



Dear Prospective Member:

Enclosed are several items that must be completed before your membership application can be processed.

- 1) Please fill out and endorse Membership Agreement/Payment Information Sheet.
Indicated option will be used for \$300.00 joining fee.
- 2) Completely fill out the New Membership Data Sheet and endorse.
- 3) A copy of your Pilot's License (if applicable)
- 4) A copy of your Medical Certificate (if required)
- 5) A copy of your Drivers License (required)
- 6) A copy of proof of US citizenship - birth cert. or passport (if applicable)

Mail or deliver all of these items directly to your location:

Cantrell Field - KCWS		Saline County - KSUZ	
Sparrow Flying Club, LLC		Sparrow Flying Club, LLC	
425 6 th Street		1100 Hill Farm Road	
Conway, AR 72032		Bryant, AR 72018	
Location Contacts:			
Cantrell Field - KCWS		Saline County - KSUZ	
David Jones, Owner	501-908-0224	Chris Fisher, Manager	501-472-2494
Charles Brantley, Owner	501-428-4555		

Go to www.airsparrow.com to:

- **Instructors Link:** Before flying any aircraft you will need a checkout by a club instructor. Phone numbers & email addresses are listed here.
- **How To Join Link:** Has all of the SFC membership forms including policies & regulations.
- **Members Only Schedule Flights Link:** Takes you to aircraft scheduling & your account information.

Welcome to the Sparrow Flying Club! We hope you enjoy it as much as the rest of us do and we look forward to meeting you.

Charles Brantley
501-428-4555

David Jones
501-908-0224



Sparrow Flying Club (SFC) is dedicated to promoting the safety of our members and of the flying community as a whole. We continuously sponsor the FAA Wings Safety Program through safety seminars covering all facets of aviation.

Fleet...

We have expanded our fleet to meet the growing demand for high quality aircraft. In addition to operating a Commander 112A, Cessna 182, IFR Cessna 172, and a Cessna 152 II, our latest addition is a Flight Design CTLS. This is the most modern composite light sport aircraft, complete with Garmin 430W GPS.

Facility...

Our Headquarters are located in the Conway FBO with separate meeting room and training areas. We have a new branch/chapter/location? In Saline Co. and will continue to grow.

Our Club...

Our core purpose is to promote general aviation safety and proficiency through excellence in our aircraft, equipment, facilities, management and safety programs. With your interest in mind, we have worked to build SFC into this region's premier flying club. Here is a checklist of key information you should know about our club:

- 3 hours Flight instruction per year
- Recurring ground training
- Heated office with telephone, computer, and refreshments.
- Professionals meticulously maintain our aircraft.
- Safety seminars and social events are held several times each year.
- Membership investment, hourly rates & monthly dues are very competitive.
- Flight instructors are available for your training needs.
- Corporate structure to provide safer operations.

We care about you and the aircraft you fly.

We welcome the opportunity to share our flying enthusiasm with you.

Give us a call to set up a Discovery Flight!

Do you wish to enjoy aviation with the most fun and active flying club in the Central Arkansas area? Then read on!

Our membership is open to pilots with all backgrounds and experience, as well as anyone interested in becoming a pilot. If you have ever dreamed of piloting your own aircraft, soaring among the clouds, and leaving the earth far behind, then Sparrow Flying Club may be the right club for you!

The breath of flying experience in our membership is great. There is something for everyone, whether you are looking for a learning environment, seeking an expansion of your flying horizons, wanting to meet people with a common interest, or simply want to fly. Sparrow Flying Club is dedicated to this goal.

Our membership includes pilots with a variety of experience. More than half of our members are instrument-rated or are working on their instrument rating. Many members are also Commercial and Airline Transport Pilot rated. Our members fly anywhere, from locally to across the state to across the country.



We offer personal tours and discovery flights to anyone interested in joining Sparrow Flying Club. Come fly with us, we're always eager to go up!

