

BATES FIELD AERO CLUB

BRIEF HISTORY

The Bates Field Aero Club was founded in 1968 by Gene A. Turnmire and Harold E. Ley. It was originally formed as a club for military personnel only, but in 1970 was changed to allow civilians to join. By 1971 it was no longer associated with the military and was open to anyone interested in general aviation. It has always been located on the west ramp of Bates Field Airport.

On September 30, 1971, Gene A. Turnmire and Donald W. Howell (Past Secretary-Treasurer) finally got the Club Incorporated by the State of Alabama as a Non-Profit Corporation in the name of BATES FIELD AERO CLUB, INC. Its primary purpose is to promote general aviation.

The Club currently owns three (3) airplanes. Airplanes owned by the club have included:

| <u>Year</u> | <u>Model</u> | <u>Type</u> |
|--------------|--------------|-----------------------------|
| 1968-1970 | | Cessna 150 |
| 1969-1970 | | Cessna 150 |
| 1970-1977 | 1970 | Cessna 150 N6059G |
| 1970-1971 | 1970 | Cessna Cardinal |
| 1971-1972 | 1966 | Aero Commander N4878X |
| 1972-1976 | 1967 | Cessna 150 N7251S |
| 1972-1977 | 1969 | Piper Cherokee Arrow N7695J |
| 1973-1976 | 1967 | Cessna 150 N6654S |
| 1973-1979 | 1969 | Cessna 172 N79429 |
| 1976-1980 | 1976 | Cessna 150 N8294U |
| 1978-1979 | 1978 | Cessna 182 N170AC |
| 1977-1984 | 1977 | Cessna 152 N68AC |
| 1980-1984 | 1978 | Cessna 172 N75831 |
| 1980-1982 | 1978 | Cessna 172 N738MU |
| 1982-1985 | 1982 | Cessna 172 N55437 |
| 1984-2014 | 1978 | Cessna 152 N67577 |
| 1985-Present | 1983 | Cessna 172 N62901 |
| 1991-Present | 1982 | Cessna 172 N5292K |

There are approximately 80 active members in the Bates Field Aero Club.

The Board of Directors meet once a month to take action on Club matters and receive new member applications. These meetings are held on the 3rd Thursday of each month except for December meeting which is usually on the 2nd Thursday. The meeting held in January is for the election of Board Members.

Presidents of the Club during its history include:

Gene A. Turnmire

Founded in 1968 to January 1975

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| | |
|------------------------|------------------------------|
| A.P. (Mac) McGowan | January 1975 to January 1976 |
| Charles R. Powell | January 1976 to January 1977 |
| C.E. (Pete) Kyser, Jr. | January 1977 to January 1978 |
| Rick Mathisen | January 1979 to January 1980 |
| Robert K. Powell | January 1980 to January 1982 |
| Hurley Crews | January 1982 to January 1984 |
| Charles R. Powell | January 1984 to April 1993 |
| C.E. (Pete) Kyser, Jr. | April 1995 to January 1995 |
| L. Brent Rogers | January 1995 to March 2014 |
| Robert E. Peterson | March 2014 to Present |

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BY-LAWS

ARTICLE 1 MEMBERSHIP CLASSIFICATION AND PRIVILEGES

Section 1. Membership shall be classified as Active, Inactive, or Suspended.

Section 2. Applications for membership shall be addressed to the Board for approval. The applicant shall become an active member immediately upon approval of the Board.

Section 3. Each member, as long as he remains on active status, shall be entitled to all rights and privileges of Club membership commensurate with his individual pilot rating and experience. Each active member is encouraged to attend all Club meetings and required to observe all state, local, Club and FAA regulations; to keep the Club informed of his current mailing address and phone number; to keep himself aware of the status of the Club; to assist when possible in the conduct of Club affairs.

Section 4. Membership shall not be transferrable and membership initiation fees shall not be returned.

