Updated 11/08/2026
EAGLE AIR FLYING CLUB, INC.
2026 BY-LAWS REVISION

SUMMARY OF CHANGES

Summary of Changes

This summary describes how the proposed 2026 By-Laws differ from the By-Laws currently in force, which were published on January 16, 2016 (Part A) and January 14, 2016 (Part B). It is provided to help members prepare for the ratification vote. It is a reading aid only. The documents themselves govern and members are encouraged to read them in full.

The great majority of the changes are matters of wording. The By-Laws had been amended in pieces over roughly twenty years and the result read as though written by a dozen different people. The entire text has been rewritten in one consistent voice, with consistent terminology and corrected cross-references. This summary sets that work aside and describes only the changes that alter what the Club or its members may or must do.

What you are voting on

Three documents are affected, and they carry three different approval requirements. The vote is held under the amendment procedure of the By-Laws currently in force — Article XIV of the 2016 text — which the requirements below restate.

- **Part A, Code of Regulations** — requires the affirmative vote of two-thirds of the voting members present, at a meeting called for that purpose at which a quorum is present, following thirty days' written notice. Twenty percent of the membership constitutes a quorum for this purpose.
- **Part B, Operational Rules** — requires a simple majority of the members present at a meeting called for that purpose.
- **Appendix A** — is now a separate document adopted and amended by the Board of Officers. It is not subject to a membership vote. It is included in this packet so that members can see the rates and amounts that will be in effect.

Part A — Changes affecting membership, voting, and money

- **Membership classes have been restructured.** The High Performance/Complex class has been eliminated, because the Club no longer owns a high performance or complex aircraft. The Initial Cadre class has been eliminated, because no Initial Cadre members remain. A new **Social membership** has been added: a non-flying class that allows a member to participate in Club social functions and that allows a Regular member who

cannot fly for a period of time to leave their deposit with the Club, downgrade to Social, and later return to their former membership level without paying a new deposit and without being charged the twenty percent administrative fee a second time.

- **The membership cap is reduced from twenty to fifteen members per aircraft.** With two airplanes that sets a ceiling of thirty members rather than forty, to protect members' access to the aircraft. New language also makes clear that an aircraft temporarily out of service — for maintenance, repair, damage, or any other reason — still counts as a Club airplane and that the Club will not reduce its membership to maintain the ratio while an aircraft is down. If the fleet is ever permanently reduced, no membership will be terminated to restore the ratio. The limit is restored through normal attrition instead. Part B's separate 12-to-18 objective has been removed in favor of a cross-reference, so the figure appears in only one place.
- **Voting is limited to Regular members in good standing.** The 2016 text said that "All Members shall have one vote," while also stating that Associate members have no voting privileges. The new text resolves the contradiction.
- **A new provision addresses members who stop paying without resigning.** Resignation must now be given in writing (email is sufficient), and until a member resigns, monthly dues continue to be charged. If a member neither pays nor flies and their unpaid dues come to exceed the refundable eighty percent of their deposit, about four months at current dues, the membership terminates automatically as abandoned. The Club sends written notice, by email and by mail, once two monthly statements go unpaid. On termination the deposit is forfeited. The refundable portion is applied to what is owed and the former member remains liable for any remainder. Rejoining requires the approval of the Board and payment of anything still owed plus a full new deposit. A member who never paid a deposit is terminated after three unpaid statements. The Board's general power under Article II to end a membership at any time is expressly subject to this procedure where nonpayment is the reason.
- **The twenty percent administrative fee is now defined as earned, not deducted.** The 2016 text described the fee only as a deduction taken when a member leaves. The new text states that twenty percent of the membership deposit is earned by the Club upon the earlier of thirty days after admission to membership or the member flying more than three hours in Club aircraft. Once earned, it is absorbed into the general funds and is not refundable when the member later departs, for any reason. The remaining eighty

percent continues to be held against unpaid account balances. A member who leaves before either threshold is reached still receives a full refund, less anything owed. The three-hour gate exists so that the grace period protects someone who tries the Club and finds it is not a fit, without also covering someone who joins to fly a particular trip and then departs; three hours allows a normal checkout in one aircraft and a short personal flight. The new text also states what the fee is for: processing the application, adding the member to the Club's insurance, and setting up the member's account — costs the Club incurs whether the member flies or not.