MEMBERSHIP

* Initial Joining Fees: \$300

* Dues:

- All Members - \$39.00/month
- Family members flying under primary membership: **Free!**
(a great way for your spouse or your kids to get into aviation).

* Hourly Rates (Flight time is calculated on Hobbs meter and are wet - includes fuel):

- IFR Cessna 172 M \$110.00 / hr
- Cessna 152 II \$ 80.00 / hr
- Flight Design CTLS \$ 95.00 / hr
- Commander 112A \$140.00 / hr
- Cessna 182 \$175.00 / hr
- Cessna 150 \$ 90.00 / hr

INSURANCE

* Coverage:

- Liability and Property Damage
 - \$1,000,000.00 per accident
 - \$100,000 per person
- Hull
 - \$250.00 deductible - not in motion
 - \$1,000.00 deductible - in motion and flight

* Pilot Qualifications:

- All aircraft
 - Student pilot or better
 - Checkout by club instructor

Our rates are based on wet rates per Hobbs meter, and we refund gas costs if you purchase fuel at a distant airport and just provide the fuel receipt at time of purchase. Our monthly dues, which cover the fixed operating costs of the club, are \$39.00. Family memberships are as defined by the IRS for a dependent family member. All rates are subject to change.



Sparrow Flying Club- New Member Data Sheet

AIRPORT LOCATION	INSTRUCTOR
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PERSONAL INFORMATION

NAME	HOME PHONE #
HOME ADDRESS	CELL PHONE #
CITY, STATE & ZIP	DRIVERS LICENSE #
EMAIL ADDRESS	DATE OF BIRTH

IN CASE OF EMERGENCY

NEAREST RELATIVE	ADDRESS
CONTACT #	CITY, STATE & ZIP

EMPLOYMENT INFORMATION

EMPLOYER	
EMPLOYER ADDRESS	
CITY, STATE & ZIP	
START DATE	
POSITION	
WORK PHONE #	

FLYING & MEDICAL HISTORY

PILOT CERTIFICATE #	
RATINGS	
TOTAL LOGGED HOURS FLOWN	
TOTAL HOURS LAST 90 DAYS	
LAST BFR OR CHECK RIDE	
INSTRUCTOR (IF SELECTED)	
LAST MEDICAL DATE	
MEDICAL CLASS (1ST 2ND 3RD)	
HAVE YOU EVER HAD AN AIRCRAFT ACCIDENT? (PLEASE DESCRIBE)	
HAS YOUR LICENSE EVER BEEN REVOKED OR SUSPENDED? (PLEASE EXPLAIN)	

SFC OFFICE USE ONLY

LOCATION	
STAFF ID	
PAYMENT TYPE	AMOUNT
REGULAR	FAMILY
USER NAME	

CERTIFICATION

I certify that this information is correct and is given to the Sparrow Flying Club for the purpose of obtaining membership.

SIGNATURE	
DATE	



Sparrow Flying Club- Membership Agreement & Payment Information

In consideration of the privileges of the flying club-owned or leased aircraft, the undersigned hereby:

- 1) Acknowledges receipt of a copy of the Club's Flying Regulation and Policy in effect as of June 1, 2008 of any amendments.
- 2) Agrees to the provisions of the Flying Regulation and any amendments thereto.
- 3) Agrees to pay for monthly dues, flying charges, and other fees, charges and assessments incurred as a member by the 2nd day of the month in which billed; and agrees to pay a past due fine amounting to 5% on any unpaid balance carried after the 15th of that month.

