

RED BARON FLYERS, INC.

Effective Date: July 1968

Amended: August 2016

Amended October 2017

Amended February 2021

FLYING REGULATIONS

ARTICLE I - RESERVATIONS

Section 1. General Reservations

Reservations for all flying time shall be scheduled in advance for each aircraft on the Club web-based scheduling calendar provided on the Red Barons website as designated by the Board.

Posting of all flight schedules shall contain time of departure and estimated time of return in local time at KCHU.

Section 2. Reservation Cancellations

Reservations for all flights can be made at any time in advance on the web-based scheduling calendar. Immediately upon finding oneself unable to keep such reservation, it shall be the personal responsibility of the member who scheduled such reservations to cancel the same as soon as possible and notify other club members of the availability of the aircraft.

It is the intent of the Red Baron Flyers to make the aircraft available to all members whenever possible. Any member who repeatedly overbooks or reserves the aircraft and then cancels the reservation will be in violation of this regulation and may be fined by the Board commensurate with the number of times the offender is found to have violated such regulation and the estimated loss of revenue to the corporation.

Section 3. Reservation limits

Any member has the privilege of reserving a corporation aircraft for a period of fourteen (14) consecutive days during any 12-month period, providing said member makes reservation at least fourteen (14) days in advance of the departure date. Any additional time requested for a specific trip must also be approved of the Board.

Except for Weather, Mechanical or Safety related delays, any member habitually late returning the corporation aircraft beyond scheduled reservation time may be subject to disciplinary action by the Board, pursuant to Article V, Section 1. of the by-laws.

If a member is delayed for weather or mechanical reasons and cannot return by the scheduled time. The member shall immediately contact the club member that has the next reservation and explain the situation. If it is a mechanical issue that causes the delay, the member shall call the maintenance officer and discuss the issue and possible solutions to the issue.

Any member who is more than Sixty (60) minutes late for their reservation and cannot complete their flight before the next scheduled reservation shall forfeit the balance of the reserved period to next members scheduled reservation, unless both members agree to change the reservation periods.

Section 4. Overnight minimum charge.

Any member who reserves an aircraft for an overnight stay at an airport other than KCHU, shall fly the equivalent of one (1) hour per each day of reservation or said member shall be charged a minimum of one (1) hour flying time per day of reservation time for use of the aircraft, pursuant to Article VIII, Section 2 of the by-laws.

ARTICLE II - RESTRICTIONS OF USE

Section 1. Use of Club Aircraft and Equipment

No person, except an active pilot members or student pilot members of the corporation, a certified instructor giving dual instruction to a member of the corporation, or qualified persons making necessary flight tests, shall be permitted by any member of the corporation to fly any corporation aircraft. All flights are to be made within the limits of the Federal Aviation Administration (FAA) certificate of the person piloting the corporation airplane, insurance carrier requirements, corporation policies and the Pilots Operating Handbook (POH) of the aircraft flown.

Section 2. Rental of Club Aircraft or Equipment to others

No member shall rent or lend corporation aircraft or equipment to any other person. Any member found violating this policy will be subject to disciplinary action by the Board.

Section 3. Student Pilot restrictions

All Student pilots shall adhere to FAA regulations regarding Student pilot limitations. No cross-country flights shall be made by members holding a student pilots' certificate, unless assigned by a qualified instructor for each cross-country flight as part of a training plan. Flying over cities, towns, large bodies of water, or hazardous areas shall be avoided.

Section 4. Termination for Alcohol or Drug related violations.

No member shall use any of the corporation equipment while under the influence of alcohol, alcoholic beverages or illegal drugs. Determination as to whether the member was under such influence shall be determined by the Board, and their decision shall be final.

Pursuant to Corporation By-laws Article IV, Section 6 (2). Any member found guilty of violation of this section shall be expelled from membership in this corporation without the usual necessary vote, and no reimbursement of equity or dues shall be refunded, and there shall be no alternative punishment or appeal of such action.

ARTICLE III - LOGGING TIME

Section 1. Recording Aircraft or Equipment time

Tachometers will be considered standard equipment for recording all corporation airplanes and will be the primary method of recording aircraft use and computing flying charges.

The pilot in command shall make entries in the aircraft log neatly and accurately at the end of each flight.

The log shall not be removed from the aircraft except by the Treasurer, or by the person under explicit orders from the Treasurer, and then only to transfer the usage data while carrying out the duties of the Treasurer.

Section 2. Damage to Aircraft or Equipment

In the event of damage to corporation aircraft and equipment it is the responsibility of the person that has the equipment signed out at the time to pay for the first \$350.00 of damage incurred, regardless of the circumstances.

ARTICLE IV - INSPECTIONS AND MAINTENANCE

Section 1. Pre-Flight inspection

It shall be the responsibility of each Active pilot member (PIC) or Student Pilot prior to each flight to see that the aircraft is airworthy, with all required documents on board as well as all accessories complete and in good working order.

