

Monmouth Area Flying Club, Inc. Rules and Regulations

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1. Preface

1. This document contains the annotated rules and regulations of the Monmouth Area Flying Club ("MAFC"), hereafter referred to simply as the "Club". The official rules and regulations are set in ordinary Roman type; explanations and annotations are set in *Italic type*.

2. These rules were adopted on 12 August 1991, superseding the previous "Rules and Regulations" and "Pilot Information Files." Together with the Bylaws, they comprise the definitive rules of the MAFC. Notices of amendments will be posted in the clubhouse or on the MAFC website or sent to members by mail.

2. General

1. All members are required to participate in the upkeep of the Club. This includes periodically washing & waxing the aircraft, cleaning the clubhouse, web site maintenance, sharing in the administrative duties, etcetera. Remember, this is a Club, not an FBO. As a general rule, treat Club equipment at least as carefully as you would treat your own.

2. All MAFC activities shall be conducted in compliance with:

- All applicable government regulations
- MAFC insurance policy terms (See Section 6)
- MAFC bylaws and rules

If you are not sure that an operation can be conducted in compliance with these requirements, that operation should not be attempted.

3. These rules apply to MAFC members, and to all persons using MAFC facilities or participating in MAFC activities. You are personally responsible for complying with these requirements. The Club is not required to remind you or check up on you.

4. The MAFC clubhouse and activities are open to members. Members' accompanied guests are welcome if they don't interfere with Club business.

5. Except as provided by the MAFC bylaws or rules, Club meetings shall be conducted according to Robert's Rules of Order.

6. In case of an emergency, the pilot in command may deviate from these rules to the extent necessary to meet the emergency. In such a case, the pilot shall report the matter to the Board of Trustees ("BOT").

7. The Board of Trustees is empowered to grant waivers of these rules. The provisions most commonly subject to waivers are indicated in this document.

8. Tampering with Club computers is prohibited. Users should not use up disk space without authorization from an officer of the Club.

9. The Club does not provide any flight instruction services, and no person may purchase flight instruction from the Club. Students pay instructors on a person-to-person basis. Rates are at the discretion of the instructors.
10. The MAFC President selects the date and time of general membership meetings. The details of the next meeting are announced on the MAFC website or by email. Typically, general membership meetings are held on the third Saturday of each month at 9:00 AM. Occasionally, these meetings may be held on a Sunday.
11. There shall be no smoking in or near MAFC aircraft, or in the clubhouse.
12. If a clubhouse trashcan is full, seal the trash in a sack and take it to the dumpsters by the FBO. Please separate general trash from recyclables. "Be a good tenant at our airport."

3. Required Payments

1. **DUES:** Each member is required to pay monthly dues. Dues must be received on or before the first of the month or the member will be considered delinquent and subject to a fine as outlined in Section 8.
2. **INITIATION FEE:** Each new member will be charged a nonrefundable initiation fee. The amount of the initiation fee will be listed on the member application form. Members who leave the Club and decide to rejoin later will be required to pay the current initiation fee.
3. **PAY AS YOU GO:** In no case will the Club lend money to members or permit deferred payment. Dues must be paid in advance; i.e., dues for the month of June must be paid on or before the 1st of June. Flying fees and other charges must be paid in advance (via "block time") or immediately as they are incurred. It is a good idea to keep at least one month's dues in your account. You are not allowed to owe the Club money and there is a fine for a delinquent account. See section 8. If a member's balance exceeds \$100, the member will receive a letter and/or email requesting immediate payment. If no payment and/or response is received within 7 days, the member will be considered for termination.
4. **PREPAYMENT ACCOUNTS:** Members may deposit money with the Club to cover future charges. If the balance is enough to cover the monthly dues, the member need not act; the dues will be automatically levied against the account each month. Flying fees may be charged against the balance when checking the plane back in. Members may prepay any amount at any time either by check or credit card. If a member has a positive cash balance in their account and the member has been inactive for at least two consecutive years, then the member's account balance will be forfeited and placed into the MAFC general fund. *A member's balance is considered a liability on the Club's financial books. The Club does not want to maintain long-term liabilities with no end date.*
5. **INACTIVE STATUS:** Members who will not be flying for an extended period due to reasons generally beyond their control (such as temporary job transfer, attending an out-of-town college or medical reasons) may request to go inactive for up to 12 months. Members who do not reactivate by the end of the 12th month will have their membership terminated. The BOT will consider extending inactive status up to an additional 12 months on a case-by-case basis. If approved, members who wish to reactivate at any time during the 12-month extension will be required to pay a \$150 reactivation fee. While inactive, monthly dues will be waived. Members who have a balance due MAFC must zero out their accounts before going inactive. All requests to go inactive must be sent in writing (letter or email) to

the BOT and must include a reason and an estimated time of return. The BOT will review each request and notify the member within 30 days of its decision. Inactive members who wish to become active again may do so by notifying any BOT member. Terminated members who wish to rejoin the Club will be required to pay the current initiation fee. Any member who wishes to rejoin the Club, whether inactive or terminated, will be required to fill out a new application form and will be required to attend a BOT meeting.