Name: _____ Signature: _____

PAYMENT INFORMATION			
SFC GIVES OUR MEMBERS 2 OPTIONS FOR ACCOUNT HANDLING. OPTION 1 – AUTOMATIC ELECTRONIC PAYMENT (AEP) OR OPTION 2 – POSITIVE ACCOUNT BALANCE (PAB) PLEASE CAREFULLY CONSIDER WHAT IS MOST CONVENIENT FOR YOU AND PROVIDE THE NECESSARY INFORMATION BELOW. NOTICE EVEN IF YOUR CHOICE IS OPTION 2 PAB - YOU ARE STILL REQUIRED TO PROVIDE & MAINTAIN A CURRENT INFORMATION FOR CREDIT/DEBIT OR ECHECK PROCESSING ON FILE AT ALL TIMES AND SIGN THIS AUTHORIZATION FOR SFC TO CHARGE THAT CREDIT/DEBIT OR ECHECK PERIODICALLY FOR THE BALANCES DUE ON YOUR ACCOUNT IN THE EVENT YOUR ACCOUNT BALANCE FALLS INTO THE NEGATIVE FOR MORE THAN 15 DAYS UNLESS THERE IS WRITTEN AGREEMENT ON FILE.			
NAME ON ACCOUNT			
ACCOUNT BILLING ADDRESS			
CITY, STATE & ZIP			
ELECTRONIC ACCOUNT TYPE	CREDIT OR DEBIT CARD: <input type="checkbox"/> AMEX <input type="checkbox"/> VISA <input type="checkbox"/> MC <input type="checkbox"/> Other _____	EXP DATE	V-CODE
ELECTRONIC ACCOUNT #	CHECKING ROUTING #		
SELECT PAYMENT OPTION			
<input type="checkbox"/> OPTION 1 – AEP	Electronic Account will automatically be charged on 2 nd of each month for member dues and for any balance due and/or when selected by Member on Sales Receipt. INITIALS _____		
<input type="checkbox"/> OPTION 2 – PAB	Member agrees to regularly deposit funds into account thereby maintaining a Positive Account Balance at all times to include monthly dues added on 2nd of each month. Electronic Account Information will be put on file and only be charged if the account balance falls in to negative for more than 15 days – on the 17 th of each month. INITIALS _____		

CERTIFICATION	
AUTOMATIC ELECTRONIC CREDIT CARD PAYMENT AUTHORIZATION: THE SIGNATURE BELOW AUTHORIZES SFC TO CHARGE MY ACCOUNT PERIODICALLY FOR THE BALANCES DUE ON MY ACCOUNT.	
CARD HOLDER SIGNATURE	
DATE	



SPARROW FLYING CLUB - REGULATIONS

SECTION I - RESERVATIONS

No member may fly a club aircraft without having first reserved time for the flight on the scheduling website. It should be thoroughly understood that the proper use of the reservation feature provided is the key to a successful cooperative operation, maximum use of the aircraft, and availability to all of the members. By your reservation you are declaring to the other members that the aircraft is assigned to your custody for the period reserved. Therefore, you should be careful to follow the these rules:

1. Reserve precisely the time you want.
2. Each member must indicate a destination when the reservation is made. For example, "local", "Las Vegas", etc.
3. Cancel as soon as you know you cannot keep a reservation, whether for weather or other reasons. Do not assume that in inclement weather the aircraft will not be needed. Adjust your reservation if you find you will be delayed in leaving.
4. If you are more than 30 minutes late for any scheduled flight and you have not made the appropriate schedule changes, then the aircraft may be scheduled by someone else.
5. The Manager must be notified of any flight over 10 flying hours.
6. Scheduling
 - A. General – the rules which follow are designed to provide each member reasonable access to club aircraft. However, it is the intent of this section that no member should be allowed to have excessive use of club aircraft. Complaints of this nature or abuses of scheduling shall be promptly resolved by a SFC Manager. Any aircraft can be scheduled by use of the scheduling website provided that the aircraft is reserved within the framework of the regulations that follow. The term "extended periods" shall be defined as meaning "in excess of three days." It is also important to note that the "total time" limitation described in paragraphs 6A(i)(2) and 6A(i)(3) covers use of all club aircraft, while the "special scheduling" privilege can be used once a year for each cross-country aircraft.
 - i. No member's name can appear on the schedule for any given aircraft more than once unless:
 1. The second time an aircraft has been scheduled is within 24 hours of actual use.
 2. That aircraft has been "special scheduled" as outlined in paragraph iv, and then only prior to the specially scheduled departure date.
 3. The aircraft has been scheduled for purposes of an FAA flight examination. When an aircraft is scheduled for this purpose, the fact that it is for an FAA flight examination shall be noted in the scheduling program.
 - ii. During the vacation period between June 1st through September 15th the total time any member can schedule club aircraft for extended periods shall be one calendar week, including 2 weekends. It is important to note that this restriction covers use of all club aircraft during this period and cannot be used once for each plane.