Section 5. A member shall be considered inactive when his written request for such status has been approved by the Board. Members in an inactive status shall not be entitled to use any Club equipment and must remain inactive for one (1) year. A thirty (30) day notice in writing is required prior to being placed on the inactive list. Members returning to active status are required to remain active and be responsible for dues for at least one (1) year. A reactivation fee of \$125.00 will be charged.

Section 6. A member may be placed in the suspended classification by action of the Board for conduct in violation of the by-laws, or rules and regulations of the Club. While suspended, the member shall be denied all rights and privileges of membership in the Club, but will be required to pay dues and assessments, as well as to share in any of the responsibilities assumed by the other members of the Club. A period of suspension shall be determined by the Board. At the end of such period, the member shall automatically regain active status unless the board takes action to continue suspension or revoke membership.

Section 7. An individual may have his membership revoked for cause by a majority vote of the Board. The individual may appeal the Board's action at the next regular Club meeting and may appear in his own defense. The Club will then vote by secret ballot to confirm or reverse the action of the Board.

Section 8. Resignations shall become effective upon approval by the Board, provided that all monies due the Club shall have

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been collected.

ARTICLE II BOARD OF DIRECTORS

Section 1. The Board of Directors shall consist of eight (8) members serving a period of two (2) years each. The Board shall be a rotating body, with terms of four (4) of the directors expiring at the time of the first meeting of the Club each calendar year.

Section 2. At any meeting of the Board of Directors, four (4) members shall constitute a quorum.

ARTICLE III OFFICERS AND BOARD MEMBERS

Section 1. The duties of the officers and members of the Board of Directors will be as follows.

A. PRESIDENT The President shall preside at all meetings of the Club and of the Board of Directors. He shall sign with the First Vice President, Secretary or 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 coordinate the activities of the Club and promote the general welfare of the organization.

B. FIRST VICE PRESIDENT The First Vice President shall assist the President in all business of the Club. He shall preside in the absence of the President. He shall act as Club general manager. He shall be the executive officer of the Club and shall exercise general supervision of the business affairs and property of the Club. He shall be responsible for all special committees assigned by the Board.

C. SECOND VICE PRESIDENT The Second Vice President shall be responsible for the maintenance and up-keep of all Club aircraft.

D. SECRETARY The Secretary shall handle all correspondence; maintain adequate and correct accounts of the properties and business transactions of the Club. He shall keep a book of minutes of meetings of the Board of Directors or members. The records shall be open to inspection by the directors or by any member at any reasonable time.

E. TREASURER The Treasurer shall act as the Club's chief accountant. He shall, subject to the advice and control of the Board, account for the Club's assets,

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liabilities and receipts, disbursements, gains, losses, capital surplus. He shall further be responsible for the payment of all Club obligations and for the collection of all accounts receivables.

F. MEMBERSHIP CHAIRMAN/PUBLIC RELATIONS OFFICER The Membership Chairman/Public Relations Officer shall keep an accurate register of the members of the Club. He shall have authority to tentatively approve, subject to final approval of the Board at its next scheduled meeting, any application for membership or request from an Inactive member to return Active. He shall be responsible for all New Member Orientation meetings. He shall act as the Clubs Public Relations Officer.

G. ASSISTANT MAINTENANCE OFFICER The Assistant Maintenance Officer shall assist the Second Vice President in any and all duties. He shall be responsible for ensuring that all required Aircraft Airworthiness papers are in compliance with Federal Aviation Administration Regulations which includes verifying that all aircraft log book entries are accurately recorded for 100 hour inspections and that static source checks, altimeter checks and station radio license are kept current.

H. ASSISTANT TREASURER The Assistant Treasurer shall assist the Treasurer in any and all duties. This shall encompass the recording of these charges, delivery for processing by commuter services, picking up and mailing the invoices to the members once a month.