6. **MILITARY DEPLOYMENT:** If a member goes inactive due to military deployment and/or military training requirements, the inactive status will not lead to membership termination. The member can request of the BOT through written or e mail correspondence his/her request to resume active status in the club as soon as military responsibilities are satisfied. The BOT can then consider the request. The inactive members request must then be followed by attendance at a BOT meeting followed by a new application, proof of medical currency and a check out with a MAFC CFI.

4. Paperwork, Scheduling, etc.

1. Members shall provide evidence of membership eligibility, recent flight experience, current medical certificate, or valid pilot certificate, upon request of any Club officer.

2. The Club maintains records of member status including:

- medical certificate class and date
- pilot certificate (category, class and additional ratings)
- aircraft (day, night) checkout status
- flight review date
- member name, address, telephone, e-mail address and emergency contacts

Changes to personal information such as email addresses, phone numbers and emergency contact info are to be done by the member. Aircraft checkouts, flight reviews and medicals shall be entered by the instructor. Other updates may be e-mailed to the Operations Officer. The Club may from time to time post lists of pilots whose Club records indicate that they may not meet Club and/or FAA requirements for flight. These lists are non-binding; the purpose is to assist you in meeting your responsibilities. The pilot remains solely responsible. Pilot status is not a requirement for Club membership. There are many active Club members who rarely if ever fly Club aircraft.

3. You should indicate your name and account number on all correspondence with the Club. Club records are indexed by account number. The name is a valuable crosscheck against the number.

4. All payments to the Club shall be made by check, money order or credit card. The Club does not deal with cash.

5. Aircraft usage fees are normally based on Hobbs time. The current usage fees (dollars per Hobbs hour) are posted in the Club trailer and on the Club website. If the Hobbs meter is inoperative for all or part of a flight, flying fees will be based on the tach time multiplied by a conversion factor (or the Hobbs time, whichever is more). The conversion factor for each plane is determined by the maintenance officer, based on the average Hobbs/tach ratio and is currently 1.3 for the Cessnas and 1.2 for the Pipers.

6. If the least-significant digit of a tach or Hobbs meter is between digits, even if it has just barely started to move from one to the next, you should always use the higher of the two digits. The meter contains a low-order hidden digit; the digit you see doesn't start to move until the hidden digit has reached "9," so rounding up is clearly the right thing to do. If you notice a discrepancy between your starting time and the last pilots ending time, bring it to the attention of a BOT member or crew chief. If you have a cell phone with a camera, try taking a picture of the hobbs meter to document the correct number.
7. If you purchase fuel and/or oil while away from home base, the Club will reimburse you. Just leave a copy of the receipt(s) in the metal box and your account will be credited accordingly.
8. You must pay for all landing, parking, tie-down and pre-heat fees. The Club will not reimburse you. Some airport operators will mail a bill for landing fees to the registered owner. Club members should not use this option; landing fees should be paid as they are incurred if possible. Notices for landing fees received by the Club will be given to the pilot who incurred it.
9. You must pay for any repairs purchased away from home base. Authorized repairs will be reimbursed. Other repair charges will be reimbursed by the Club only to the extent that the BOT determines that the repairs were appropriate and the charge reasonable. Authorization for away from home repairs may be obtained by calling the Maintenance Officer, a BOT member, or that plane's Crew Chief. (See also section 9.) Whenever possible, the authorization should be obtained from an officer who is not participating in the same trip as the plane in question. Emergency repairs can be expensive, and we want to avoid the appearance of impropriety.
10. Scheduling: Reservations shall be made by using the designated MAFC Flight Scheduling System. A reservation must be made for all aircraft operations. A userid and password will be assigned to you when you join the Club. It should not be given to others.
11. Precedence will be given to members requiring an aircraft for an FAA flight test. The examinee must consult with the Operations Officer and must notify any pilots whose reservations must be "bumped," at least 48 hours in advance.
12. The Operations Officer's approval is required for RON (Remain Over Night) flights. RON Request forms are provided at the clubhouse on the MAFC website and should be submitted at least 10 days in advance whenever possible. The information requested on the RON may also be emailed to the Operations Officer. Members requesting RONs that extend into the next month should verify the status of the aircraft's annual inspection prior to requesting RON approval.
13. A reservation is forfeited if the pilot does not arrive at the airport by the scheduled time plus 15 minutes. If you know you're going to be delayed, call up and reschedule for a later time. Plan to arrive at the airport 15-30 minutes before your scheduled time. If, upon return, more than 30 minutes is remaining on the scheduled time, the remaining time must be cancelled via the Scheduling System. Fines will be levied against Club members who do not show up for scheduled flights or for not canceling flights on time.
14. Minimum fee: The purpose of the minimum fee is to ensure that a member does not reserve a plane for an extended period, thus making it unavailable to other members, and then not fly the plane or only fly it a short part of the time reserved, thus providing very little revenue to the Club.
 1. Any member who reserves a plane for five or more hours between the hours of 8AM and 8PM Eastern Time shall pay the minimum fee according to this rule, or the actual flying time charges,

whichever is greater. For all reservations of less than five hours, this section does not apply. Note that this fee applies whether you fly the plane or not. See the exceptions below.