- iii. During other periods of the year the total time any member can schedule club aircraft for extended periods shall be 2 calendar weeks, including 3 week ends. It is important to note that this restriction covers use of all club aircraft during this period, and cannot be used once for each plane.
- iv. Exception to paragraph 2 and 3 above: A member can depart on a flight covering an extended period on the day preceding the originally scheduled departure date provided that within 24 hours preceding the originally scheduled departure time, the aircraft still has not been scheduled. The member can then reserve the plane for any part of that 24 hour period and depart early. This early departure will not be counted against the limitations described in paragraphs 6A(i)(2) and 6A(i)(3) above. Example – assume your scheduled departure is for 8:00 a.m. this Saturday. If the aircraft still has not been reserved for any period prior to your departure by 8:00 a.m. Friday morning, you may schedule it to leave any time thereafter on Friday, without penalty.
- B. Training aircraft – the aircraft designated as training aircraft by the manager cannot be scheduled for longer than a 24 hour period unless extenuating circumstances exist. In this case, approval by the manger will be required. The name of the authorizing manager must appear on the schedule.
 - C. Special scheduling – each aircraft designated as cross-country aircraft by the manager may be specially scheduled once each calendar year. The period covered by the special schedule shall not exceed the limits outlined earlier in paragraphs 6A(i)(2) 6A(i)(3). When the aircraft is specially scheduled, the club manager must be notified as to the dates involved and the entry “specially scheduled” must be indicated next to the reservation in the reservation program. It is the member's responsibility to ensure that both these conditions are met, and that if the reservations are canceled, both the scheduling program and club manager are notified. Prior to one calendar month before the specially scheduled departure date, the aircraft involved can be scheduled in the usual manner as described in earlier paragraphs. Within one calendar month prior to the specially scheduled departure date, the member cannot again schedule that specific aircraft unless it is done within 24 hours of actual use. As an example, assume an aircraft has been specially scheduled for the period of July 1st through July 9th for a vacation. A member can schedule this same aircraft in the normal manner for any flight prior to June 1st. Beginning June 1st, the member can only again schedule the aircraft within 24 hours of actual use. It is the intent of this rule to allow the member to stay current without monopolizing the aircraft.
 - D. Alternate scheduling – any member may schedule an aircraft as an alternate in the event the member originally scheduling the aircraft for that period cancels the reservation. The fact the member has scheduled the aircraft as an alternate must be entered in the scheduling program. In the event a cancellation does occur, the alternate then has rights to the aircraft providing he is not in violation of any of the preceding rules regarding scheduling. The first member scheduling the aircraft shall have the responsibility of notifying any scheduled alternate of a cancellation of a scheduled use if the alternate has notified the first member of his status as an alternate.



