

# *Flymore, Inc.*

## *Bylaws*

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**ARTICLE I  
NAME**

The name of the Corporation, as provided by its Articles of Incorporation shall be "Flymore, Inc."

**ARTICLE II  
PURPOSE**

The purpose of this Corporation (hereinafter called the "Club") shall be:

To promote interest in non-commercial aviation and to own and maintain planes to be used only in the interest of Club shareholders (hereinafter called Members) for pleasure and for growth in piloting skills.

**ARTICLE III  
GENERAL INFORMATION**

**A. EXERCISE OF CORPORATE POWERS**

Except as specifically provided for in these By-Laws, and subject to the laws of the State of Michigan as to actions which shall be authorized or approved by the members, all corporate powers shall be exercised by or under authority of, and the business and affairs of the Club shall be controlled by the members.

**B. ELECTION AND TENURE OF OFFICE**

Officers elected or appointed as provided herein shall hold office for a term of two (2) years beginning on January 1st of even-numbered years, through December 31st, of odd-numbered years, or until their successors are elected as provided herein.

The officers authorized by this article shall be elected by a vote of the membership during the November Annual Meeting in odd-numbered years

**C. SEAL**

The corporation may have a seal in the form that the board of directors may from time to time determine. The seal may be used by causing it or a facsimile to be impressed, affixed, or reproduced.

**D. NUMBER OF MEMBERS.**

The number of members shall be controlled in an attempt to maintain a maximum of ten members per plane. Exceptions to this may occur during transfer of ownership of member shares or when, at the determination of the board, there is significant flying inactivity so that additional owners will not compromise the availability of flight time to the active pilots.

**E. MEETINGS**

Biennial meetings will be held in November of odd-numbered years for the purpose of election of officers and any other business needing to come before the entire membership. Special meetings may be called by any officer, or by any two members. Notice of special meetings shall be given to each member.

The members, at any regular or special meeting, may agree to cancel or reschedule any regular meeting except that the Members shall be required to meet at least biennially.

#### **F. WAIVER OF NOTICE OF MEETING**

The transactions of any meeting of the Members, regardless of how called or noticed, are valid, if a quorum is present and a good faith effort has been made to notify all members. The bylaws defining a quorum (Article III, Section G) are valid regardless of how a meeting is called or noticed.

#### **G. QUORUM**

A majority of the existing Members shall constitute a quorum for the purpose of transacting the business of the Club. In the event that a quorum is not present at a duly called meeting of the Club, the business of the Club may be transacted per the agenda of the meeting except that voting on all matters requiring a vote of the Members will be completed by either e-mail or by United States Postal Service mail. A ballot will be sent to absent Members for their return within ten days. It shall be the sole responsibility of each Member to return the ballot within the ten-day period. Officers may make a good faith effort to solicit a response on any non-returned ballots during that ten-day period. Such solicitation however is not required. The results of each vote shall be determined from the ballots returned to the Club Secretary or designee.

#### **H. COMPENSATION FOR OFFICERS**

There shall be no compensation for members of the Club except as provided for officers of the Club under Article V, Section E.

### **ARTICLE IV OWNERSHIP**

#### **A. OWNERSHIP SHARES**

An ownership share in Flymore, Inc. shall be obtained by the purchase of one of the several classes of ownership in Flymore, Inc. Different classes of ownership with differing par values and privileges are as defined in Appendix 2. The number of owners of each class shall be monitored by the Board of Directors and controlled so as to maximize without overtaxing the utilization of each plane. Each owner, of any class, is entitled to one vote in the conduct of Club business.

#### **B. RECORDING OF OWNERSHIP**

Ownership of shares of each class shall be maintained on the books of the Club as "Member Equity" at the amount of the purchase price (par value) of that class of share.

#### **C. SALE OF SHARES**

Ownership shares of any class of ownership may be sold at par value by the owner of that share to another person deemed acceptable by the Board of Directors. Acceptability will be based on (1) the ability of the new member to meet their financial obligations to the Club, (2) the insurability of the new member as a pilot, and (3) the potential of the new member to achieve the necessary piloting skills. Alternatively, the owner of a share desiring to sell that share may announce in writing that intention to any member of the Board of Directors so that the next unsolicited potential purchaser may become his/her buyer. In the event that there are more shares for sale than potential buyers the Treasurer will maintain a list of shares for sale with priority for the first-to-notify. NOTE: Until the sale of a share can be consummated the obligation to pay monthly dues is not relieved. The opportunity to use Club planes during such times is undiminished as well.

