

Grasshopper Flying Club

Operating Procedures

Version 1.3

GENERAL INFORMATION

Club Overview and Philosophy

The Grasshopper Flying Club was incorporated in 1971. It consists of a group of friendly people who enjoy flying and being associated with other people who have a similar interest. We believe it is important to continually acquire the knowledge, develop the skills, and reaffirm the attitudes required to maintain safe flying proficiency. We feel this is absolutely necessary to ensure the safety of our passengers and to protect the equipment we jointly own.

All members are encouraged to consider the equipment as their personal aircraft and to use it accordingly. (Members who adopt a "renter" attitude do not remain members very long.) We desire to keep the cost of flying as low as possible while still maintaining safe equipment and the financial health of The Club on a long-range basis. In order to keep membership investments low, we have elected to purchase older, well maintained aircraft.

The majority of The Club members are licensed pilots. We feel that The Club has given us an excellent opportunity to continue learning, a satisfying environment for critique of flying skill, an enjoyable social atmosphere, and the opportunity to experience the problems of aircraft ownership.

The Purpose of the Operating Procedures

The Club is governed by two documents: The Club's Bylaws and The Club's Operating Procedures. These Operating Procedures define the day-to-day operations which members are expected to follow. Members are expected to follow both the Bylaws and these Operating Procedures.

Categories of Membership

The Club has five categories of membership:

1. Student Members

Student Members are members who have not earned their pilot certificate. Student pilots are limited to The Club's designated training aircraft, N1713V.

Student members are limited to training during the week. Weekend and holiday aircraft time is allowed if the aircraft is unreserved twenty-four hours before the intended flight.

The equity investment for Student Members is \$1,600.

2. Active Members

The equity investment for Regular Members is \$1,600.

3. Associate Members

A member may apply for associate membership for the immediate members of their family. Associate membership is available to the spouse, parents, and dependent sons or daughters living at the same address as the regular member. The associate member enjoys the same flying rates as the pilot member with no additional investment and no monthly dues.

Associate members may not hold Club office

4. Contributing Members

This category of membership is reserved for those pilots who have professional skills that would benefit The Club. These skills would generally be acquired through formal training such as college, technical schools, or advanced flight training. The following professionals could be considered for contributing member status: Accountants, Airframe & Power Plant Mechanics, Certified Flight Instructors, etc.

The contributing member must be willing to provide a professional service to The Club in exchange for a special financial arrangement. This special financial arrangement may involved reduced equity investment, reduced monthly assessment, and/or reduced hourly rates.

The decision to grant contributing member status will be made by The Club Executive

Committee. The Executive Committee will also determine the terms and duration of any special financial arrangement.

Contributing member status must be reviewed at the October Executive Committee meeting.

5. Inactive Members

A member who is not currently on flying status may remain on The Club rolls by applying for inactive membership. The inactive member will not be allowed to fly Club aircraft until active membership status is restored. A member's account must be current for inactive status to be granted.

The Club will retain an inactive member's equity investment and monthly assessments will not be levied.

The inactive member may be restored to active status upon written request to The Club Executive Committee. The member will be offered the next available membership in The Club. The member requesting active status must have a current medical certificate and meet all applicable FAR's. A check ride by a Club-affiliated CFI will be required.

Restoration to active status is dependent on the requirements set forth in Article XII, Sec. 1 of the By-laws. Inactive members may not hold any Club office.

Operating Procedures

The Club's Operating Procedures are divided in into these areas:

1. General Rules and Member Obligations
2. Scheduling
3. Pre-flight
4. In-flight
5. Post-flight

General Rules and Member Obligations

1. The maximum number of active members in The Club is 59. The club’s insurance allows up to 60 members before additional fees are due.
2. All members must abide by the FAA, state, and local rules and regulations.
3. All members must be checked out and approved for solo flight by a CFI associated with The Club before soloing in any aircraft.
4. Active Members must ensure that the Treasurer has a current copy of the pilot certificate, medical certificate, and documentation of meeting the requirements of a biennial flight review. Members who do not maintain this documentation with the Treasurer are not permitted to schedule The Club’s aircraft.
5. Members are responsible for ensuring that the Treasurer has a current mail address and phone number. Members are encouraged to provide an e-mail address as well.
6. A member's charges should normally be billed prior to the 15th of each month for charges incurred in the prior month. Payment for these charges are due when received. Receipts for expenses, including fuel, are to be submitted within 90 days.
7. As required by the bylaws, the monthly charges that are billed to a member consist of two parts: “Fixed” expenses, which include the member’s portion of The Club’s fixed expenses, such as insurance and tie-downs, and a variable portion, which is billed based upon the members flying activity within the billing month.

The fixed expense is \$60. The variable portion is calculated using the starting and ending time for each of the member’s flights during the billing period. The rate that a member pays is the billing rate for the aircraft plus the fuel charge that is based on the price of fuel during the billing period.

Aircraft	Billing Rate	Billed Consumption Per Hour
C-172 N1713V	\$60	8 gallons
C-172 N4360R	\$60	8 gallons
C-172 N4538E	\$62	10 gallons

Aircraft billing rates are periodically reviewed and may be changed by the Executive Committee. Changes in the billing rates are discussed at the monthly meetings.