I. PAST PRESIDENT The Past President shall act as the advisor to the Board of Directors.

Section 2. The duties of the Board shall be to act on all matters of policy, to determine the initiation fees, monthly dues and flying charges; to act in a judicial capacity on violations of Club rules; to determine the proper compensation of mechanics and instructor pilots; to protect the Clubs interests and safeguard its welfare; to submit its findings and recommendations to the membership for approval where required; to audit the records and testify thereto; appoint flight instructors; purchase and sell aircraft and equipment as it sees fit.

Section3. Any Director who is absent from two (2) Board meetings in succession without reason, acceptable to the Board, shall be automatically removed from the Board.

Section4. The Board shall have the power to fill any unexpired term of any Board member. The new appointee shall be confirmed by a majority vote of the Board.

Section5. Within ten (10) days after the annual election,

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the new Board will convene for the purpose of selecting the Club Officers from the Board members.

ARTICLE IV GENERAL FINANCE

Section 1. An initiation fee shall be charged for each new member at the time his application is submitted. (Any dependent of an active member may be admitted to active membership without payment of any initiation fee.)

Section 2. Monthly dues shall be assessed as determined by the Board of Directors.

Section 3. Rates for rental of Club equipment shall be established by the Board. Club instructor rates shall be suggested by the Board.

Section 4. All bills for dues, flight fees and assessments are payable by the membership upon rendering of the monthly statement unless other arrangements have been made in advance and in writing and being approved by the Board. Late payments may be subject to penalty of fine as specified elsewhere in these by-laws.

Section 5. Any member who is in arrears on money due the Club may be suspended by action of the Board. The member shall be notified in writing at the earliest possible time, and at his last known address, of his suspension.

Section 6. No member shall make purchases in the name of the Club except as authorized by the Board. Any member of the Club finding it necessary to purchase parts or to have any repair work performed on Club aircraft while on a cross-country flight, will be required to pay for such charges and will be reimbursed by the Club's treasurer. Such purchases and repairs expected to be in excess of fifty (50) dollars will require telephone approval of a Board member.

Section 7. Assessments, as determined necessary the Board, may be made on members of the Club subject to approval by the Board.

Section 8. No assessment or increase in dues or fees shall be placed in effect less than two (2) weeks after announcement to the membership.

Section 9. An audit of the Clubs financial records shall be made from time to time as directed by the Board.

ARTICLE V SCHEDULING AND PLANNING

Section 1. A flight schedule book shall be provided at a

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fixed base scheduling desk at the home base airport, or in the Club office. Flights shall be scheduled on a first come, first served basis. (Scheduled flights aborted due to weather or aircraft malfunction must be rescheduled unless other arrangements can be made with the next scheduled pilot.)

Section 2. Flights outside the local area shall require that a flight plan be filed with the FAA. The local area shall be considered as within twenty five (25) miles from the Club's home base for students, and fifty (50) miles for all others. Members will indicate on scheduling book his destination airport/airports.

Section 3. Members must arrive at the airport fifteen (15) minutes prior to the scheduled flight period. A member who has not arrived by five (5) minutes past his scheduled flight period is considered a "no show" and the aircraft is available to other members. Cancellation for local flights must be made more than four (4) hours in advance. Cancellation for cross-country flights must be made more than twenty-four (24) hours in advance. Members not abiding shall be considered "no shows" and subject to penalties specified elsewhere in these by-laws.

Section 4. No flight outside the United States (continental) border is authorized without specific approval of the Board. Each flight will be considered on an individual basis. A complete itinerary must be presented to the Board which must include airports of landing, dates, pilot proficiency and planning. Any pilot desiring to fly outside the United States, particularly in Mexico, shall be required to show proficiency in the use of foreign airports, radio procedures, their customs and regulations, if no prior proven experience exists.

Section 5. Regarding overnight trips, a minimum charge equal to the cost of three (3) hours flying time shall be made for each twenty-four (24) hours or portion thereof.

A minimum charge equal to three (3) hours flying time shall be charged for any aircraft scheduled beyond the five (5) hours deemed a cross country flight, specified in Article V, Section 7, of these by-laws.

The Board shall be authorized to adjust minimum charges where circumstances justify action.