**D. REGISTERED SHAREHOLDERS**

The Club shall be entitled to treat the person in whose name any share of stock is registered as the owner of it for purposes of dividends and other distributions or for any recapitalization, merger, plan of share exchange, reorganization, sale of assets, or liquidation and for the purpose of votes, approvals, and consents by shareholders, and for the purpose of notices to shareholders and for all other purposes whatever, and shall not be bound to recognize any other claim to or interest in the shares by any other person, whether or not the corporation shall have notice to it, save as expressly required by the laws of the State of Michigan.

**ARTICLE V  
OFFICERS AND BOARD OF DIRECTORS**

**A. GENERAL**

The nominating committee shall consist of the Board of Directors and/or a designee and shall be responsible for soliciting nominees for each of the offices.

The Officers of the Club shall be President, Vice President of Maintenance, Secretary, and Treasurer.

The Board of Directors shall consist of the officers listed in this section. The Officers may appoint another person for a total of five.

**B. ELECTION OF OFFICERS**

Officers shall be chosen biennially by the members at the November meeting of an election year (Article III, Section B). Each officer shall hold office until his successor is elected or until he shall resign or be removed.

The Board shall, within a reasonable time after any office becomes vacant for any reason, appoint a successor who shall hold office for the remainder of the term or until his successor is elected.

A Member may be elected and assigned the duties and responsibilities of more than one office of the Club.

**C. REMOVAL OF OFFICERS.**

Any officer when in office is subject to removal by the members with or without cause by a majority vote of the members at any meeting regular or special.

**D. DUTIES OF THE OFFICERS**

1. President

The President shall be the Chairman of the Board and Chief Executive Officer of the Club and shall prepare an agenda for and preside at all meetings of the Club. He shall sign, with the Vice President or 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.

2. Vice President

The Vice President shall be responsible for maintenance of the aircraft and associated equipment and for any relationships or correspondence with any fixed base operators or other parties involving the maintenance of Club aircraft and equipment. He shall make certain of compliance with all Federal and State regulations governing the maintenance of aircraft.

The Vice President shall maintain required engine and aircraft logs for Club aircraft and assure that all required registrations, certificates, licenses, and operations data are properly maintained and displayed in

Club aircraft. The Vice President shall, in the absence of the President be vested with all the powers of the President.

3. Treasurer

The Treasurer shall be the Chief Accountant and Financial Officer of the Club. He shall maintain adequate and correct accounts of the properties and business transactions of the Club, including accounts of its assets, liabilities, receipts, disbursements, gains, losses, capital surplus, and memberships. He shall further be responsible for the payment of all Club obligations, for the collection of dues, assessments, and flight time payments, for the maintenance of necessary accounts with financial institutions, and for the filing of all Federal, State, or local tax statements which may be required. The Treasurer shall in the absence of the President and Vice President be vested with all the powers of the President.

4. Secretary

The Secretary shall keep appropriate record of ratings, certificates, endorsements, hours flown, proficiency checks, and any other items pertinent to each member's flying. He shall further be responsible for the recording and communications of corporate business discussed and transacted during regular and special meetings. He shall conduct and be responsible for any voting carried out pursuant to a meeting with lack of a quorum (Article III, Section G). The secretary is responsible for presentation of the results of the Nominating Committee.

**E. SALARIES OF OFFICERS**

The Members shall, from time to time, fix the salaries, if any, of the officers, agents, or employees of the Club.

**ARTICLE VI  
MEMBERSHIP**

**A. AUTHORIZED MEMBERSHIP**

Membership in the Club is conferred by share ownership and shall be limited to the number of members fixed and authorized by the Club per Article III Section D. The Board of Directors shall, from time to time, determine the number of memberships authorized in the Club based on good business practices and adjusting for growth or shrinkage in Club Membership.