2. On weekends and Federal Holidays, the minimum fee is 2 hours per day for the affected airplane. On weekdays, the minimum fee is 1 hour per day. *If you have a plane reserved for 5 hours or more on a weekend or a Federal Holiday, you pay a minimum fee of 2 hours flying time in that plane. You pay a minimum fee of 1 hour of flying time in that plane for any other day.*
 - a. *If you keep the plane past 1PM of the following day, add another 2 hours flying time to your minimum fee for weekend days or Holidays. Add 1 hour of flying time to your minimum fee for other days. Continue to add to your minimum fee (2 hours for weekend days and Holidays, 1 hour for other days) for each additional day you keep the plane past 1PM.*
 - b. The minimum fee should be calculated on all RON forms for the Operations Officer's consideration.

3. Exceptions:
 - a. The minimum fee will not apply to reservations that were cancelled at least 24 hours in advance.
 - b. The minimum fee will not apply to whatever portion of a flight is canceled, abbreviated or delayed for safety reasons, including (but not limited to) unfavorable weather, unairworthy aircraft, or pilot illness. In this case, the member who cancels shall explain to the Operations Officer in writing why the trip was canceled. This exception will be given a broad interpretation, so pilots will not feel "pressured" to fly unsafely because of the minimum fee.
 - c. If a flight is delayed or canceled because the previous flight did not return on schedule, the pilot of the previous flight becomes responsible for the minimum fee for the affected period.

Here are a couple of examples, illustrating how the minimum fee rule works:

- a. *You take the aircraft Tuesday evening and keep it all day Wednesday, returning it before 1PM on Thursday. Minimum fee: 1 hour at the hourly flying rate.*
- b. *You take the aircraft Saturday morning and return it late Sunday evening. Minimum fee: 4 hours at the hourly flying rate.*
- c. *You take the aircraft Monday morning and return it Friday evening. Minimum fee: 5 hours at the hourly flying rate.*
- d. *You schedule an aircraft for Saturday, 11AM – 5PM. You decide not to fly that day (for any reason including weather, illness, etc) and fail to cancel your reservation. Minimum fee: 2 hours at the hourly flying rate.*

Instructors generally impose a substantial charge (typically 1 hour at the normal instruction rates) on students who fail to show up or cancel at the last minute without good reason. This is separate from the minimum fees imposed by the Club.

5. Aircraft Operations --- General

1. No person may operate MAFC aircraft except for:

- Active MAFC members in good standing,
- FAA Flight Examiners or Inspectors, in the furtherance of MAFC activities,
- authorized maintenance shop personnel, as necessary for maintenance purposes.

2. You may not perform or advertise operations that would require certification under FAR Parts 135 or 121.

3. You may not operate a Club aircraft unless it has been signed out. When you have signed out an aircraft, you are responsible for that aircraft until it is returned, properly tied down, and signed in. Pilots are responsible for any landing fees.

4. During cold weather, when aircraft engine components are at 25 degrees F (-4 degrees C), proper cold weather techniques, to include external preheat, are mandatory. If you are not sure of the proper technique, ask an instructor.

When the ambient temperature is at or below +10 degrees F (-13 degrees C), the airplane SHALL NOT be started until the ambient temperature rises above the temperature previously noted.

At the pilot's expense, movement of the airplane to a heated facility to expedite the warming process is acceptable.

5. Except for MAFC-approved instructors and maintenance officers, no person is permitted to enter or exit an MAFC aircraft while the engine is operating.

6. No person may hand-prop an MAFC aircraft without having completed a checkout in hand propping procedures to the satisfaction of a MAFC-approved instructor. The aircraft must be securely tied down and have a qualified operator at the controls.

7. All pilot requirements appropriate to the flight must be met by the MAFC member(s) at the controls, except this does not prohibit using an appropriate non-member as a safety pilot observer during simulated instrument work. You may NOT operate under real Instrument Flight Rules based on a non-member copilot's IFR rating. You may permit a non-member to manipulate the controls under your supervision, in which case you remain totally responsible.

8. No operations are permitted that would not be covered by our insurance policy. See Section 6.

9. International operations must comply with the requirements of the country having jurisdiction. Additionally, to the extent possible, all operations should comply with the U.S. regulations. You probably need a radio operator's license from the FCC. Also, some jurisdictions may want to see evidence that you are authorized to operate the aircraft, in which case you should get the Treasurer or Operations Officer to prepare an appropriate letter for you.

