

BLUE LICK FLYING CLUB

SAFETY

ELECTION OF OFFICERS

CLUB BY LAWS

Revised
November 7, 2010

ELECTION OF OFFICERS

Candidates for office shall be submitted in writing from September to October meetings, to be announced at the October meeting. Election to be held at the November Meeting.

The officers and their duties to be elected should be:

PRESIDENT: To preside at all meetings of this club, and maintain order therein. Give good guidance to all members during his/her term of office. Oversee all officers of this club to see that the pleasure of its members is done.

VICE PRESIDENT: Take the place of the president in his/her absence, and to be the editor of the bi-monthly news letter.

SECRETARY: To keep all records of this club in a legible and orderly form. Maintain an accurate recording of club business transactions at all meetings, and all duties generally recognized as secretarial duties.

TREASURER: To maintain an accurate report of club funds, this to be available at any time to any member(s). Pay all bills of the club that have been authorized, and will stand accountable for these funds.

RECREATION COMMITTEE CHAIRMAN: Head a committee of at least three members of the club for the planning and organizing of recreational activities and the club's annual fly day. Members of this committee will be formed from volunteers of the membership and choosing of the chairman.

Officers shall be elected for a term of one year at the last meeting in November by vote of the members in good standing participating in a secret ballot vote. Elected officers shall begin a term of office on January 1, of the next calendar year, and shall have such term of office expire on December 31, of the same calendar year, at which time their successors will take office. At this time all money, official records and documents, and all property belonging to the BLUE LICK FLYING CLUB, INC. shall be turned over to such successors.

No member shall be eligible for election as an officer unless:

1. They shall have been in continuous good standing for a period of six months immediately preceding the election.
2. They are an active club member in good standing.
3. Has attended at least one-half of the regular meetings of the BLUE LICK FLYING CLUB, INC.
4. No officer shall hold the same office for more than two consecutive years.

Dues shall be \$4.00 (four dollars) per month. If a member has more than one plane, they will be responsible for dues per each plane.

BLUE LICK FLYING CLUB, INC.

1. The air strip shall be available to all members in good standing and to their immediate families.
2. No alcoholic beverages will be permitted on the airport premise at any time.
3. All perspective members must be present, and shall be voted into or out of the BLUE LICK FLYING CLUB, INC. by majority vote; such vote to take place at a regularly scheduled meeting.
4. Any person 1 (one) month in arrears with their dues will be automatically dropped from the BLUE LICK FLYING CLUB, INC.
 - 4.1 Upon review and membership vote, if a dropped member is reinstated they shall pay a reinstatement fee of not less than six months dues.
5. Any member wishing to withdraw from the BLUE LICK FLYING CLUB, INC. shall submit a letter of withdrawal and pay any dues in arrears. They can be reinstated upon membership vote as a new member.
6. Regular meetings are to be held on the first Sunday of every month. They are to start on time at 7:30 PM, except when changed at the prior meeting by majority vote.
7. Fifty one percent (51%) of the members present shall constitute quorum for the transactions of business at any regular meeting of the BLUE LICK FLYING CLUB, INC.
8. Whenever the word "majority" is applied in these BY-LAWS, it shall mean a quorum as defined in BY-LAW No. 7.
9. In the case of misconduct, expulsion can be enforced on a temporary basis by any officer of the BLUE LICK FLYING CLUB, INC. This will be in effect until a 2/3 majority vote can be taken at a regular meeting.
10. Beginning NOW - All members operating an aircraft from the BLUE LICK Airport will present the following documents to the airport manager, Tom Jean, for recording:
 - Pilot or student's license
 - Current medical certificate
 - Current Bi-Annual flight review
 - Aircraft logs showing a current annual inspection
 - Aircraft owner's certificate showing that all owners are club members