Section 6. Members will not retain the aircraft beyond scheduled times, except under extenuating circumstances. Extension of the schedule must be arranged through the scheduling desk, either by telephone or unicom. If the scheduling desk is closed for the day, or the extension is expected to extend into the next day or beyond, the pilot must contact an officer of the club. Contact the Club officers in the following order; President, Vice President, Secretary, Treasurer, or any Board member. Contact should be made by telephone or telegram, stating

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the reason for the delay, location, and estimated time of return. Failure to comply will subject the member to the daily minimum charges for the aircraft and possible Board action.

Section 7. For the purpose of these by-laws and any other Club regulations, any flight during which a club aircraft is away from the home base field for a period planned to exceed five (5) hours shall be deemed a cross-country flight. A cross-country flight may not exceed seven (7) days or 750 mile radius without board approval with minimum three (3) hours per day billing.

ARTICLE VI FLIGHT OPERATIONS

Section 1. It shall be the pilot's responsibility to check the fuel, oil and tires before and after each flight. Under no circumstance will the aircraft be flown on local flights with less than one-half (1 / 2) tank of fuel. On cross country flights, not less than one (1) hour reserve of sufficient fuel to reach an alternate airport, whichever is greater, shall be carried.

Section 2. At the termination of each flight, it will be the responsibility of the pilot to make proper entry in the flight log showing any mechanical difficulties noted during his flight. He will empty all ash trays and leave the aircraft clean for the next user.

Section 3. Each member shall be held responsible for the aircraft schedule from the moment he commences the pre-flight check list of the aircraft prior to flight until the aircraft has been properly serviced and fully secured after the flight.

Section 4. All Club aircraft will be operated under the provisions limitations of FAA Regulations, and in compliance with aircraft manufacturer's flight handbook or owner's manual.

Section 5. Operation of Club aircraft is limited to active Club members provided that member has been properly flight checked by a Club approved flight instructor; and to Club approved flight instructors giving dual instruction to Club members; and to others having special approval for specific purposes as determined by the Board.

Section 6. Student pilots logging less than five (5) solo landings or one (1) hour of solo flight within the preceding thirty (30) calendar days will be required to take a check ride. The instructor acting as check pilot has the authority to refuse flight permission.

Section 7. Club aircraft will not be flown solo by student pilots during periods when surface winds exceed twenty-two (22) miles per hour or with gusts up to any eight (8) mile per hour spread, or where the cross-wind exceeds ten (10) miles per hour

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and forty (40) degrees; fifteen (15) miles per hour and thirty (30) degrees; or twenty (20) miles per hour and twenty (20) degrees. Licensed pilots must comply with the recommendations of the aircraft manufacturer in this respect.

Section 8. An active member holding a pilot certificate with a rating other than student pilot may carry non-members as passengers in club aircraft provided that the Club member is pilot-in-command at all times, and has been properly flight checked by a Club approved flight instructor.

Section 9. The left front seat, or the seat specified for solo by the aircraft manufacturer, is designated as the pilot in command seat and shall only be occupied by a Club member or a Club approved flight instructor, unless by specific approval of the Board. A Club approved flight instructor or a member practicing for a flight instructor rating may occupy the co-pilot seat while functioning as pilot-in-command provided that he has been properly checked out in the seat and has full access to all flight controls while in that seat.

Section 10. Aircraft will be "run up" only in designated areas on clear asphalt, or cement, and not on an area of loose gravel. When necessary to taxi aircraft on loose gravel or rough terrain, pilots will exercise caution as required to prevent damage.

Section 11. Only hard surfaced airports listed on aeronautical charts as public airports are authorized for use by Club aircraft. Any use of private or unimproved airports must have specific approval of the Board. The Board shall have the power to give long term approval on unimproved airports that they deem necessary. If any doubt exists, check with a Board member. The only grass landing strips that are approved by the Board are Roy E. Ray, North Mobile County/Mark Reynolds, and the new airport located near Weeks Bay in Baldwin County. No member is to take a club airplane into one of these grass strips until he had demonstrated proficiency in short field landing techniques with a Club Approved flight instructor.