**B. QUALIFICATION AND ELIGIBILITY OF MEMBERSHIP**

Members must be of good moral character, responsible, and financially able to meet their obligations to the Club. They must possess all licenses, certificates, or permits required by any governmental agency for the operation of Club aircraft. Minors may act as members as provided by these by-laws under the guardianship of a shareholder of at least 18 years of age.

The membership approval process is the responsibility of the Board of Directors and may be delegated by the Board to one or more officers of the Club.

**C. OWNERSHIP OF ASSETS AND RIGHTS UPON DISSOLUTION**

Each member shall be deemed to own a share of the assets of the Club based on the class of share owned and the number of shares owned by all members. In the event of dissolution of the Club, the assets remaining after all obligations of the Club are satisfied shall be apportioned in accordance with the total par value of all shares owned by the membership.

**D. TERMINATION OF MEMBERSHIP - VOLUNTARY**

Ownership shares in the Club may be sold as described in Article IV Section C. All sales and subsequent purchases will go through the books of the Club. The Club will deduct any and all indebtedness of the seller from the proceeds of the sale. At the discretion of the Board of Directors, and based on the financial status and prospect of the Club, shares may be repurchased by the Club and held for future sale.

**E. TERMINATION OF MEMBERSHIP - INVOLUNTARY**

The Board of Directors may terminate any membership with or without cause. Upon such termination, the share owned by that member shall be purchased by the Club at its par value (cf. Article IV, Section A). The equity value of the member shall be removed from the books of the Club and the terminated member shall have no recourse whatsoever against the Club, its assets, members, officers, agents, or employees.

If, at the time of termination, a member is indebted or obligated to the Club, the amount returned to the member shall be reduced by any indebtedness or obligation of the member.

The following are examples of situations which may result in involuntary termination of membership:

1. Member is unable to fulfill obligations to the club (including financial).  
142004176. Member is on inactive status (Article VII, Section B) due to payment delinquency for more than 3 months.
142004177. Member is unable to use privileges of membership due to extreme hardship, job transfer, or other unusual circumstance that precludes voluntary termination of membership.
142004178. Member is deemed unfit for the use of aircraft for safety reasons or failure to maintain currency

**F. INACTIVE STATUS**

The Club may declare a member inactive and deny him use of Club aircraft for a temporary period of time with or without cause.

1. A member is automatically subject to inactive status when the members account is delinquent, in full or part, for 3 months or more. The member is restored to active status in the club upon payment of the delinquent account.  
161267712. A member may be declared inactive by a 2/3 majority vote of all active members of the Club, due to reasons such as, but not limited to, violation of Federal, State, or Club rules. A member, made inactive by means of a 2/3 majority vote of the Club, may be restored to active status by a 2/3 majority vote of all active members of the Club.
161267713. A member may be declared inactive by a majority vote of the Board of Directors.
161267714. Ownership shares on inactive status for longer than three (3) months shall be placed on the "For Sale" list and potential buyers solicited.
161267715. Inactive status does not relieve the member of responsibility for the payment of monthly dues.

**G. MEMBERSHIP DUES, CHARGES AND ASSESSMENTS**

**1. APPENDICES NOTICE**

Appendix 1: "Flymore, Inc. Operating Rules And Regulations", Appendix 2: "Flymore Membership Structure", and Appendix 3: "Insurance Coverage" are **NOT** part of the Club Bylaws. Copies are attached for CONVENIENCE ONLY and are notated with their "Date of Adoption". As such, the above mentioned documents are NOT subject to the same restrictions regarding CONTENT CHANGE as are the BYLAWS.

**2. MONTHLY FIXED DUES**

Each Member shall be billed monthly fixed dues along with hourly charges. Monthly fixed dues are as established by the Club and listed in the most recent adoption of Appendix 2 named "Flymore Membership Structure". The Board shall, from time to time, determine and recommend dues rates to the membership designed to cover all non-flying related costs (hangar rental, annuals, insurance, office expenses). Members serving as officers while non-current or inactive with respect to flying will not be subject to monthly dues.

**3. FLIGHT CHARGES**

Members shall be billed monthly for time flown at hourly rates fixed by the Club and listed in the most recent adoption of Appendix 2. The Board shall, from time to time, determine and recommend hourly

rates so as to adequately cover operating expenses, maintenance, depreciation and other costs not covered by the monthly fixed dues.