11. Rules governing Tie-Downs

- 11.1 Tie-Downs will be assigned on a first come first served basis. If a member has a plane and needs a tie-down they go to the top of the list.
 - 11.2 In order to retain a tie-down you must be a member in good standing. A member in good standing is one who is not behind in their dues and attends at least one-half of the regular meetings of the BLUE LICK FLYING CLUB, INC.
 - 11.3 Tie-downs will be built and maintained to club specifications. User will pay construction cost if no tie-downs are existing.
 - 11.3.1 Tie-downs must be at ground level or below with aircraft tires to be placed around them to store ropes in while mowing. This also applies to tail tie-downs unless you would like to install a winch, then some sort of a highly visible marker would be required.
 - 11.3.2 Grass must be maintained to no more than 6" (six inches), or club will cut it with a \$5.00 (five dollar) fee to the user to be put into the club treasury. Failure to pay will result in loss of tie-down.
 - 11.4 Rulings of the tie-down committee will prevail with the user having appeal privileges to the club membership at regular club meetings.
 - 11.4.1 REMINDER: Members and tie-downs are subject to all rules and regulations of the FAA, and any rules passed by a 2/3 majority vote of the BLUE LICK FLYING CLUB, INC.
 - 11.5 The Tie-Down committee shall consist of:
 - Airport Manager
 - Past President
 - Present Club officers
 - Safety Officer
12. PARTNERSHIPS: All parties must be members in good standing
13. All aircraft operating at or based at BLUE LICK Airport shall maintain a minimum liability insurance of \$ 100,000.00, and be able to show proof of that insurance to the Airport Manager upon request.
14. The BLUE LICK FLYING CLUB, INC. shall maintain a minimum airport liability insurance face value of \$1,000,000.00 (One Million Dollars) on behalf of Mr. Tom Jean, and the BLUE LICK FLYING CLUB, INC.
15. The existing procedure for the election of officers, and the existing safety and courtesy rules remain unchanged.
16. AMENDMENTS: Proposed amendments must be submitted in writing and read at two consecutive meetings, and passed by majority vote at the next regular meeting. The subject matter of such amendments must be advertised to the membership prior to the meeting at which to vote thereon in to be taken.

BLUE LICK FLYING CLUB COURTESY AND SAFETY

COURTESY AND SAFETY at Blue Lick Airport - We have always been proud of the excellent rapport we have with the general public and the aviation community. In an effort to continue to be looked upon as "Professional Pilots" we have developed a courtesy checklist as a refresher for our locally based pilots and as an aid to assist anyone visiting Blue Lick.

1. IF RADIO EQUIPPED - Please use unicom (122.8) and announce your intentions.
Example: Blue Lick Unicom November 1234 Whiskey taxiing for take off runway two nine or November 1234 Whiskey turning left base for runway one one.
2. WHEN WEATHER CONDITIONS PERMIT - Please use appropriate traffic pattern; right hand traffic for runway 11, left hand traffic runway 29. Always fly over before landing!
3. RUN UPS - This particular area seems to be abused most often. Please try to be courteous to everyone. We have many neighbors here at Blue Lick who are not affiliated with aviation and have been very patient with some people when doing their run up and when turning around have kicked up debris in their yard. We know that no one does this on purpose, but we all need to make a more conscious effort to be courteous to everyone.
 - A) WHEN DOING YOUR RUN UP, PLEASE FACE AIRCRAFT IN DIRECTION AWAY FROM BACK YARDS AND OTHER AIRPLANES.
 - B) WHEN TURNING AROUND, please turn in a direction so as to comply with the above and use a low power setting.
4. AIRPLANE PERFORMANCE AIR DENSITY is perhaps the single most important factor affecting airplane performance. Most accidents have occurred because pilots have failed to understand the effect of varying conditions on airplane performance. At Blue Lick, there are three important factors to consider prior to take off or landing:
 - A) DENSITY ALTITUDE - An increase in air temperature or humidity significantly decreases power output and propeller efficiency. On a hot, muggy day here at Blue Lick, taking density altitude into effect, it may not be feasible to take off from here due to the runway length. If there is any doubt in your mind, check your "Performance Charts."
 - B) RUNWAY SURFACE CONDITION - If the runway is muddy, wet, soft, rough, or covered with tall grass, these conditions will act as a retarding force and increase the takeoff distance.
 - C) AIRCRAFT WEIGHT - An aircraft with full tanks and three passengers needs more runway length than the same type of plane with only the pilot and the tanks half full.

In conclusion, a pilot should, prior to takeoff, check...

1-.WEIGHT AND BALANCE 2-DENSITY ALTITUDE 3-RUNWAY CONDITIONS

5. WIND SPEED - For safety the airport is considered closed if wind speed is 15 knots or greater.

If you have any other suggestions that may lead to a safer airport or ideas that can help us keep our good relationship with local community, please let us know.

Thank you.

If you have any questions call Thomas H. Jean, 957-5159
Club Address: 1432 Hillview Blvd.