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ARTICLE VII INSPECTION & MAINTENANCE

Section 1. It shall be the joint responsibility for members to provide routine maintenance for all Club aircraft and equipment. The responsibility for determining the type and amount of maintenance required is vested in the Maintenance Officer. Replacing or tightening missing or loose screws, adjusting door stops or sun visors, and making minor fixes to restore appearance or flight safety will be permitted without specific approval.

Section 2. Any member may ground the aircraft when he deems it necessary in the interest of safety and/or in compliance with FAA, state or local rules and regulations. This shall be accomplished by attaching a note to the instrument panel. He shall then immediately notify the Maintenance Officer and make an appropriate entry in the scheduling book. The presence of the note grounds the aircraft and such a note may be removed only upon approval of a Board member. While tagged, the aircraft shall not be started, taxied, or flown without specific approval of a member of the Board who is aware of the grounding incident. Entries made in the aircraft meter record book concerning a grounding incident shall be clear and brief.

Section 3. A periodic inspection is due every one hundred (100) hours of flight in accordance with Part 43 of the FAA Regulations. This inspection must be performed or supervised by a licensed FAA mechanic with proper entries made in the aircraft and engine log books.

Section 4. No individual may remove any unit from any aircraft or engine for maintenance unless approved by the Maintenance Officer. No individual shall remove the screws of any window of any club aircraft to allow the windows to open fully without prior approval of the Board. No individual shall remove any door from any club aircraft without prior approval of the Board.

Section 5. Automotive fuel will not be used in aircraft except in an extreme emergency and only then, the best grade available will be used and the aircraft will be flown at reduced power settings. Upon arrival at the nearest airport having proper fuel, the fuel system shall be completely drained and flushed before refueling. The Club Maintenance Officer will be notified immediately upon return to home base.

ARTICLE VIII GENERAL

Section 1. Each member of the club shall have read and shall have agreed in writing to observe and abide by all the rules and

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regulations of the Club; to acquaint himself thoroughly with the local rules of any and all airports or fields where the Club equipment is based.

Section 2. All members will maintain a pilots log book to verify all flight time and to bear evidence as the individual's capability to operate various types of aircraft. Additionally, new members and those returning to active status will present all required FAA certificates and log books to a Club instructor or Board member on request.

Section 3. New members will be required to make at least one (1) check ride with a Club instructor in the club aircraft before flying solo. If the check ride is not conducted in the Cessna 172 with an auto pilot, an additional check ride shall be taken in that aircraft. Additionally, members returning to active status from inactive will be required to make at least one (1) check ride in each type aircraft with a Club instructor. Exceptions to this rule may be made by the Board.

Section 4. No student pilot shall be permitted to make a solo flight until he has passed a written examination on regulations governing air traffic control and aircraft operations as determined by his flight instructor.

Section 5. All Club members will be required to take a minimum of one hour refresher flight training with a Club approved flight instructor every two (2) years. The instructor may note habits or unsafe flying practices that would result in an accident, or undue wear and tear on the aircraft and report these to the board.

Section 6. Only active class pilots are permitted to fly club aircraft after proper checkout. Active class pilots are defined as:

- 1) Current Flight Review
- 2) Current Medical
- 3) Account in good standing

Section 7. No member shall fly a Club aircraft during the hours of darkness unless properly checked out. Proper check out is interpreted as preflight instruction and dual instruction performed in complete darkness, using red lensed flashlights and shall include instruction in night procedures, runway lighting, weather precautions and area familiarization. It is emphasized that transition instruction (beginning night training or check out at early dusk and then proceeding until complete darkness) is not considered the same or the equivalent of "instruction performed in complete darkness" as referred to above. Individual pilot classification requirements are as follows:

- A. Student pilots, to be safe for night solo, shall have a minimum of two (2) flights on two (2) different nights totaling at least three (3) full stop landings

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on each flight, which is a minimum total of six (6) landings. The student pilot must have flown the last of said two (2) flights within the preceding two (2) months. Proficiency in landings with and without flaps and with and without landing lights is required before solo night flight may be authorized by the instructor. Where possible, cross wind landings and a landing at other than home base within the local area shall be included in the night check out. A student pilot who has not flown as pilot-in-command at night within the preceding thirty (30) days must have a flight check by an instructor before flying solo at night.