8. There shall be no smoking in or around Club aircraft both in-flight and on the ground.
9. Club aircraft may be used to give instruction to Club members only.
10. All pilot members are required to be familiar with the fuel consumption and weight-and-balance characteristic of all of our aircraft.
11. When a member has found a problem with an aircraft which may affect other members ability to use aircraft (for example, a burned out light or problem with the radio) or which has grounded aircraft (for example, an inoperative altimeter) the member shall contact all members who have scheduled the aircraft and may be affected by the problem for the next 24 hour period. In addition the member shall contact the crew chief for the aircraft and if unable to reach him shall contact the maintenance officer.
12. Members, other than crew chiefs and the maintenance officer, are not allowed to perform aircraft maintenance on club planes without the permission of crew chief or maintenance officer.
13. Crew chiefs will be responsible for aircraft hours, discrepancy log sheets, and routine maintenance such as oil changes, landing light replacement, tire replacement, etc. The crew chiefs will be trained and supervised by the Maintenance Officer or A&P. The Club will reimburse the crew chiefs for work at the rate of \$10 per hour, payable as a non-refundable credit.
14. With in one year following resignation from the organization, The Club will refund a member's original equity investment less \$100, minus any balance owed.
15. Club officers and members are authorized to make the following expenditures:

Treasurer	Up to \$1,000 without Executive Committee Approval.
Maintenance Officer	Up to \$1,000 without Treasurer approval.
Members	Up to \$500 for emergency repairs to allow an aircraft to safely fly back to Dutchss County Airport.
	Up to \$50 for unusual purchases, service, repair, etc.

Scheduling

1. Any member who has not flown a particular model aircraft within the previous 180 days must receive approval by a Club-associated CFI before flying that model Club aircraft.
2. Members permitted to have three (3) current reservations on The Club's aircraft scheduling system at any given point in time. Reservations that are for the next 24-hour period do not count toward this limit.
3. Any member who wishes to schedule an aircraft for more than 14 consecutive days must obtain the approval of an officer of The Club and notify the crew chief of the aircraft which is to be used.
4. Any time that an aircraft is taken from Dutchess County Airport overnight, the overnight destinations must in the Schedule Master reservation for the flight.
5. Student members may schedule only The Club's designated training aircraft, N1713V.
6. Members are required to cancel any reservation that they do not or cannot use.

Pre-flight

1. All members must perform a thorough preflight inspection of the aircraft, including a visual inspection of the fuel quantity, prior to commencing a flight. Any damage or discrepancies discovered by a member are assumed to be the responsibility of the last user unless it has been previously reported to the Maintenance Officer. If a condition is discovered which may affect the airworthiness of the aircraft, it is the member's responsibility to ground the aircraft and notify the Maintenance Officer or crew chief as soon as possible. The member is also responsible for clearly marking the aircraft as being grounded and noting the grounding in the maintenance log and the aircraft schedule book. The aircraft will remain grounded until repairs are made and the Club Maintenance Officer deems the aircraft airworthy.
2. Aircraft must be pre-heated when the daily temperature is at or below 30 degrees F. The previous night's below freezing temperature must also be considered. The pre-heater and the instructions for its use are in the doghouse. A preheat of sixty minutes (one hour) is required when the overnight temperature has dropped to or below 10 degrees F.
3. When an aircraft is grounded, the person grounding the aircraft must call the Crew Chief. The Crew chief will then decide whether the problem necessitates calling the Maintenance Officer. The Maintenance Officer will schedule or suggest that the crew chief schedule the necessary repairs in a reasonable time period.

In-flight

1. Except for emergencies, Club aircraft shall be flown from and landed only on public-use airfields that are documented on current sectional charts. Any member who lands on an unapproved field due to an emergency must call the Safety or Maintenance Officer.
2. Touch and go and stop and go landings are prohibited without an instructor.
3. Engine leaning is to be performed as indicated in the aircraft pilot's operating handbook (POH).

Post-flight

1. Upon completion of a flight, the pilot shall tidy up the aircraft. Waste paper and extra charts will be removed, equipment stored, seat belts straightened, etc. During the "summer" season this includes cleaning the leading edges of the wings and cleaning the windshield of the bug remains. Only water or a Club approved Plexiglas cleaner and cloth towels may be used on the aircraft windshield.
2. Members must record flight hours and maintenance problems on the sheets provided in the aircraft at the end of each flight.
3. All members are responsible for adding fuel to the aircraft at the end of each flight. Members who return to POU after the FBOs on the field have closed are expected to arrange for aircraft refueling as soon as the FBO is open.

Document History

Date	Version	Description of Change
1978	1.0	<ul style="list-style-type: none"> ○ Original.
1 December, 2004	1.1	<ul style="list-style-type: none"> ○ Elimination of the separate rental rate for student. ○ Addition of the existing limitation of three concurrent reservations. ○ Addition of the requirement that trips over 14 days must get the approval of an officer of The Club. ○ Addition of the requirement to record the destination for overnight trips. ○ Addition of the aircraft hourly rates and the fuel surcharge. ○ Clarified the prohibition against operations at non-public-use airports.
2 July, 2006	1.2	<ul style="list-style-type: none"> ○ Addition of explanation of fuel surcharge.
13 May, 2014	1.3	<ul style="list-style-type: none"> ○ Added N4360R and removed N4945B and N52974. ○ Corrected aircraft rates to the current values. ○ Clarified problem hand-off procedures. ○ Clarified what C-172 may be used by student pilots for primary instruction. ○ Updated equity investment from \$1,300 to \$1,600 for members joining The Club after 1 May 2014 (resolution passed at 9 April 2014 meeting) ○ Updated the preheating requirement to one hour if the temperature has dropped to or below ten (10) degrees (resolution passed at 8 January 2014 meeting) ○ Move from a “fuel surcharge” to a “fuel charge” and corresponding adjustment of aircraft rates.
End		**End**