**4. PAYMENT**

Invoices will be presented by e-mail to the Members by the 5<sup>th</sup> of the month following the billing period. Payment will be made by an ACH draw from the Member's personal account on the 10<sup>th</sup> of the month. The ACH draw will be initiated by the Treasurer and it is the responsibility of each member to have adequate funds in his account.

**5. INACTIVE STATUS - PAYMENT OF DUES & ASSESSMENTS**

During the period of inactive status, the member shall remain responsible for monthly dues and any assessments which may be levied by the Club.

**6. ASSESSMENTS**

Special assessments may be made only after approval by a majority of the voting members of the Club (for purchasing new equipment see Article IX, Section A).

**ARTICLE VII  
OPERATING RULES AND REGULATIONS**

**A. ESTABLISHMENT OF OPERATING RULES**

The Club shall establish, maintain, and enforce a set of operating regulations (Appendix 1) which shall:

1. Govern the scheduling and use of all Club aircraft
2. Define the means for reporting flight time
3. Define checkout and proficiency requirements
4. Define flight rules and regulations
5. Define general safety rules
6. Define any other rules and regulations covering the use and scheduling of Club aircraft which shall be in the best interests of the Club

**B. PENALTIES**

The Board shall have the authority to declare a member inactive and deny his use of Club aircraft, or to involuntarily terminate his membership if, in the judgement of the Board, the member has violated any of the established operating rules of the Club (Article VI, Section E).

**C. RESPONSIBILITY FOR ENFORCEMENT**

All members of the Club shall be responsible for notifying the Club of any known violation of operating rules.

**ARTICLE VIII  
LIABILITY OF MEMBERS**

**A. INSURANCE**

The Club shall, at its discretion, cover all aircraft with hull insurance against ground and flight damage, and shall carry property damage and public liability insurance to protect the Club as a Corporation and the members of the Club against liability, actions, and suits for damages or judgments of third persons or members. The insurance shall be adequate for the management of the Club. Details of the present insurance coverage are listed in Appendix 3.

**B. RESPONSIBILITY OF MEMBERS**



The individual members shall be responsible for the safe operation of Club aircraft, and for providing reasonable protection of the aircraft and its equipment while these are in the member's custody. In the event of damage to a Club aircraft, its engine, or equipment, which is caused by act or omission of the member, the member shall be liable for the damage sustained and may be assessed the uninsured, non-reimbursable cost to the Club.

**C. ACCIDENT AND DAMAGE INVESTIGATION**

In the event of an accident with damage, destruction, or loss of Club aircraft engines, or equipment, when the estimated cost of such accident, damage, destruction or loss exceeds \$200.00, the Board shall appoint an accident and damage investigation panel of three members. The panel shall investigate the incident and report its finding and recommendations to the Club within the time period established by the Club. These findings and recommendations should include an opinion as to whether any Federal, local, or Club regulation was violated, a discussion of the rationale and facts leading to the opinions, and recommended actions to be taken against the member, if any, and presented to the Board. The decision of the Board will be final.

**D. DETERMINATION OF LIABILITY - ACTION AGAINST MEMBER**

In the event of any accident, damage, destruction, or loss of Club aircraft, engines, or equipment the Board shall make the final decision as to whether such accident, damage, destruction, or loss was caused by an act or omission on the part of a member, and shall take the action it deems appropriate against the member. The Board shall have the authority to assess the member for the cost of repair and/or replacement not covered by insurance, to declare the member inactive, and to involuntarily terminate the individual's membership in the Club. These provisions do not in any way limit action which may be taken under paragraph E of this article.

The Board shall consider the findings of the accident and damage investigation panel but will not be bound by the conclusions or recommendations of the panel.

**E. GROSS NEGLIGENCE - WILLFUL VIOLATION OF FEDERAL, LOCAL, OR CLUB REGULATIONS**

Notwithstanding the provisions of paragraphs B and D of Article VIII, when damage, destruction, or loss of Club aircraft, engines, or equipment is caused by or contributed to, by maneuvers initiated through the use of poor judgment and/or exceeding the capabilities of the pilot or aircraft or as a result of willful violation of Federal, local or Club regulation, and the cost of such damage, destruction, or loss is uninsured and non-reimbursable, the responsible member or his estate will be liable for all damage, destruction, defense, cost, or loss incurred.