Any Active Pilot or Student Pilot member may ground an aircraft deemed not airworthy or unsafe. The Maintenance Officer and Safety Officer shall be notified immediately of the defect and the Aircraft shall be tagged or labeled with the appropriate markings until inspection and repairs can be made.

Fuel and oil supplies must be sufficient for the intended flight with a fuel reserve of 45 minutes.

Section 2. Pilot in Command responsibilities

There shall be a line inspection performed before each flight by the pilot in command making any flight with corporation aircraft or equipment.

Items to be inspected shall be in accordance FAA regulations, the aircraft POH or checklist in the aircraft. Failure to do so shall be grounds for disciplinary action by the Board.

Any defects found in the aircraft's structure or accessories shall be reported on the schedule system and to the Maintenance Officer as the situation warrants. No flight shall be made if such defect may endanger the safe operation of the aircraft as per Article IV, Section 1 of these Flying Regulations.

Members shall have knowledge of aircraft capabilities and limitations and these parameters shall not be exceeded.

Before operating Corporation aircraft, Active pilot members must complete ground instruction and a check ride with a Club CFI or Club approved competent instructor in each corporation aircraft the member intends to fly.

Parked aircraft must have the wheels blocked, parking brake set and/or the aircraft tied down and doors locked. In the event of severe weather, the aircraft should be placed in a hanger if possible.

Section 3. Modifications or Attachments to Aircraft

No member shall be permitted to make modifications to or attach any object to any part of the aircraft, airframe, engine or make adjustments or repairs unless approved by the Maintenance Officer.

No member shall be allowed to tow any object with corporation aircraft, including banners, gliders, balloons or other aircraft.

ARTICLE V - PROHIBITED TYPES OF FLYING

Section 1. Aircraft rules and restrictions general

All flying in any corporation aircraft is to be done in strict accordance with the existing Federal Aviation Administration regulations, state, local airport, and corporation rules and policies.

All corporation aircraft are restricted against slow rolls, snap roles, inverted flight, and other aerobatics that might cause structural damage.

Any member of the corporation in any corporation aircraft shall not perform any aerobatics maneuver prohibited by the limits of the operation of the aircraft. Approved and placarded aerobatics such as spins must not be performed unless that pilot has received proper instruction and has been approved by a Club CFI and that such flight has been approved by the Board.

Section 2. Student pilot restrictions

Student pilots shall only operate corporation aircraft under VFR weather conditions, unless accompanied by a Club approve CFI on a flight for the purpose of IFR training.

Student pilots shall land only at registered airports that are approved by their instructor except in the case of an emergency, such as severe weather or engine failure.

Violations of Sections 1 & 2 are subject to disciplinary action by the Board.

Section 3. Other restrictions

No member shall make landings with the corporation aircraft in any but approved landing fields, unless an emergency occurs. The cost of any repairs or replacements which is the result of damage incurred by taking off or landing from any area other than a designated airstrip shall be paid for in full by the member in charge of the equipment. In the case of an emergency landing the member shall not be held responsible. Damage incurred while landing or taking off from a designated airstrip shall be paid in full by the corporation, with the exception of the deductible portion of the insurance, which shall be paid by the member in charge of the equipment. Extent of liability shall be determined by majority of members.

ARTICLE VI Membership Fee(s), Monthly Dues, Aircraft rates.

TABLE 1

<u>As of Date</u>	<u>Initiation / Membership Fee</u>	<u>Equity re-purchase</u>
July 1968	\$350.00	\$262.50
June 1991	\$1000.00	\$500.00
September 1998	\$1350.00	\$500.00
July 2008	\$1750.00	\$500.00
August 2017	\$1750.00	\$500.00
August 2017 Family see Article VII	\$100.00	\$0.00
September 2017 Student Non Family	\$500.00	\$0.00

TABLE 2

<u>As of Date</u>	<u>Monthly Dues</u>
July 1968	\$15.00
December 1998	\$20.00
November 1991	\$25.00
September 1995	\$50.00 (w/\$20.00 credit toward flying)
October 2002	\$60.00 (w/\$20.00 credit toward flying)
July 2017	\$60.00 (no longer issuing credits)
August 2017 Family	\$30.00 (must have 1 active member)
September 2017 Student	\$30.00 (Age 16 – 25)

**TABLE 3
AIRCRAFT RATES**

<u>As of Date</u>	<u>C177</u>	<u>C172</u>	<u>C150</u>	<u>C182</u>
July 1968	\$25.00	\$25.00	\$17.50	
December 1988	\$30.00	\$30.00	\$20.00	
September 1998	\$35.00	\$35.00	\$25.00	
June 2000	\$40.00	\$40.00*	\$30.00	
June 2005	\$44.00	\$44.00*	\$33.00	
July 2006	\$48.00	\$48.00*	\$36.00	
July 2008	\$55.00	\$55.00*	\$40.00	
July 2017	-	\$60.00*	-	\$85.00
February 2021		\$70.00		\$95.00

*includes sales tax

Hourly rates for aircraft include fuel, oil and maintenance.