- **The 1.5% monthly late fee has been replaced by a suspension at sixty days.** Payment remains due by the 25th of the month. In place of the interest charge, flying privileges are suspended when any invoiced amount is sixty days past due, or when the unpaid balance exceeds the refundable $400 of the member's deposit, whichever comes first. Privileges return once the past-due amounts are paid.
- **The estate of a deceased member is now subject to the twenty percent administrative charge.** The 2016 text refunded the deposit less only unpaid dues and flying time. The new text treats this the same as any other surrender of membership.
- **If the Club is dissolved, deposits are returned less the administrative fee.** The 2016 text returned the full deposit to members if the Club were dissolved. Because the administrative fee is now earned by the Club and absorbed into its general funds, the new text returns the deposit less that fee, consistent with every other way a membership ends. The dissolution clause also now names its charitable recipients by their current legal names — the AOPA Air Safety Foundation it named was merged into the AOPA Foundation in 2010 — and provides for a successor organization if any recipient no longer exists.
- **Mergers are now addressed.** The 2016 By-Laws were silent on merging with another club. A new section permits the Club to merge or consolidate with another organization without liquidating its assets. The Club's aircraft, funds, and obligations pass directly to the surviving organization, and a merger is expressly not a termination that would set off the dissolution provisions. A merger requires Board approval and the same vote as an amendment to Part A — two-thirds of the voting members present, a twenty percent quorum, and thirty days' written notice with the terms of the agreement — and the agreement must either carry each member's refundable deposit over to the surviving organization or refund it.

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- **Officer terms move to the calendar year.** Terms formerly ran September 1 through August 30. They now run January 1 through December 31. Officers are still elected at the annual meeting and new language provides that officers-elect take office the following January 1 while the incumbents serve out the year and assist with the transition.
- **The annual meeting date has been brought in line with practice.** The 2016 text required the organizational meeting within 90 days of the end of the fiscal year. The fiscal year remains July 1 through June 30, but the meeting is now to be held in the fall following the close of the fiscal year and no later than November 30, which is when the Club has in fact been holding it.
- **Member privacy is now addressed.** A new provision requires the Club to keep members' personal information confidential except as required by law, in the ordinary course of business such as applying for insurance, or as necessary for safety. Members may not disclose the Club roster to third parties or use it for any commercial purpose without written permission from the Board.
- **A Social Director may be appointed** by the Board, alongside the General Manager. The General Manager now reports to the Board of Officers rather than to the President.
- **Officers can be removed, and presidential succession is settled.** An Officer may now be removed by a two-thirds vote of the voting members present at a membership meeting called for that purpose. The 2016 By-Laws had no removal provision. If the presidency becomes vacant, the Vice President becomes President for the rest of the term and the vice presidency is filled by the Board.
- **Board members may attend remotely.** An Officer taking part by telephone or video conference now counts as present for all purposes. Previously a remote Officer counted only if the Officers physically present voted to allow it, which made a fully remote Board meeting impossible.
- **The Board may remove a disruptive member from a Board meeting.** Member attendance at Board meetings is still encouraged, but the Board may remove a member whose behavior obstructs the meeting.
- **The Newsletter is no longer an official notice channel,** as the Club no longer publishes one. Notice is given by email and by ordinary mail.

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Part A — Officer duties restored and strengthened

Three duties that appear in the 2016 By-Laws had been dropped during the 2022 drafting. They are restored and one is expanded.