The Board will be responsible for initiating whatever action is required within the provisions of this paragraph.

**ARTICLE IX  
EQUIPMENT**

**A. TYPE OF EQUIPMENT - PURCHASE OF NEW EQUIPMENT**

The Club shall be authorized to own, lease, rent, or charter aircraft for operation by Club. Aircraft shall be suitable and adequate for training and cross country operation, and shall be equipped with instruments, navigational aids, and other equipment as may be deemed advisable and be within boundaries set out by the insurer. The Board shall, from time to time, determine and recommend purchase or sale of aircraft in accordance with the perceived needs of the Club.

Aircraft, engines, and equipment shall be maintained by (or with the oversight of) competent A & P facilities and by appropriately certificated personnel, and the standard of maintenance shall be at least equal to that required of private operators by the FAA. Where Federal, State, or Club regulations do not require a specific type of maintenance to be performed by A & P facilities, the Vice President of Maintenance may

arrange to have such maintenance performed through other means where this is in the best interest of the Club.

The Board and Maintenance person shall be authorized to make arrangements, including those involving expenditure of Club funds, necessary to properly and safely maintain aircraft engines, and equipment of the Club.

**ARTICLE X  
AMENDMENTS TO BY-LAWS**

These By-Laws of the Corporation are adopted and may be amended, or repealed by the vote or written consent of 2/3 of all the members of the Corporation.

**ARTICLE XI  
PRINCIPAL OFFICE**

The principal office of the Club shall be established and maintained in the State of Michigan at the address of the Club President.

**ARTICLE XII  
FISCAL YEAR**

The fiscal year of the Corporation shall be the year ending December 31.

**Appendix 1**  
**OPERATING RULES AND REGULATIONS**  
**Following is a listing of the club operating rules and regulations.**  
**No other written or verbal rules exist.**

**LEVELS OF OWNERSHIP:**

~~EAA level membership: Access to leased aircraft Cessna 150L (N1050C) \*~~

~~Entry level membership: Access to Cessna 150L (N1050C) \*~~

Intermediate level membership Access to Cessna 150L and Cessna 170A (N1441D)

Full Membership: Access to Cessna 150L, Cessna 170A,  
Piper Archer (N8210Z), and Cessna 172N (N494WA)  
\*updated May 2014 & July 2016

**NOTE:** As of Jan, 2012 only Full Ownership shares will be sold to prospective owners  
Owners of Entry and Intermediate shares will be “grandfathered” at their present equity  
level

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1. Only active members shall be permitted the use of the Club aircraft.  
**NO FLIGHTS ARE PERMITTED AFTER A 90 DAY FLYING HIATUS WITHOUT INSTRUCTOR SIGNOFF – YOU WILL BE FLYING WITHOUT INSURANCE!!!!**
2. A spouse, sibling, or legal dependent of an active member may operate Club aircraft, during which time they assume all privileges and responsibilities of the member.
3. Club aircraft shall be operated in adherence to applicable Federal Aviation Regulations, and any other applicable Federal or State laws.
4. No operations will be conducted which are not covered by current Club insurance binders.
  - a. Typical non-commercial corporation aircraft insurance binders do not permit instructional activities by shareholder/instructors to non-shareholders.
  - b. Typical corporation aircraft insurance binders do allow any rated and current instructor to give instruction to a shareholder.
  - c. Typical corporation aircraft insurance binders do extend to any rated and current pilot coverage to operate the aircraft (for instance, to ferry an aircraft for a shareholder unable to complete a flight).
5. Each member must be checked out and signed off for each Club aircraft by a qualified and Club approved instructor.
6. Flight Instructors
  - a. The Officers of the Club will maintain a list of approved flight instructors for the Club. Members seeking to obtain instruction from non-approved instructors must first have the instructor in question approved by the Club Officers.
  - b. Approval of instructors for Club aircraft includes, as a minimum, an aircraft check-out by an approved instructor, review of Club Operating Rules and Regulations, and unanimous consent of the Club Officers.