10. When an MAFC aircraft is in operation, all occupants shall wear seatbelts (and shoulder harnesses, if available) except when there is a good reason not to. *Shoulder harnesses reduce your chance of dying in an accident by a factor of 2 or more.*

11. No person may operate an MAFC aircraft solo or as pilot in command except from the left seat. Waivers of this provision are commonly granted to pilots who are working toward their instructor's certificate, and who have demonstrated right seat competence to the satisfaction of a MAFC-approved instructor.

12. No person other than a MAFC BOT-approved instructor may give flight instruction in MAFC aircraft. Member pilots may take a non-member instructor along as a passenger, but not log the time as instruction. No person other than an MAFC member may receive flight instruction in MAFC aircraft, except for:

- A prospective member receiving a "demo flight" or "introductory lesson."
- A member of the immediate family of an MAFC member in accordance with a pilot helper course.

13. MAFC aircraft other than a C-172 or C-152 shall not be operated on unpaved fields. MAFC aircraft with wheel pants installed shall not be operated on unpaved fields. No student pilot shall operate solo at unpaved fields. Pilots must complete a soft-field checkout before operating on unpaved fields. If soft-field operations result in mud, dirt, or grass on the airplane then the pilot is responsible for washing it promptly.

14. MAFC aircraft may not take off except from an airport. In the case of an off-airport landing, the pilot must ensure that the aircraft is properly secured and guarded, and must notify the BOT. The Club will send a mechanic and Club officers to determine how best to retrieve the aircraft.

15. MAFC aircraft shall not be operated over water beyond the power-off gliding distance to shore. Waivers can be granted. You need a good reason and appropriate survival gear.

16. Aerobatic flight is prohibited in MAFC aircraft. This includes intentional spins, intentional banks beyond 60 degrees, and intentional pitch excursions beyond 30 degrees up or down. Waivers can be granted for spin training to meet certification requirements.

17. Each member shall refuel the plane before signing it in, whenever it has been flown more than 1 hour since it was last filled, unless:

- the pumps are closed at the time the flight is completed; or
- the next pilot has requested less than full tanks

Do not allow line service personnel to overfill the tanks. During the summer time, leave room in the tanks for thermal expansion. Any excess fuel will spill out the vents, wasting money and harming the environment.

18. Make sure that you and your passengers open the doors in such a way that they cannot be overextended and damaged by a strong wind. When opening aircraft doors in a tailwind, use two hands. Hold the door securely with one hand while operating the latch with the other hand.

19. After flight, cabin covers, control locks, cowl plugs, and pitot covers should be put in place as appropriate. Be sure to check the condition of plugs and covers as the last pilot before the one reporting a problem is responsible for loss or damage.

20. Aircraft must be securely tied down. If the tie down ropes are not equipped with snap hooks and tension bars, you must use knots. Using two half-hitches snug against each of the aircraft's tiedown rings

is recommended as secure and easily untied. MAFC aircraft have been damaged by the wind on several occasions, because of insecure tie downs.

21. Aircraft and lockboxes must be left clean and tidy. Members are responsible for cleaning planes after grass strip landings.

22. The Club offers a reduced flying rate to Club members who fly Club aircraft to/from maintenance facilities or for repositioning between airports. The rate is calculated as follows:

- *Members will be charged 50% of the normal rate for ferry flights. For example: For a 1.0-hour flight, the Club member will be responsible for 1.0 hours multiplied by half the normal rate. Members should choose the ferry rate on the drop-down menu when signing the plane back in.*
- *Any Hobbs time incurred by a maintenance facility is paid for by the club. The crew chief must be notified immediately upon returning so the proper adjustment can be made.*

23. The process for determining who will fly a maintenance flight is as follows: The Maintenance Officer, Crew Chief, or a delegate shall advertise the need for a pilot to fly a maintenance flight. If nobody is available to fly the flight, then a person can be assigned to the task. In the event of an assigned flight, the Club shall cover 100% of the cost of the flight.

24. Club members that are involved in an accident or in an off-airport landing must notify a MAFC Board of Trustees member as soon as practical.

25. MAFC aircraft shall be used for non-commercial purposes only. MAFC aircraft or property shall not be used for any business or commercial operations. MAFC aircraft or property shall not be used for any illicit or illegal activity (e.g., transporting stolen merchandise or drugs).

26. No person may install or remove aircraft components or accessories without having received specific instructions on the proper procedure for that item. On several occasions radios have been damaged when the mounting screw was turned too far.

27. Individual pilots shall be responsible for VOR receiver checks.

28. Aircraft mixture control must be maintained at least 50 degrees rich of peak. This rule applies to all Club aircraft, even to those aircraft that have sophisticated engine monitoring devices. There is a significant amount of “hanger-talk” about operating certain aircraft engines at lean-of-peak mixture settings. However, this technique is generally used only for high-powered modern engines with FADEC (fully automatic digital engine control). The manufacturers of the MAFC engines specifically prohibit operation at lean-of-peak. Operation at lean-of-peak could void the engine warranty and/or the insurance.