B. Licensed pilots without prior/current logged night experience shall be required to perform at least five (5) full stop landings with a Club approved instructor in the aircraft. At least one (1) landing shall be with flaps and one (1) landing without flaps. At least one (1) landing shall be with landing lights and one (1) landing without landing lights. Where possible, the five full stop landings shall be done at an airport other than home base.

C. Licensed pilots with prior/current experience, as duly logged and recorded in their log books, shall only be required to meet FAA Regulations.

Section 8. Flying time charges will be assessed on the reading obtained from the Hobbs meter. In the event the Hobbs meter is inoperative, flying time charges will be assessed on the basis of 1.2 times the reading from the recording tachometer.

Section 9. In each club aircraft the following will be posted or carried:

- A. FAA required documents.
- B. Placard or handbook showing fuel capacity and normal fuel consumption; test climb and glide speeds; landing and stalling speeds and cruise and maximum throttle settings
- C. Pre-flight and post-flight check lists.
- D. The FAA registration number of the aircraft.

THE ABOVE ITEMS SHALL NOT BE REMOVED FROM THE AIRCRAFT UNDER ANY CIRCUMSTANCES

Section 10. Fuel purchases away from base of operations are the responsibility of the member.

Section 11. The Club provides oil for use in the Club aircraft engines. Spare oil must be carried on cross-country flights. Any oil purchased for Club aircraft will be at the members expense.

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Section 12. The Club will bear the expense of permanent aircraft tie-down and parking space. Any tie-down or parking fees acquired away from home base will be paid by the member.

Section 13. Members of the Club shall not use Club equipment for hire, nor shall they rent or lease Club equipment to any other person.

Section 14. PENALTIES

A. Any member who fails to indicate on the scheduling book the destination of flight, i.e., city, state, name of airport, shall be charged a penalty of five (5) dollars.

B. Any unpaid dues, flying fees or other charges that are not paid by the twentieth (20th) day of the month after the date of the statement shall be subject to a three (3) dollar or 1.5% late charge, whichever is greater, for each month in arrears. This penalty will be paid to the Club treasury.

C. Any member failing to properly secure an aircraft and/or turn off all electrical equipment will be charged a penalty of five (5) dollars per occurrence, payable to the Club treasury.

D. The penalty rate for "no shows" will be two (2) dollars per hour for any aircraft as was scheduled and will be paid into the Club Treasury. The penalty rate for "no shows" for instructor scheduled time will be the instructor hourly rate for each hour scheduled is payable directly to the offended instructor. In the event the Club has to pay the offended instructor out of the Club Treasury, the offending member shall reimburse the Club the same amount plus a penalty of two (2) dollars for each occurrence. In the event of emergencies or conditions beyond the member's control, the Board shall be authorized to make a ruling on such penalty.

E. The Club provides oil for use in the Club aircraft. Spare oil must be carried on cross-country flights. Any oil purchased for Club aircraft will be at the member's expense. If charged to the Club, the member is liable for the cost of such oil plus a service charge of one (1) dollar per event.

F. Any member who fails to properly clean out an aircraft of trash, foreign objects or unused oil taken on cross country trips when securing such aircraft shall be charged a penalty of five (5) dollars.

G. Any member who fails to return the aircraft keys

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to the key storage board and such causes another member to delay or cancel his flight, shall pay directly to the offended member a penalty of five (5) dollars.