SECTION II - RESTRICTIONS OF USE

1. It shall be the responsibility of any member taking a club aircraft overnight to have it tied down or in a hangar, if possible, at the member's expense.
2. VFR or IFR flight plans are recommended for all cross-country flights if available.
3. No student pilot may take an intentional overnight cross-country.
4. No person except an active member of the club, a club-approved flight instructor giving dual instruction to an active member of the club, a club-approved flight instructor giving dual instruction to a person on a discovery flight, or qualified persons making necessary test flights shall be permitted to fly any club aircraft. All flights are to be made within the limits of the FAA certificate of the person piloting the club aircraft.
5. No member shall use the club equipment for commercial use, nor shall he rent or lend the club equipment to any other person.
6. All pilots receiving dual instruction in club aircraft must use only qualified and currently rated flight instructors approved by the manager. These instructors should hold active memberships in the club. Instructors holding memberships in the club may not use the club aircraft or equipment to instruct, or charter for hire, any person not a member of the club. Instructors and students will conform to scheduling routine adopted by the club.
7. Each member shall be required to make at least one check flight every 24 months with a club approved flight instructor. Any person who has not flown during the preceding 90 days shall have a flight with a club-approved flight instructor.
8. Each member joining Sparrow Flying Club, LLC shall be instructed and checked out thoroughly in each type of aircraft and its equipment before he may take solo custody of the aircraft.
9. Student members who fail to fly within a 30-day period must be rechecked by a club instructor before flying solo.
10. No member shall operate club aircraft when the outside ground air temperature is below -10° F as reported by the nearest official weather reporting station.
11. Club members may not fly club aircraft outside the continental United States without permission from the manager. A letter of authorization will be issued to this member for this flight.

SECTION III - LOGGING TIME

1. Flying time shall be computed for each flight by recording the Hobbs meter reading before and after each flight. The difference between the two meter readings is your billing time. All charges for flying time will be paid at the time of use.
2. The duration of each flight shall be computed from starting the engine until the engine is stopped after parking.
3. A record of the flight time shall be made in the flight log by the pilot in charge of the equipment before the pilot leaves the aircraft after the flight.
4. Any member who taxis or flies a club aircraft for the purposes of repairs or maintenance shall enter the Hobbs meter reading in the aircraft flight log and mark the readings "for maintenance". This Hobbs meter time expense is to be borne by the club.



SECTION IV - INSPECTION AND MAINTENANCE

1. There shall be a line inspection performed before each flight by the pilot making such flight. Any defects found in the aircraft's structure or accessories shall be reported to a club manager immediately, and no flight shall be made if such defect may endanger the safe operation of the aircraft. Members shall have knowledge of the cruising RPM of the engine, and this speed shall not be exceeded. All members shall be checked out by a club approved flight instructor before flying a club aircraft. Aircraft left unattended must be tied down, the wheels blocked, the radio turned off, the master switch off, the ignition turned off with the key removed, and the doors locked.
2. No member shall be permitted to attach any object to the aircraft, or in any manner make adjustments or repairs unless approved by the manager.
3. There shall be no deduction from the Hobbs meter reading for time required to taxi for refueling
4. Each member shall assist the manager by notifying him when they notice the aircraft is in need of repairs, oil changes, etc.

SECTION V - PROHIBITED TYPES OF FLYING

1. All flying in any club airplane is to be done in strict accordance with the existing FARs, state, local, and club rules.
2. All club aircraft are restricted against any acrobatic maneuvers prohibited by the limits of operation of the aircraft, and in no instance shall any member perform any acrobatic maneuver intentionally, unless required for an advance rating or flight review.
3. Members shall make landings only in landing fields approved by the FAA, State or SFC, unless an emergency occurs. Violations are subject to a fine to be set in each individual case by the manager. The cost of any repairs or replacements not covered by insurance which is the result of damage incurred by take-off or landing at an area other than an approved field shall be paid for in full by the member in charge of the equipment.
4. There shall be no flying of club aircraft below 500 feet AGL other than take-off or landing unless accompanied by a club approved instructor, and then for flight training only.
5. Use only hard surface runways if possible. No unpaved operations until the ground is hard and dry.

SECTION VI - CURRENCY REQUIREMENTS

1. No member shall operate any club aircraft who has not flown as pilot-in-command of that aircraft or a more complex aircraft within the previous 90 days. As an example, if you have flown the C-182 within the past 90 days you meet the currency requirements for the C-172 and C-150 as well, and may fly all these aircraft provided you are authorized to fly them by completing a previous check out.
2. Any member not meeting the preceding currency requirements must have a training flight with a club or club-designated instructor with the appropriate notation entered in the member's log book.