- **The Treasurer must again present financial statements and a budget to the membership.** The Treasurer prepares and submits a balance sheet, an income and expense statement for the fiscal year just ended, and a budget for the coming fiscal year, for review and approval by the membership at the annual meeting.
- **The Safety Officer must again notify members of pertinent changes to the Federal Aviation Regulations.**
- **The Maintenance Officer's document duties are restored and extended.** The Maintenance Officer must ensure that each aircraft carries the documents required to be aboard it and that the logbooks are current. A new requirement is added: the Maintenance Officer must maintain, in a location within the hangar accessible to all members, a schedule of upcoming required inspections and compliance items for each aircraft — airworthiness directives, the annual inspection, the VOR check, the 100-hour inspection where applicable, the altimeter and static system check, the transponder check, and the ELT battery and inspection.
- **Article IX now describes how fuel prices are actually handled.** The 2016 text required the standard fuel cost to be set above market, at roughly the 95th percentile of fuel prices, so that the hourly rates would absorb price movement without being recalculated. The Club does not work that way. The standard fuel cost is set near a normal price and a separate fuel surcharge covers the difference when fuel runs high. The percentile language is removed. In its place, Article IX authorizes the Board to apply a fuel surcharge — or a fuel credit when fuel is cheap — stated as an amount per hour in Appendix A, instead of recalculating the base rates and requires that it be shown separately from the base rate so members can see both figures. This changes no rate. It describes in the By-Laws what the Club already does.
- **The rate review process in Article IX has been replaced with one that can be administered.** Under the 2016 text, forming a committee to propose alternative dues and rate formulas required a vote equal in number to the members who were above the 25th percentile in hours flown over the preceding twelve months — a figure that had to be computed from flight records before anyone could know whether a vote had carried.

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That is replaced with a petition process: five or more voting members may petition the Board in writing; the President appoints a three-member rate review committee within thirty days, including at least one petitioner and at least one Officer; the committee reports at a general meeting within sixty days; and an alternative formula is adopted by a majority of voting members present, taking effect the following month. One petition may be acted upon per fiscal year. Separately, the Board's approved formulas must now be presented to the membership at the annual meeting rather than merely being available on request. Article XIV's grant of rate-setting authority to the Board is expressly made subject to Article IX, so a formula the membership adopts cannot afterwards be set aside.

Part A — Provisions that have been removed or reduced

These duties appear in the 2016 text and do not appear in the 2026 text. Members should be aware of them, as several were removed during the 2022 drafting rather than by any decision of the membership.

- The Secretary's obligation to maintain, in electronic format with backups, a history of every flight recorded in Club aircraft for the last five years.
- The Treasurer's obligation to prepare a 60-month financial forecast twice each year. The Treasurer still prepares a financial forecast for the Board, but the frequency and horizon are no longer specified.
- The Maintenance Officer's specific responsibility for the paperwork required to complete major repairs and overhauls.
- The General Manager's journal of all changes in member status.
- The separate approval path for a former member re-applying for membership, which required a majority vote of the Board rather than the consent of three officers. All applicants now follow the same path.

Part A — Housekeeping

These changes do not alter any rule. They are listed so that members are not surprised by them.

- "Aircraft deposit," "membership deposit," and "initial membership fee" all now read **membership deposit**.

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- The duplicate statement of the past-due suspension rule, which appeared in two articles with different wording, now appears once in Article VIII, with a cross-reference from Article IV.
- A cross-reference to "Sections 9.1 and 9.2," which no longer existed under the current numbering, has been corrected.
- A sentence in Article XIV that repeated Article XIII word for word has been removed.
- The amendment quorum is measured against the "voting membership" rather than the undefined "active membership."
- **How a vote is decided is now stated.** Article V provides that action taken at a membership meeting is decided by a simple majority of the voting members present, except where the By-Laws require more — as they do for amendments. The quorum remains the members who attend.
- **Appendix A is now incorporated by Article XIII.** Part A referred to Appendix A six times without ever identifying it as a document. Article XIII now incorporates it by reference, states that the Board of Officers may amend it, and provides that the By-Laws govern wherever the two conflict.
- **“Membership deposit” is now defined** in Article IV as the amount the member paid, without reduction for the administrative fee. Without that definition, the suspension threshold in Article VIII and the refund calculation in Article III could have been read against two different figures once the fee was earned.
- An Officer appointed to fill a vacancy now serves **for the remainder of that term** rather than “until the next Annual Meeting.” With terms now beginning January 1, the old wording would have ended an appointment weeks before the newly elected Officers took office.
- **The $500 spending rule has been restored to its 2016 meaning.** The 2022 draft had reworded Article VIII so that it appeared to require Board approval for every Club purchase of any size. It again requires Board approval only above $500, with the existing exceptions for legal obligations and maintenance approved by the Maintenance Officer.
- **Approvals for Club obligations now line up.** Article III’s rule that a member needs the approval of the General Manager or an Officer before committing the Club to an