TABLE 4
2017 MEMBERSHIP CLASSIFICATIONS

<u>Type</u>	<u>Initiation</u>	<u>Equity</u>	<u>Dues</u>	<u>Assessments</u>	<u>Voting rights</u>
Active	\$1750	\$500	\$60	\$600 current	Yes
Student	\$500*	\$0.00	\$30	50% of current	No
Family	\$100*	\$0.00	\$0.00	Paid by active	No
Inactive	\$1750	\$500	\$0.00	\$0.00	No
Suspended	\$1750	\$500	\$60	\$600 current	Yes/No

*Fee would go toward full membership upon application and approval.

ARTICLE VII FAMILY MEMBERSHIP PLAN

Family member is a legally married couple, children/stepchildren or foster children under the age of 25.

Initiation fee: \$100.00 per person age 16 to 25.

The \$100.00 would be credited toward a full membership share of their own.

A married couple would pay a one-time full initiation fee.

Equity in the club: \$0.00 for family members covered under the family plan.

Equity or Re-purchase: \$0.00 will be re-purchased until family member becomes full member.

All family members would operate under the primary family members share.

Dues: \$30 per month per family member with the primary member paying \$60 per month.

These rates are subject change at the discretion of the Board and the Membership.

Assessments: Current or special assessments will be paid by the primary active family member.

Rates: Family members will pay current rates for aircraft as set by the board.

Only primary share holder may act as pilot in command of 182 unless accompanied by a flight instructor.

Scheduling: Unless scheduling with a flight instructor for flight training, only the primary member may schedule more than five days in advance.

When reaching the age of 25, a family member that is not married to the primary share holder would need to purchase a full membership for themselves.

Once a family member reaches the age of 18 years, they may pay the full initiation fee minus the \$100.00 credit to obtain a share of their own.

All family members, other than the primary share holder, will only have access to the 172 unless accompanied by an instructor or have their logbook endorsed for high performance.

No family may schedule more than one plane at a time unless on the day in question the other plane is available, then on that day only the other plane may be scheduled. Exceptions to this rule would be to ferry a plane for maintenance etc. (other than for personal use).

ARTICLE VIII STUDENT MEMBERSHIP PLAN

Student member is a person age 16-25 years and is enrolled in High School, College or Technical College.

Initiation fee: \$500.00 per person age 16 to 25.

The \$500.00 would be credited toward a full membership share of their own.

Equity in the club: \$0.00 for Student member until becomes an Active member.

Equity or Re-purchase: \$0.00 will be re-purchased until Student member becomes full member.

Dues: \$30 per month.

These rates are subject change at the discretion of the Board and the Membership.

Assessments: Current or special assessments would be 50% of an active member.

Rates: Student members will pay current rates for aircraft as set by the board.

Student members may act as pilot in command of aircraft designated as training aircraft and may pilot the C 182 only if accompanied by a flight instructor as part of training plan.

Scheduling: Student members have the same scheduling privileges as Active members, except Cross Country and Overnight travel.

When reaching the age of 25, a Student member would need to purchase a full membership for themselves.

Once a Student member reaches the age of 18 years, they may pay the full initiation fee minus the \$500.00 credit to obtain a share of their own.

All Student members will only have access to the training aircraft unless accompanied by an instructor and have their logbook endorsed for high performance.

ARTICLE IX - ENFORCEMENT

Section 1. Violation of FAA Regulations and Flying Regulations

The above regulations and rules shall be policed by the entire membership. All complaints concerns and suggestions shall be filed with the President, at whose discretion a meeting of the Board may be called, at which meeting action will be taken.

Any violation of FAA regulations or the existing policies and rules of the corporation shall constitute cause for immediate suspension by the Board and any member so suspended shall remain as such until the Board takes further action pursuant to the by-laws.

ARTICLE X - CHANGES AND AMMENDMENTS

Section 1. Amendments and Notification of changes

Amendments to the Flying Regulations may be affected by a simple majority vote of the active membership present at the Annual meeting, Regular Meeting or a Special meeting called specifically to amend the Flying Regulations. Proposed amendments to the Flying Regulations shall be distributed to all voting members at least seven (7) days prior to the duly called meeting.

Amendments to the Flying Regulations shall be forthwith incorporated herein by the Secretary and thereupon each member of the corporation shall receive a copy of such amendments. Similarly, a copy of the amended Flying Regulations shall be provided to each of the members of the corporation upon the adoption of such changes and written receipt shall be made therefore to the Secretary. The Secretary or her/his designee shall keep the master record of this document on computer as well as a hard copy.