6. Currency, Proficiency, and Insurance Requirements

1. Becoming an MAFC-approved instructor requires a vote of approval by the BOT. *The BOT will probably not approve an application except on the recommendation of the Chief Pilot. Discuss your application with the Chief Pilot first.*

2. You may not operate MAFC aircraft at night (i.e., during the period from sunset to sunrise) unless you have completed a night checkout by a MAFC-approved instructor in that make and model of aircraft. A

night checkout implies day checkout privileges for that make and model. If you are an experienced pilot this may reduce the number of checkouts you need.

3. You may not operate MAFC aircraft unless you have, as pilot in command in the same make and model in the last 90 days, (a) flown for at least 1 hour and (b) performed three landings. This requirement can be satisfied by a pilot who is current in other analogous aircraft, to the satisfaction of a Club instructor. Pilots whose currency lapses must complete a checkout with a Club instructor to regain currency. However, currency in a more sophisticated aircraft satisfies the currency requirement for all less sophisticated Club aircraft. For example:

- Currency in the Arrow satisfies the currency requirement for the Archer, C-172 and C152s;
- Currency in the Archer satisfies the currency requirement for the C-172 and C-152s;
- Currency in the C-172 satisfies the currency requirement for the C-152s.

4. You may not operate MAFC aircraft unless you have completed a flight review within the past six calendar months. Expiration of the 6-month period for the flight review falls on the last day of the 6th month after the month of the review date. This must be conducted to FAA Flight Review standards and signed off as such. At least once a year, this flight review must be accomplished in the most complex aircraft for which you wish to retain MAFC pilot privileges, or an airplane of comparable or greater complexity. An FAA check ride for a new certificate or rating, or completion of a FAA Wings training program will also satisfy the annual flight review requirement. *For example, you pass a flight review on May 5th, 2018. You may fly up to and including November 30, 2018 without obtaining another flight review.*

5. You shall meet the following Insurance requirements before operating MAFC aircraft:

- Have a current and effective medical certificate (unless a pre-solo student pilot).
- Satisfy the FAA's flight review requirements.
- Receive a checkout from, and written approval of, an MAFC-approved flight instructor in the same make and model as the insured aircraft.

Additionally, you shall meet the following Insurance requirements before operating the Piper Arrow (PA28R-200):

- Have a Private, Commercial, or Airline Transport Pilot certificate.
- Have at least 100 hours of total logged flight time.
- Have at least the following logged pilot time in the same make and model (PA28R-200) prior to acting as pilot in command:
 - 10 hours, if you have less than 50 hours of logged flight time in retractable gear aircraft.
 - 5 hours, if you have more than 50 hours of logged flight time in retractable gear aircraft.
 - 1 hour, if you have more than 500 hours of logged flight time and more than 100 hours in retractable gear aircraft.
- Have at least 3 hours logged pilot time in the same make and model (PA28R-200) in the preceding 180 days.

A Club member may receive dual flight instruction in the same make and model (PA28R-200) from a certificated flight instructor to meet the Arrow requirements.

6. The following additional requirements must be met before operating MAFC "glass cockpit" aircraft:

- Minimum 100 hours PIC time. Pilots with less than 100 hours PIC who have flown a significant amount of their training in a G1000 aircraft can have this waived upon written BOT approval.
- Pilots must have taken an FAA and Avemco approved ground course with certificate attached to the pilot's logbook.
- Pilots must receive a G1000 checkout with a certified flight instructor (CFI) who is on the approved MAFC CFI list. This checkout is a minimum of 5 hours flight time unless the pilot has significant glass cockpit time. The CFI will decide when the pilot is proficient. An endorsement in the pilot's logbook and a signoff in Flight Circle is required.
- If the pilot is IFR qualified, the check ride will include instrument approaches.
- Once checked out, a yearly check ride with a MAFC CFI is required (one of the two 6-month rides).
- Student pilots are not permitted to fly glass-cockpit aircraft.

7. The Club insurance policy applies when the aircraft is in flight (including moving forward for takeoff and during the landing roll) while being operated by a Club member who holds a valid FAA pilot certificate. The Club insurance policy also applies whenever the aircraft is not in flight, regardless of the situation (e.g., at its tie down, taxied by a club member, taxied by a non-club member, pulled by a tow bar, etc). Additionally, the Insurance policy does NOT cover Club Members when MAFC aircraft are:

- Used for a commercial purpose.
- Flown outside of the policy territory. (The policy territory includes areas in Canada and United States that are south of 67° North Latitude, and all of Mexico. It does not include Bermuda, Central America, or Cuba)
- Used to unlawfully traffic in, or carry, persons, drugs, narcotics or other contraband.
- Operated by a student carrying another occupant unless one of these occupants is a Certificated Flight Instructor on board for the purpose of instructing or examining that student pilot.

