 p.m., excepting in months where a holiday falls on this day, in which case the meeting shall be the second Tuesday of the month.

Section 6 Special Club or Board Meetings - The President of the Board of Directors shall be required to call a meeting at the written request of three or more members stating the purpose for such a meeting. A special meeting will be called by the Club Secretary for the purpose stated and will notify all members of the meeting time, location and purpose.

ARTICLE VIII - GENERAL FINANCE

Section 1 In the event of any damage to any equipment of the Club, except where provided for elsewhere in the Club regulations, the following specific rules shall apply:

- a) If any accident is caused through violation of Federal Aviation Regulations, Club regulations, or Local regulations, the member at fault shall be responsible for the uninsured portion of the damages to Club equipment.
- b) Any member is liable to the Club for damages over and above the amount covered by insurance if such damage results from the member's own carelessness or negligence.

- c) In the event of the person at fault not being able to pay the total damages, then the remaining balance and the repair bill shall be paid for by the person at fault in a manner arranged with the person by the Board.
- d) In case of doubt as to the cause of the accident the Board shall abide by the findings of the FAA or National Transportation Safety Board.

Section 2 No member of the Club shall be authorized to make purchases in the name of the Club except by order of the Board or as set forth in Section 3 hereafter.

Section 3 Any member of the Club finding it necessary to purchase parts or to have any repair work performed on Club equipment, in an emergency or on a cross-country flight, shall not exceed \$50.00 without prior approval of the Secretary-Treasurer or in his absence any director. He may do so in his own name and after presentation of a properly receipted bill for such sales and/or service, and after the bill has finally been approved by the Board, the member may be given full credit. On a cross-country flight expense forms must be filled out in the name on the credit card and given to the Club Secretary. If not, the member will be billed for the Club's loss of tax refunds.

Section 4 At the end of each month the member will be mailed a statement covering charges accrued by him through the 23rd of that month plus dues for the following month. Payments are due by the 15th of the month. A member failing to remit payment by the 15th will be grounded automatically and may be ungrounded only after he pays the gross amount due. A fine of 2% and the unpaid bill will be added to any unpaid balance carried after the 15th of the month. A member whose check has been returned unpaid by his bank will be considered late and assessed a 2% fine; he is automatically grounded until his bill is paid in full.

Section 5 All checks shall be signed by the Secretary-Treasurer and by an appointee of the Board.

Section 6 An annual audit of the Club's financial books and records shall be made once each year as of December 31st and published and distributed also to the membership.

ARTICLE IX - DUES AND FLYING RATES

Section 1 Dues shall be payable in advance and are due upon receipt of billing.

Section 2 Dues charges shall be determined by the Board, based on actual costs of fixed expenditures of the Club operations.

Section 3 Charges for flying time shall be determined by the Board, based on actual costs of operation.

Section 4 At least 4 times a year the Board shall review all fees, assessments, flying rates, and other charges; if necessary, revise them or recommend revision, basing such revisions on current operating costs.

Section 5 On cross-country flights a minimum charge of one (1) hour per day will be assessed from the member holding the reservation for that airplane for more than six (6) hours.

Section 6 The person, to whom the airplane is reserved, is responsible for the airplane until its returned to the home base.

ARTICLE X - INSURANCE

Section 1 The Club, shall at all times, cover all aircraft with hull insurance against ground and flight damage, and shall carry property damage and public liability insurance to protect the Club as a corporation and the members against liability, actions, suits for damages or judgments of third persons or members. The insurance shall be adequate in the judgment of the Board of Directors and will be reviewed at the first Directors meeting of the year.

Section 2 The Club shall also provide an insurance plan to cover the deductible portion of its main insurance policy. Each member will be required to pay an initial premium of \$10.00 and \$1.50 per month thereafter. The premiums will be non-refundable and non-transferable and will be retained by the Yankee Flying Club, Inc. The premiums will be deposited in an account for insurance purposes only. The liabilities of the Club will be limited to the amount of money in the insurance account. Insufficient funds in the insurance account for any occurrence will be subject to an assessment of the members of the Club. Coverage for any member will be subject to Article VIII, Section 1, of these by-laws. The coverage offered by this Insurance Fund is subject to the same exclusions as those included in the main insurance policy held by the Club. Each member must be in good standing with the Club and not be in violation of its by-laws.

ARTICLE XI - QUORUM AND VOTING RIGHTS

Section 1 A majority of the active members at any regularly scheduled or special meeting shall constitute a quorum for the transaction of business.

Section 2 Except as otherwise provided in these by-laws, a majority of the members present at any meeting at which a quorum is present may take action on any matter.

Section 3 Each Active member shall be entitled to one (1) vote.

Section 4 In the event a member cannot be present at a meeting, the Club Secretary will accept proxy votes from the member prior to the meeting.

ARTICLE XII - MISCELLANEOUS

Section 1 Each member of the Club shall have read and shall have promised in writing to observe and abide by all the provisions of the by-laws and other regulations of the Club, and to acquaint himself as thoroughly as possible with the local field rules of any airport and landing fields used by the Club and to observe them to the best of his ability.

Section 2 Penalty for violation of any provisions of these by-laws and any other Club regulations shall be determined by the Board except where a specific penalty is otherwise provided.

Section 3 If any Article, Section or Clause be declared void and of now effect, it does not affect any other portion of the by-laws or Club Regulations which remain in full force and effect.

ARTICLE XIII - AMENDMENTS TO BY-LAWS

Section 1 by-laws of the Club may be adopted, amended or repealed by the vote or written assent of the majority of all the members of the Club.

Section 2 Any amendments to these by-laws shall be mailed to all members of the Club.

AMENDMENTS

Amendment #1 March 26, 1980, Amendment to the by-laws

The Board of Directors proposes the following amendment to the by-laws:

The Board of Directors shall be empowered to use any funds in excess of a \$1,500.000 base which are in the club self-insurance fund toward the purchase of equipment which has been approved for purchase by the club membership.

The purpose of this amendment is to make funds which are in the club self-insurance account, but which are very unlikely to be required for payments toward deductibles, available to be used for important club purchases such as new aircraft, hangars, etc. Any equipment purchased must first have both club and board approval before such funds can be used.