7. Scheduling: The following rules and guidelines will be periodically reviewed by the Club and are subject to modification at any time based on Club needs by a majority vote of the Board of Directors. The rules reflect a preference for the availability needs for reasonable student training schedules.
- a. Scheduling of the aircraft will be done using the MYFBO website. Usernames and passwords will be supplied to each new member upon their purchase of a share in the Club.
  - b. Except as provided below, aircraft are scheduled on a first-come, first served basis.
  - c. Each member shall schedule the aircraft before using the aircraft. The expected times of departure and return shall be indicated so that others may use the aircraft during other times in the day. The absence of a reservation and the availability of an aircraft **DO NOT** negate the need for a MYFBO reservation.
  - d. Canceling of scheduled flights is also done using the MYFBO website. Excessive cancellations by a member for other than weather or maintenance reasons will be addressed by the Board for possible limitations of scheduling privileges.
  - e. Operations by an "Associate Member" (spouse, sibling, or legal dependent of an active member) are allowed as follows:
    1. If the member is an active pilot or student pilot of at least 18 years of age, that member is considered the primary user of the membership, and operations of spouse, sibling, and/or legal dependent shall be limited only if such use limits scheduling opportunities for other members.
    2. If the member is not an active pilot or student pilot, one person who is a dependent (spouse, sibling, or legal dependent) will be assigned the primary user status, and any other spouse, sibling, or legal dependent of the member may schedule usage consistent with proviso 1. above.
    3. If the total usage per year of a member, including the spouse, sibling, and/or legal dependent usage, is less than 50 hours, any limitation on non-primary users is waived.
    4. Members are asked to be considerate of other owners when scheduling many or large blocks of flight time. Members experiencing difficulty scheduling flights because of the usage by others should feel free to seek accommodation with them or to consult with a Board member
  - ~~g. Cessnas 150 & 170- Special guidelines. Because the main use of the Cessna 150 and Cessna 170 is flight instruction, local flying and limited cross country flying, the following guideline is established:  
  
Specific flight needs shall take precedence over other local operations where such activities are required for the advancement of ratings or privileges. In this case, the person attempting to accomplish the specific flight may "bump" other local scheduling, but only after communicating such a need and receiving the consent of the party being "bumped." Examples of this include required solo cross country flights and rescheduled flight tests due to weather or equipment.~~
  - ~~h. Members are asked to consider the needs of other members and to resolve scheduling conflicts in such a manner as to best serve the purpose of the Club. Members who habitually do not use the aircraft during scheduled periods, or who fail to communicate aircraft availability to the scheduling service, may be subject to fees assessed at the discretion of Club Officers.~~
8. Members are responsible to:
- a. Know and abide by current scheduling and communication requirements.
  - b. Report any aircraft or equipment deficiencies which could effect safety or aircraft component life in the "Squawks" section of the scheduling calendar (MYFBO), to the Maintenance Officer directly (face-to-face or phone), and note such deficiencies and/or flight log maintained in the aircraft.
9. Each member using the Club aircraft shall fill the gas tanks after each flight; if this is not possible, the member shall leave a note in the aircraft to this effect

*Flymore, Inc.      Operating Rules & Regulations*

10. Any member who lands or takes off from a field other than one shown on a current Sectional Chart shall be liable for any and all damage (insurance coverage for such an operation may be withheld).
11. No smoking is permitted in any Club aircraft by pilots or passengers at any time.
12. At the end of each flight the aircraft must be cleaned of all personal items including food and wrappers, the in-plane flight sheet completed, and the dispatch completed on MYFBO.

**NOTE: Unless a satisfactory reason for not concluding the dispatch is offered to the Treasurer via e-mail or phone call there will be a \$15 surcharge for each flight not “dispatched”.\***

\*per Flymore Board Mtg 6/23/16

**OPERATING RULES AND REGULATIONS ADOPTION RECORD**

Version 1      July 29, 1996

Officer Name	Officer Signature	Date	Office
Don Weaver	on file	July 29, 1996	President
Bill Donberg	on file	July 29, 1996	Vice President

Version 2      November 30, 1998

Officer Name	Officer Signature	Date	Office
Creig M. Kelley	on file	30-Nov-98	President
David Alsgaard	on file	30-Nov-98	Vice President
Jeff Hoffman	on file	30-Nov-98	Treasurer
Peter Deal	on file	30-Nov-98	Secretary