7. Student Pilots: Additional Restrictions

1. No student shall solo during the hours of darkness (sunset to sunrise).
2. No student shall solo when the wind (including gusts) exceeds 15 knots, or a crosswind component of 10 knots.
3. No student shall conduct Remain Over Night (RON) flights.
4. No student shall solo unless the plane has a working com radio. No student shall solo cross-country without a working nav radio and transponder.
5. No student shall operate solo at unpaved fields. Students are permitted to operate at unpaved fields with their instructors.

8. Repair Charges, Fines, etc.

1. The charge for parking and leaving the airplane with the master switch on is \$25.00. This is more a repair charge than a fine. Draining the battery causes damage that is cumulative but hard to measure

case-by-case. A member who damages an aircraft and does NOT report it will be fined \$25.00 (in addition to the repair charge). If you report it, you only get charged for the repairs.

2. A list of MAFC fines is listed below and is also posted in the clubhouse.

Activity	
A debit balance equal to or greater than \$35	\$10
Failure to properly sign-out an aircraft	\$10
Failure to properly tie down or secure an aircraft	\$10
Failure to add oil when required	\$10
Failure to report damage to an aircraft (in addition to the repair charge)	\$25
Flying without a 6-month checkout and/or current medical (flight privileges will be suspended)	\$25
Failure to turn off aircraft master switch w/o reporting it (in addition to the repair charge)	\$25
No-shows (failure to cancel an unused reservation)	\$25

3. Dues are levied on the first of the month. Payment must be received on or before the first day of each month. Also, flying fees must be paid in advance ("block time") or at the end of the flight. If a member's debit balance equals or exceeds \$35.00 after the first of the month, a \$10 fine will be assessed. If a member's balance exceeds \$100, the member will receive a letter and/or email requesting immediate payment. If no payment and/or response is received within 7 days, the member will be considered for termination. Members who consistently fail to keep their accounts in good order will be grounded or expelled. *Club policy is that we want to impose as few fines as possible --- the objective is to promote compliance with the rules. We are happy to rescind a fine if it turns out to be unfair or unnecessary as determined by the BOT.*

4. In case of major violations, intentional violations, or actions that call into question a person's ability to operate MAFC aircraft properly, the person involved may be grounded by any Club officer at his/her discretion. In case of an Accident or Incident (as defined by the NTSB) the person responsible shall be grounded. Approval of the BOT is required to release a person from "grounded" status.

The following will result in grounding or expulsion from the Club:

- a. Operating in substandard weather.
- b. Operating below reasonable and safe altitudes ("buzzing").
- c. Operating under the influence of alcohol or drugs.
- d. Violating any of the FAA FARs.
- e. Violating minimum-fuel requirements.

The Club hasn't had a problem in these categories, but they show up in the NTSB records year after year as the leading causes of accidents.

5. Each member is required to notify the BOT if there is reasonable cause to believe there has been a major violation of these rules, an intentional violation, or any situation that calls into question the safety of MAFC operations.

6. If a member is responsible for damage to Club aircraft or property, then the member shall pay for the repair costs, up to \$1,000. However, if the damage occurs while the Club member is in violation of any FAA, Insurance, or Club rule/restriction (e.g., an expired medical certificate, currency in the Arrow), such that the insurance is voided, then the Club member is responsible for the full cost of any damage that

occurs to Club aircraft or property. *The basic message here is that flying MAFC aircraft without the proper pilot currency could potentially cost the Club Member a very large sum of money (e.g., the Arrow is valued at \$80,000). The Club may offer a Deductible Insurance Fund (DIF) to cover the 2nd \$500 of the \$1,000 deductible. Details of a DIF can be found on the MAFC web site in the Members-Access Documents/Forms section.*

9. Maintenance, etc.

1. In any case where the rules call for action by the crew chief, if urgent action is required and the appointed crew chief is not available, one of the following may act instead: the Club maintenance officer, President, VP, and BOT members should be tried in turn. *Obviously, such an officer will be very careful to coordinate with the appointed crew chief as soon as possible.*

2. In accordance with the FARs, notably FAR 91.7 and FAR 91.213, each pilot is responsible for determining whether the aircraft is in condition for safe flight. The Club will not make this determination for you. A previous pilot's determination is not binding on you. *For instance, a plane that is not in condition for day IFR might be OK for night VFR — or vice versa. Also, a previous determination could be out of date or simply erroneous.*

3. Members are required to know and abide by the record-keeping requirements in FAR 91, FAR 43, and NTSB 830. The Club's aircraft records include the following:

- The aircraft logbooks (including airframe, engine, and propeller logbooks). These are for records, such as AD compliance records, that require long-term retention pursuant to FAR 91.417(b)2.
- FAA-required maintenance files: These are for records that must be retained pursuant to FAR 91.417(b)1. The Club requires these to be retained for at least one year, even if the work has been repeated or superseded. Members who perform preventive maintenance (such as changing a light bulb or adding air to a strut) must submit a Preventive Maintenance Report. *Forms are provided.*
- Various Extra Records: The Club may from time to time create records beyond those required by the FARs. The Club imposes no retention requirements on records in this category. *Generally, they are discarded when they are no longer of current interest.*