SECTION VII - ENFORCEMENT

1. The preceding rules and regulations shall be policed by the entire membership, and all infractions thereof shall be filed with the manager. The manager shall then take appropriate action.
2. Any violation of the Federal Aviation Regulations or the existing rules of the club shall constitute cause for immediate suspension, and any member so suspended shall remain as such until further action is taken by the manager.

SECTION VIII - CHANGES AND AMENDMENTS

1. Changes in or amendments to these flying regulations may be effected by the club manager.
2. Any changes or amendments to these flying regulations shall be posted on the club website, emailed or mailed to each member of the club.



SPARROW FLYING CLUB – POLICY LETTER

ARTICLE I - NAME

Section 1: The name of this organization shall be “Sparrow Flying Club, LLC” as provided by the Operating Agreement.

ARTICLE II - PURPOSE

Section 1: The purpose of this Limited Liability Company (hereinafter called the “Club” or “SFC”) shall be to own or lease and maintain aircraft suitable for operation and use by its members for business, personal pleasure, or instruction flights, to encourage and enable its members to improve their flying skills, to provide, through its operation and maintenance of its aircraft, economical flying for its members; and to foster good will among members through an interest in aviation.

ARTICLE III - MEMBERSHIP CLASSIFICATION AND PRIVILEGES

Section 1: This is a non-equity club membership.

Section 2: Memberships shall be classified as individual or family and each Membership constitutes one vote. Family memberships are for families with more than one pilot who is the spouse or legal dependent of an active member. Family memberships are considered as one member for reservation purposes.

Section 3: Membership shall be defined as Active, Inactive, Suspended, Resigned and Terminated.

- An Active member is one who shall be given all privileges and benefits within the power of the Club to bestow. An application, membership fee, and first month's dues shall be submitted by the applicant to the Club manager. The manager shall make a credit check on each applicant and consider each application. The acceptance or refusal of any application shall be at the discretion of the manager.
- An Inactive member is one who requests a temporary suspension of club privileges and dues. A member must give written request 30 days in advance to for inactive statuses to the manager. Upon approval by the manager, Inactive statue will not to exceed 180 days.
- A Suspended member shall be one who has been temporarily denied all privileges of membership in the Club by action of the manager. Dues and assessments of this member shall continue. A period of suspension shall be limited to thirty (30) days, at the end of that time the manager shall be required to take further action or the member shall automatically become Active again.



- A Resigned member is one who severs all connections with the Club by submitting written notice for Resigned status to the Club manager. Member must give written notice 30 days in advance.
- A Terminated member is one who is expelled from the Club by action of the manager. Terminated member may not reapply for membership.

ARTICLE IV - MEMBERSHIP APPLICATIONS, TERMINATION, DESIGNATIONS AND DISPOSING OF MEMBERSHIP

Section 1: The number of Active members shall be limited at the discretion of the Manager based on the amount of equipment and the average time the equipment is used.

Section 2: Upon approval of the application of a prospective member by the Manager, the name shall put on the Active list. If the membership is full, the name shall be placed on a waiting list. New members fill vacancies, created by expansion, resignation or termination shall be taken from the top of the waiting list and the membership will begin at the time all required fees are paid to the Manager.

Section 3: Resignation shall not become effective until all money due the Club has been paid in full and all aircraft keys and other Club property are returned to the Manager.

Section 4: The Manager may, after notice and hearing expel a member for due cause. Final expulsion shall take place immediately and all money due the Club is payable at that time. No member having been expelled from the Club shall be entitled to any refund.

ARTICLE V - FLYING OPERATIONS AND MAINTENANCE

Section 1: Flying operations shall be conducted in accordance with Federal Aviation Regulations, State Regulations and any SFC Rules or policy. The member shall apply the more conservative or restrictive of the regulation, rule or policy.

Section 2: Club maintenance shall be done at the direction of the Club's Manager. All maintenance shall be done in accordance with FAA approved procedures.