expense now also requires any further approval called for by the $500 limit and by the maintenance approval rules in Part B, which it previously contradicted.

- **The definition of "wet rates" has been corrected.** The 2022 wording suggested that members reimburse the Club for fuel. Article IX now says that fuel is included in the hourly rate and that fuel a member buys is reimbursed by the Club.
- **Meeting rules have been reorganized.** The rules on quorum, voting, and notice now have their own section in Article V, so they plainly apply to every membership meeting rather than appearing under the annual meeting alone. General meetings, held regularly and usually monthly for routine Club business, are now listed first. Meetings open to all members are now called "membership meetings," so that "general meeting" refers only to the particular kind of meeting called for information sharing.
- **The amendment threshold is stated plainly.** Article XIV now states the amendment threshold as two-thirds of the voting members present at a meeting at which a quorum is present, replacing "two-thirds of a quorum," which could be misread as two-thirds of the quorum number. Changes to the Operational Rules are decided by the voting members present.
- **Smaller corrections.** A stale reference to late charges was removed from Article IV. The thirty-day clock now runs from "admission to membership." The AFI provision uses the FAA's term "Certificated Flight Instructor." Associate dues are stated as one-half of Regular dues. Applicants in classifications that pay no deposit are no longer told to remit one. The confidentiality provision in Article II is now its own section.
- Article headings, section numbering, and the use of bold labels are now consistent throughout.

Part B — Operational Rules

Substantive changes

- **The 24 hours per year minimum flight time has been eliminated.** This requirement, and the quarterly assessment and refund machinery attached to it, was suspended from enforcement in January 2016 and has not been applied since. It has been removed rather than left dormant.

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- **The prohibition on touch-and-go landings has been removed.** Members may practice landings without an instructor aboard.
- **BasicMed is accepted.** The 2016 rules required a current medical certificate for solo flight. Both Club aircraft fall within the limits of BasicMed (FAR Part 68), and wherever the rules call for a medical certificate they now accept BasicMed qualification as well — for solo flight in Part B and for Regular members' flying privileges in Part A.
- **Sport pilot privileges may not be used in Club aircraft.** The Club's insurance does not cover operation under sport pilot privileges, which the FAA's MOSAIC rule extended in October 2025 to some four-seat airplanes. Part B now says plainly that no member may act as pilot in command of a Club aircraft under sport pilot privileges. The restriction is stated in Appendix A, so the Board can lift it if the insurance policy changes.
- **The remarks form has been retired.** Maintenance discrepancies are now recorded as a squawk in AircraftClubs.com and reported directly to the Maintenance Officer or General Manager. The rules are explicit that a system entry alone is not sufficient notice, because it may not be seen before the next member flies.
- **The timesheet section now matches the form actually in the aircraft.** The 2016 text described columns that no longer exist. The new text lists the eleven columns on the current sheet. The $10 administrative fee for missing or illegible entries has been removed.
- **Refueling standard changed.** The 2016 rule asked for a fuel level between the tabs and one inch below the tabs. The new rule is simply to refuel to the tabs after each flight and not above them.
- **Empty oil bottles now go in a container in the hangar,** not in the trash, so that the Maintenance Officer can determine how many quarts were added between oil changes.
- **The standard oil has changed** from AeroShell 15W50 to **Phillips Victory 20W50**.
- **Fuel is bought with the Club fuel card.** A Club fuel card is kept in each aircraft and members use it wherever it is accepted, including at the home airport. Where it is not accepted, the member pays and is reimbursed by photographing the receipt and sending it to the Treasurer. The credit appears on the member's next invoice.