4. Whenever you discover that an aircraft needs attention, except for cosmetic or extremely minor squawks, notify the crew chief by telephone immediately. A list of the current crew chiefs is provided on the MAFC website (www.flymafc.com) and in the Clubhouse. Otherwise it might not get repaired promptly. Also, you should check the schedule and then call everyone who has a reservation for that plane in the next 24 hours. *These calls can be somewhat of a burden, but they are a great help to your fellow members, since they can prevent a wasted trip to the airport. To guard against reservations that are unusable because the airplane has been down for MORE than 24 hours, members should check on aircraft status before heading to the airport*

5. Whenever previously unreported damage or missing items (such as pitot cover, cowl plugs, tow bar, sunscreens, etc.) are discovered during preflight, if possible, the Crew Chief or a Club officer should be notified by telephone before flight. *This is for your own protection; the last person who flew the airplane without reporting the discrepancy is going to be billed for it.*

6. Members are expected to service the aircraft by washing it, adding fuel, and adding oil. More complex service should not be performed except as approved by the crew chief. If you discover that the Club's air tank is low on air, you should have it filled at a filling station or maintenance shop.

7. Questions regarding the status and prognosis of aircraft repairs should be directed to the crew chief, not to the maintenance shop. *The shops complain that their productivity is reduced if members are continually calling them.*

10. Ramp Checks, etc.

FAA inspectors are entitled to inspect a pilot's airman and medical certificates, and the aircraft's airworthiness and registration certificates. In case of requests for other information such as maintenance and/or usage records, the inspectors should make a written request directed to the Operations Officer.

Members are not permitted to give out Club records to anyone without the approval of the Board of Trustees.

11. Membership

1. The Board of Trustees must approve all applications. Applications for membership must be made on the official MAFC Membership Application form, must be signed, and must be accompanied by a check to cover the appropriate fees as specified in the membership application. A current member must sponsor all new members; the membership officer will assist prospective members in finding a sponsor if necessary.

2. To qualify for membership, applicants shall attend one (1) general membership meeting, one (1) Board of Trustees meeting, pay the initial membership fees, and receive approval by the Board of Trustees. If the applicant has previous flight experience, the applicant shall bring flight logbooks and/or pilot certificates to the Board of Trustees meeting. The Board of Trustees has the sole authority to approve or deny an application. The Board of Trustees will refund the initiation and monthly fees to applicants who do not receive approval.

3. New Club members shall be under a probationary period of twelve (12) months. Probationary members shall attend a minimum of six (6) general membership meetings and two (2) events (e.g., plane wash). Failure to meet these requirements within the 12-month probationary period shall result in the suspension of the Club member's flying privileges until the requirements are met. After the probationary period is over, the Club member's participation will be evaluated. The BOT will either grant regular membership or they will hold an open hearing to determine the disposition of the member's standing in the Club, up to and including suspension of flying privileges and/or termination of Club membership.

4. Non-probationary members shall be required to attend a minimum of three (3) general membership meetings and a minimum of one (1) event during each calendar year. Failure to meet these requirements may result in the suspension of the Club member's flying privileges until the requirements are met.

5. Membership of a Probationary member may be terminated by the Board of Trustees at any time during the probationary period or at the time of review at the completion of the probationary period for reasons of non-acceptability. Expulsion from the club of a member who is beyond the probationary period may be affected by a majority vote by the Board of Trustees for any of the following reasons: The use of abusive, derogatory or offensive language toward the club, its officers, members or vendors, violation of club rules, or actions deemed detrimental to the best interests of the Club. Expulsion action may be taken only on the recommendation of the Board of Trustees and after the Board of Trustees has given the member the opportunity to appear before it. The member must be notified, in writing by certified mail, of the action to be taken at a Board of Trustees meeting at least one week before such meeting is to take place.

6. As a general guideline, the overall limit on the number of active members who log three (3) or more hours each year in MAFC aircraft is 50 for the first aircraft, and 17 for each additional aircraft belonging to or leased by the Club. This limit is intended to make sure planes are available to members a reasonable fraction of the time. In case this limit is reached, further applications will be placed on a waiting list. If the application cannot be accepted within four weeks, the application fee will be returned. The applicant at the top of the list will be notified when an opening becomes available, and must re-submit the application fee within two weeks, or the application will be moved to the bottom of the list.

7. Letters of resignation must be submitted in writing, directed to the membership officer. Members wishing to resign must still pay all outstanding dues, fees, and fines. Departing members may request a letter of good standing, which may facilitate their joining a new Club.

8. The BOT has conferred "honorary membership" on two former members in recognition of their contributions to the founding of the Club. Honorary members do not have flying privileges but are welcome in the clubhouse and will be sent the Club mailings on request.