ARTICLE IX ACCIDENTS & SAFETY

Section 1. The Club will maintain adequate insurance on the Club aircraft. In addition, the Club will maintain a cash reserve fund adequate to cover the deductible amounts of the above insurance. Each member will be protected for the full amount of the deductible unless determined negligent by the safety board, in which case the member will be held liable for an amount not to exceed \$1,000.00.

Section 2. Each aircraft accident occurring in the Club shall be investigated by a safety board of at least three (3) members, appointed by the Board, who shall report their findings to the Board of Directors for appropriate action.

Section 3. The pilot operating a Club aircraft will be fully responsible for the operation of that aircraft at all times. In case of an accident, the pilot responsible will meet with the safety board as soon as possible but not later than twenty-four (24) hours after the accident, health permitting. The safety board will act in the interest of the Club and will assist the responsible pilot in completing the necessary FAA documentation. The safety board will also collect all information needed to assist the FAA in the investigation of the accident such as dates, times, weather and witnesses. Should any member be involved as pilot-in-command in an aircraft accident, whether the aircraft is owned by the Club or not, he shall be subject to a flight check before he may again operate Club aircraft. All Club members are required to be familiar with pilot responsibilities, regulations and to notify a member of the Board as soon as practical.

Section 4. When an aircraft accident occurs, the Safety Board shall investigate and classify the accident in one of the following categories:

- A. Pilot error as a result of pilot technique.
- B. Pilot error as a result of negligence.
- C. Accident resulting from faulty maintenance, material failure, or other cause beyond the control of the pilot.

Section 5. Liability for damage to Club equipment:

- A. If any accident is caused through violations of FAA Regulations or local regulations, the member at fault shall be responsible for the uninsured portion of the damages.

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- B. Any member is liable to the Club for any damage resulting from his own carelessness or negligence.
- C. In the event that the person at fault is not able to pay total damages, the balance of repair shall be paid from the Club Treasury. The account of the person at fault will be charged for this amount and action will be taken to recover the amount from that person.

Section 6. The cause of any accident involving Club aircraft will be established by the findings of any FAA conducted investigator or the findings of the Club Safety Board, whichever is applicable.

Section 7. Any violations, however slight, shall be reported to the Board as soon as practicable and the responsible member shall be requested to appear before the Board to explain his or her action. The Board shall have the power to suspend the member in question according to these by-laws.

Section 8. A majority of the Board shall have the power to ground any member for cause, for a period not to exceed thirty (30) days, and at their discretion to require a flight check of any member so grounded.

Section 9. Any quantity of alcohol, no matter how small, consumed within an eight (8) hour period prior to flight shall ground the pilot.

Section 10. No Club aircraft shall be flown by any pilot while under the influence of any beverage, drug, medicine, or any other substance that can affect a human's physical or mental ability. For specific information about a drug, in reference to flying, questions should be directed to an FAA approved flight surgeon.

Section 11. Smoking while flying the club aircraft is prohibited. Smoking by passengers in the club aircraft is prohibited.

Section 12. Accidents have been reported due to flying the day after prolonged scuba diving. These pilots actually developed the bends the next day. Each member should be aware of this and avoid such hazards when flying.

Section 13. No member may smoke within fifty (50) feet of any aircraft being fueled or parked.

ARTICLE X AMENDMENTS

Section 1. Amendments to these by-laws may be effected only

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by a majority vote of the Board of Directors at a regular or special meeting called for that purpose of which the Directors had at least 10 days notice.

Section 2. Each new member shall be required to attend a scheduled orientation class within sixty (60) days after receipt of notification of active membership or his application shall be rejected, at which time, all outstanding financial obligations shall become due and payable and any payment previously made for the privilege joining the Club shall be forfeited.

Section 3. Per the August 2013 meeting of the board of directors of the Bates Field Aero Club, the by-laws have been amended as follows:

Club approved flight instructors shall have access to club aircraft for purposes of maintenance flights, ferry for maintenance and other purposes requested by the board in advance. Board approval means at least three members of the board. Under no circumstances shall such flight activity be for commercial purposes.

Revised August 2013