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- **Lake Erie island flights are not "offshore."** Part B now states that flights to airports on the Lake Erie islands within the United States are not offshore flights. So they do not require the written approval that offshore flights do.
- **The Board keeps the instructor list current.** Part B now states that the Board maintains the approved instructor list and takes each instructor's recent instructional experience into account, including instruction given outside the Club.
- **Both aircraft are billed on Hobbs time.** The Arrow was formerly billed on tachometer time. Tachometer time is now recorded solely for tracking maintenance intervals.
- **Appendix A is now a separate document** that the Board of Officers may amend without a membership vote, so that a change in rates, instructors, or the scheduling service does not require ratifying a new Part B. A new Article VIII incorporates it by reference and provides that Appendix A cannot alter Part B and that Part B governs wherever the two conflict.
- **The document has been reorganized** into seven articles. Maintenance and discrepancy reporting, previously buried among the timesheet instructions, is now its own Article IV.

Part B — What has not changed

- A reservation is required before any flight and a reservation lapses 30 minutes after the reserved start time.
- A minimum of 1.5 hours per day is charged for each day an aircraft is away from the home airport overnight. The rule now states plainly that the member pays the greater of the time actually flown or that minimum.
- Instruction may be given only by Club-approved instructors and FAA-designated examiners. Instructors remain independent contractors paid directly by the member.
- Club aircraft may not be used for commercial or charter operations or for personal gain.
- Preflight and pilot-in-command responsibilities, flight planning requirements, and the requirement for written Club approval before any international or offshore flight.
- All cold weather operating rules, including preheat below 30 degrees, the prohibition on flight with frost, snow, or ice adhering, and the prohibition on operating from frozen surfaces.

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- Hangar and securing procedures, including tie-down when the aircraft cannot be hangared, cockpit cleanup, and securing the doors and lock box.

Appendix A — Rates and Amounts

The following compares the amounts published in the 2016 Appendix A with those proposed for 2026. The Board of Officers sets these amounts; they are shown here for information.

Item	2016	2026
Cherokee 140 hourly rate	$95.00, Hobbs (PA-28-140B)	$120.00 base + $10.00 surcharge = $130.00, Hobbs (N5592F)
Archer II hourly rate	not in the fleet	$150.00 base + $10.00 surcharge = $160.00, Hobbs (N554R)
Arrow hourly rate	$135.00, tach (PA-28R-200)	aircraft no longer in the fleet
Standard fuel cost assumed in rates	$4.85 per gallon	$5.25 per gallon
Fuel surcharge	none	$10.00 per hour, all aircraft
Regular monthly dues	$100.00 (Standard Class)	$125.00
Complex class dues	$130.00	class eliminated
Associate monthly dues	$30.00	$62.50
Initial Cadre dues	$55.00	class eliminated
Inactive / Social dues	$15.00 (Inactive)	$15.00 (Social)
Maintenance night credit	$20.00	not carried forward
Membership deposit	not stated in Appendix A	$500.00
Additional deposit for designated aircraft	required for Complex	none required for either current aircraft

- The **Associate dues change** is a correction, not an increase in policy. Part A has always provided that Associate dues are one-half of the current monthly dues. The 2016 Appendix listed $30.00 against Regular dues of $100.00, which did not match. Associate dues are now stated as one-half of Regular dues.
- The **Inactive member** category listed in the 2016 Appendix was never defined anywhere in the By-Laws. The new Social membership class fills that role at the same $15.00 and is properly defined in Part A.
- The **$20.00 maintenance night credit** listed in the 2016 Appendix does not appear in the 2026 Appendix.

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- **The AFI instruction credit has moved to Appendix A.** The $10.00 per hour credit for AFI members who are also Regular members was previously fixed in Part A. The Board can now adjust it like any other rate. The amount is unchanged.

Documents in This Packet

- Part A — Code of Regulations (By-Laws), 2026
- Part B — Operational Rules, 2026
- Appendix A — Rates, Requirements, and Other Information, 2026
- This Summary of Changes