9. The Club has a web site at <http://www.flymafc.com>. The website includes information for prospective members, application forms, Rules & Regulations and links to other aviation-related sites.

12. Bill Format

The Club sends an email via Flight Circle to members at the beginning of each month. The email contains a summary of the member's recent account activity. The Club is not required to send this email; if you do not receive it you are still required to pay your dues and otherwise keep your account in good order. Members can check their current balance at any time by logging onto the Flight Circle website.

13. Duties of the Maintenance Officer and Crew Chiefs

The crew chief is responsible for making sure that each airplane is kept in good condition. This includes:

1. Ensure that periodic maintenance has been performed as follows:
 - An annual inspection within the last 12 months;

- An oil change within the last 50 hours or as determined by the Maintenance Officer (Oil analysis should be performed on high-time engines.)
 - A static system check within the last 24 months;
 - A transponder/altimeter check within the last 24 months;
 - ELT battery replacement within the last 24 months;
2. If the Club receives notice of an Airworthiness Directive (AD), it shall be passed on to the Maintenance Officer who will ensure compliance.
3. Keeping track of the usage pattern and coordinate periodic maintenance with the Maintenance Officer so that it does not come as a surprise to the shop or to the Club. This time should be blocked out in the MAFC Scheduling System to minimize the inconvenience of canceled reservations.
4. Inspect the aircraft at least once a week, checking especially for:
- a. Bald or under-inflated tires
 - b. Under filled struts,
 - c. Worn brakes,
 - d. Loose/missing fasteners,
 - e. Burned-out lights,
 - f. Leaks, damage, etc.
- Crew chiefs should also make sure that the engine and airplane logbooks are up to date, and that the required documents are in the plane, including:
- a. Airworthiness certificate,
 - b. Registration,
 - c. Operating limitations (placards, POH and/or AFM),
 - d. Weight and balance information
5. Arrange for aircraft cleaning parties when necessary.
6. Coordinate with the maintenance officer, especially for non-routine items.
7. Provide the Maintenance Officer with a monthly report of all significant maintenance activity.

The Maintenance Officer shall:

1. Supervise and assist the crew chiefs.
2. Ensure that a supply of Preventive Maintenance Report forms is available;
3. Ensure that the aircraft logbooks and maintenance files are kept in good order; and
4. Keep a photocopy of each aircraft logbook and update this copy at least once annually.
5. Scrutinize repair bills before they are paid. This is to guard against erroneous shop charges.
6. Provide periodic maintenance of Club fire extinguishers.

14. Duties of Other Officers

The treasurer's principal responsibilities are in the bylaws. Among other things, the treasurer shall:

1. Make sure that funds owed the Club are collected.
2. Make sure that the dues and flying fees are sufficient to ensure the operation of the Club.
3. Manage the Club's savings and borrowings to ensure adequate cash to meet expenses.
4. Make sure there are adequate reserves for engine overhauls, airframe depreciation, etc.

The Operations Officer shall:

1. Bring the computer files up to date, based on the Pilot Database Update forms that have been submitted. File the forms in the filing cabinet.
2. Ensure that Return Overnight (RON) request forms, copies of the rules/regs and reasonably current membership phone lists are available on the website.
3. Approve RON requests as appropriate; check afterwards to make sure minimum fee requirements have been met; file the completed forms.
4. Check the schedule sheet from time to time to make sure that minimum fees are being collected.
5. Ensure an adequate supply of engine oil, light bulbs, wash & wax materials, etcetera.

The Membership Officer shall:

1. Take responsibility for publicity and recruitment.
2. Ensure that sufficient supplies of application forms are available in each clubhouse.
3. Screen applicants to make sure they meet the established requirements, and then present the applications to the BOT.
4. Implement the waiting list and other policies as indicated in section 11.

The Avionics Officer shall:

1. Check to ensure that all aircraft avionics are in good working order.
2. Arrange and track necessary repairs with the avionics shop.
3. Arrange for aircraft to be ferried to and from the avionics shop for repairs when necessary.

The Chief Flight Instructor shall:

1. Check to ensure that each MAFC Instructor is current and meets FAA requirements for CFI and/or CFII, as appropriate.
2. Fly with, evaluate, and recommend for approval new prospective MAFC Instructors to the BOT.

3. Ensure that student pilots are properly prepared for solo flight by review with their Instructor or other means as appropriate.
4. Ensure that MAFC Instructors are training students in a consistent manner using a syllabus and instructional methods as recommended by the FAA or other approved training organization.

15. Instructional Procedures

1. As part of the initial checkout, instructors should make sure that new members are familiar with Club bylaws, rules and regulations, insurance provisions, and operating procedures (including sign-out, fueling, tie-down, sign-in and sales slip preparation) and should scrutinize the member's certificates and other paperwork including medical certificate to confirm currency.
2. For check-rides and BFRs, instructors shall enter new dates in Flight Circle. This is in addition to the usual logbook endorsement. Dates of medical certificates should also be checked and updated if necessary.