Version 3      29-December-2002

Officer Name	Officer Signature	Date	Office
Creig M. Kelley	on file	15-Jan-03	President
Rick Surma	on file	15-Jan-03	Vice President
Bob Koster	on file	15-Jan-03	Treasurer
Steve Merrill	on file	15-Jan-03	Secretary

Version 4      dd-mmm-yyyy

Officer Name	Officer Signature	Date	Office
Creig M. Kelley		23-Nov-03	President
Dave Alsgaard		23-Nov-03	Vice President
Bob Koster		23-Nov-03	Treasurer
Kathy Kelley		23-Nov-03	Secretary

Version 5      February, 2010

Officer Name	Officer Signature	Date	Office
Creig M. Kelley			President
Wayne Bellor			Vice President
Bob Koster			Treasurer
Kathy Kelley			Secretary

Version 6      January, 2012

*Flymore, Inc.      Operating Rules & Regulations*

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Officer Name	Officer Signature	Date	Office
Creig M. Kelley	_____		President
Jay Longtain	_____		Vice President
Bob Koster	_____		Treasurer
Andrew Fennell	_____		Secretary

Version 7      November, 2013

Officer Name	Officer Signature	Date	Office
Creig M. Kelley	_____		President
JT Rairigh	_____		Vice President
Bob Koster	_____		Treasurer
Andrew Fennell	_____		Secretary

## Approved Instructor List

Last Update: 01-Sep-2017

Instructor	Certificate #	Certificate Date	Date Club Approved	Approver Name	Approver Office	Approver Initialed
Don Weaver	On file	On file	July 29, 1996	C. Kelley	President	On file
Pat Sisco	On file	On file	July 29, 1996	C. Kelley	President	On file
J.T. Rairigh	On file	On file		C. Kelley	President	On file
Kris Anderson	On file	28-5-2015	June 7, 2016	C. Kelley	President	On file
David Huiskens	On file		Aug 9, 2017	R. Koster	Treasurer	On File

**Appendix 2**  
**FEES AND PRIVILEGES**

MEMBERSHIP LEVEL	Par Value	Monthly Dues	Privileges
<del>Entry</del>	<del>\$1,000</del>	<del>\$50</del>	<del>Cessna 150</del>
<del>Intermediate</del>	<del>\$1,500</del>	<del>\$60</del> <del>\$70*</del>	<del>Cessna 150</del> <del>Cessna 170</del> <del>Cessna 172</del>
Full	\$2,500	<del>\$70</del> \$80*	<del>Cessna 150</del> <del>Cessna 170</del> Cessna 172 Piper Archer

AIRCRAFT HOURLY RATES (dry):

- ~~Cessna 150L (N1050C) \$45/hr \*~~
- ~~Cessna 170A (N1441D) \$55/hr \$65/hr\*~~
- Cessna 172N (N494WA) ~~\$60/hr~~ \$75/hr\*\*
- Piper Archer (N8210Z) ~~\$60/hr~~ \$70/hr\*

\*updates made May 1, 2014

\*\*update made July, 2018 (hanger rental increase)



Appendix 3  
INSURANCE COVERAGE

Insurer: AVEMCO Insurance Company  
411 Aviation Way. Suite 100  
Frederick, MD 21701

Policy Number: 000108835019

FLYMORE contact: Robert Koster

Coverages:

<del>1974 Cessna 150L N1050C</del>	
<del>\$20,000</del>	<del>deductible - \$200</del>
<del>1951 Cessna 170A N1441D</del>	
<del>\$40,000</del>	<del>deductible - \$200</del>
1978 Cessna 172N N494WA	
\$60,000	deductible - \$300
1982 Archer PA-28-181 N8210Z	
\$80,000	deductible - \$300

additional coverages: \$100K/person, \$1M property damage, \$1M/accident

**PILOT PROVISOS:**

- must have current and effective medical certificate  
(unless pre-solo student)
- must satisfy FAA flight review requirements
- ~~for tail-wheel plane, must have >10 hr in tail-wheel plane~~
- must not have an unreported incident or claim
- must schedule and dispatch aircraft usage through MYFBO**
- must take a check ride with a CFI if no flights for 90 days**
- must NOT use aircraft for commercial purposes