ARTICLE VI - DUTIES OF THE ADVISORY BOARD AND MEMBERS

Section 1: The Advisory Board shall be made up of appointed and elected members. All Board meetings shall be open to the membership; however, only Advisory Board votes will be counted at these meetings. In the event there is an opening of the Advisory Board, it shall be filled by appointment or a vote of the club membership at the next regular meeting.

Section 2: The duties of the Advisory Board shall be to act on matters of policy; to act in a judicial capacity on inter-Club disputes and regulation or rules violations; to direct investigations when



deemed necessary; to protect the Club's interests and safeguard its welfare, and to arrange for audit of the records as of each December 31st.

Section 3: The duties of the members shall be to conduct themselves in a proper and fitting manner, to uphold the dignity of the Club on the flying field; to be alert and mindful of the Club's interest; to exercise caution and safety in flying; and to observe all Federal, State, Local and Club rules and regulations.

ARTICLE VII - GENERAL FINANCE

Section 1: In the event of any damage to any equipment of the Club, except where provided for elsewhere in the Club policy, the following specific rules shall apply:

- a) If any accident is caused through violation of Federal Aviation Regulations, State Regulation, or Club rule or policy, the member at fault shall be responsible for the uninsured portion of the damages to Club equipment.
- b) Any member is liable to the Club for damages over and above the amount covered by insurance if such damage results from the member's own carelessness or negligence.
- c) In the event of the person at fault not being able to pay the total damages, then the remaining balance and the repair bill shall be paid for by the person at fault in a manner arranged with the person by the Manager.
- d) In case of doubt as to the cause of the accident the Manager shall abide by the findings of the FAA or National Transportation Safety Board.

Section 2: No member of the Club shall be authorized to make purchases in the name of the Club except by order of the Manager or as set forth in Section 3 hereafter.

Section 3: Any member of the Club finding it necessary to purchase parts or to have any repair work performed on Club equipment, in an emergency or on a cross-country flight, shall not exceed \$100.00 without prior approval of the manager. He may do so in his own name and after presentation of a properly receipted bill for such sales and/or service, and after the bill has been approved by the Manager, the member may be given full refund or credit.

Section 4: By the 5th of each month the member will be assessed the monthly dues and an automatic draft or credit card charge will be applied. Unless other arrangements have been made with the Manager.

ARTICLE VIII - DUES AND FLYING RATES

Section 1: Dues shall be payable in advance and are due upon receipt of billing.

Section 2: At least twice a year the Board shall review all fees, assessments, flying rates, and other charges; if necessary, revise them or recommend revision, basing such revisions on current operating costs.



Section 3: On cross-country flights a minimum charge of three (3) hour per day will be assessed from the member holding the reservation for that airplane for more than eight (8) hours.

Section 4: The person, to whom the airplane is reserved, is responsible for the airplane until its returned to the home base.

ARTICLE IX - INSURANCE

Section 1: The Club shall, at all times, cover all aircraft with full coverage insurance. This will include Liability and Hull insurance. To protect the Club as a company and the members against liable actions, or judgments of third persons or members.

ARTICLE X - MISCELLANEOUS

Section 1: Each member of the Club shall have read and shall have promised in writing to observe and abide by all the provisions of the Rules and Policy regulations of the Club, and to acquaint himself as thoroughly as possible with the local field rules of any airport and landing fields used by the Club and to observe them to the best of his ability.

Section 2: Penalty for violation of any provisions of these Rules and Policies and any other Club regulations shall be determined by the Manager except where a specific penalty is otherwise provided.

Section 3: If any Article, Section or Clause be declared void and of know effect, it does not affect any other portion of the Club Rules and Policies which remain in full force and effect.

ARTICLE XI - AMENDMENTS

Section 1: Flying Rules and Policies of the Club may be adopted, amended or repealed by the Sparrow Flying Clubs, LLC.

Section 2: Any amendments to these Policies shall be posted on the Club website, emailed or mailed to all members of the Club.

AMENDMENTS