

# Putting Wings on Your Dreams

## T-CRAFT AERO CLUB

[www.t-craft.org](http://www.t-craft.org)

Nampa Municipal Airport



### Information Packet

- Club Policy
- Operational Procedures
- New Member Orientation
- Backcountry Flying Policy
- Membership Application

## TABLE OF CONTENTS

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Welcome! .....	3
T-Craft Aero Club Policy .....	4
1.0 Member/Applicant Documentation Requirements .....	4
2.0 Membership Classifications and Upgrades.....	4
2.1 Class I.....	4
2.2 Class II .....	4
2.3 Ratings Upgrade Incentive.....	5
3.0 Requirements.....	5
3.1 Pilot in command Requirements.....	5
3.2 Instructor Requirements.....	5
4.0 Member Duties/Requirements and Expectations .....	5
5.0 Billing.....	6
6.0 Pinch Hitter Course .....	7
T-Craft Aero Club Operation Procedures and New Member Orientation .....	8
7.0 Scheduling and Logging out Aircraft.....	8
8.0 Removing Aircraft from the Hangar for Flight.....	8
9.0 Returning Aircraft to the hangar following flight .....	8
T-Craft Aero Club Backcountry Flying Policy .....	9
BACKCOUNTRY FLYING PRIVILEGES: .....	9
BACKCOUNTRY PILOT QUALIFICATIONS:.....	10
Relative Hazard Index.....	12
T-CRAFT MEMBERSHIP APPLICATION .....	13

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## WELCOME!

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Congratulations on your decision to join T-Craft Aero Club.

T-Craft Aero Club was started in 1975 by 20 pilots with two aircraft and an immeasurable enthusiasm for flying. Today, the club has six aircraft, more than four times as many members and the enthusiasm for flying has not waned.

Members use the fleet for local flying within the valley, flying across the state, across the country and even international trips. It is the goal of the club to maintain a fleet of safe aircraft for the private and student pilot, and to operate those aircraft at the lowest cost possible.

T-Craft Aero Club and all of the aircraft are owned by its members and are operated on a non-profit basis. All of the club aircraft are professionally maintained at 100 hour intervals. An enclosed, locked hangar at the Nampa Municipal Airport protects the aircraft from vandals and the weather. Pilots also receive excellent liability and hull coverage which is part of the monthly dues.

The following pages contain details regarding T-Craft Aero Club's policies and operation procedures as well as a Membership Application. All prospective members will need to attend a T-Craft Board meeting to submit their application and a General Membership meeting to be accepted for membership. A list of upcoming meeting dates is available at [www.t-craft.org](http://www.t-craft.org).

Please bring the following items to your T-Craft Board meeting interview:

- Completed Membership Application
- Check payable to T-Craft Aero Club for the appropriate membership fee (\$500.00 for Class I, \$800.000 for Class II)
- A copy of your Drivers license
- Your DMV record which can be purchased online from the Idaho Transportation Department (<http://www.itd.idaho.gov/dmv>)
- If you are a current pilot you will need to bring copies of your Medical Certificate, Pilot Certificate and most recent Flight Review endorsement. New student pilots can provide these documents as they are earned after joining the club.

Please contact one of the Board Members listed below if you have any questions.

Jim Hudson  
Membership/Safety Director  
(208) 863-4835  
[flyinjim@yahoo.com](mailto:flyinjim@yahoo.com)

Ben Brandt  
President  
(208) 867-6718  
[Bcb1160@gmail.com](mailto:Bcb1160@gmail.com)

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## T-CRAFT AERO CLUB POLICY

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### 1.0 MEMBER/APPLICANT DOCUMENTATION REQUIREMENTS

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- 1.1 All members must supply the club with the following at or before their orientation tour and before the lock combination is issued;
- 1.1.1 Photocopy of an approved government photo ID
  - 1.1.2 DMV (Division of Motor Vehicles) driving report
- 1.2 All pilot members must supply the club with the following additional documentation before their orientation tour and before scheduling privileges and lock combinations are issued;
- 1.2.1 \*Photocopy of their Medical Certificate,
  - 1.2.2 \*Photo Copy of their Pilot Certificate,
  - 1.2.3 \*Photo Copy of their most recent Flight Review endorsement
  - 1.2.4 \*Photo copy of logbook endorsement(s) for appropriate aircraft sign-off (C150/152, C172 and/or C182)
- \*New student pilots can provide these documents to the club as they are earned.

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### 2.0 MEMBERSHIP CLASSIFICATIONS AND UPGRADES

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#### 2.1 CLASS I

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Class I members are eligible to fly club C-152 and C-172s with the proper endorsements. Club policy requires that all members be signed off for the aircraft they will be flying by a club approved instructor.

Class I membership requires a onetime \$500.00 fee. Payment of this fee along with acceptance of your application by the board and general membership makes you a fractional owner in the club aircraft!

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#### 2.2 CLASS II

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Class II members are eligible to fly any club aircraft. Requirements for Class II membership are as follows;

- 2.2.1 Minimum of 100 hours total flight time
- 2.2.2 \$800.00 membership fee (for Class I members upgrading to Class II the fee is \$300.00)
- 2.2.3 Five hours minimum dual instruction in a 182 with a club approved instructor
- 2.2.4 Photocopy of logbook endorsement sign-off on file with the club

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## 2.3 RATINGS UPGRADE INCENTIVE

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Upon a rating upgrade for Commercial, IFR, CFI, or CFII the member shall produce photocopies of all dual log entries and photocopy of the new pilot certificate. A \$5.00 reimbursement will then be given for each hour of dual instruction taken in T-Craft aircraft pertaining to that rating.

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## 3.0 REQUIREMENTS

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### 3.1 PILOT IN COMMAND REQUIREMENTS

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To act as PIC in T-Craft Aero Club aircraft a member shall meet the following requirements in addition to the applicable FARs for acting as PIC;

- 3.1.1 Have appropriate and current documentation on file with the club as described in Member/Applicant Documentation section of the T-Craft Aero Club Policy
- 3.1.2 Shall have attended a club function within the last 90 days
- 3.1.3 Shall have a current year's insurance questionnaire on file with the club

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### 3.2 INSTRUCTOR REQUIREMENTS

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All instructors for members utilizing T-Craft aircraft shall;

- 3.2.1 Complete and Submit the T-Craft Instructor Application and Agreement
- 3.2.2 Complete the T-Craft Instructor Screening and Orientation
- 3.2.3 Be approved by the T-Craft Board of Directors
- 3.2.4 For seminars such as McCall's Mountain flying seminar which include flight instruction temporary approval shall be received from the board before attending

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## 4.0 MEMBER DUTIES/REQUIREMENTS AND EXPECTATIONS

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It is the responsibility of each member to abide by all club policies. Failure to do so will be cause for disciplinary action. Reference Article III, Paragraph 5, Constitution and By Laws.

- 4.1 There shall be No Commercial use of T-Craft Aircraft
- 4.2 All pilots regardless of flying time, desiring to use backcountry landing strips shall adhere to the T-Craft Aero Club Backcountry flying Policy.
- 4.3 All T-Craft aircraft shall be scheduled through Schedule Master
- 4.4 Schedules may be made up to 90 days in advance
- 4.5 No member shall schedule more the 480 hours (20 days, 28,800 minutes) total time within a 90 day period without prior approval by the board.
- 4.6 All reservations shall be cancelled if the member is unable to keep the reservation (fly the aircraft). One hour per day at the scheduled aircraft rate may be assessed at the discretion of the board for failure to do so.
- 4.7 Reserved time shall be lost unless the member picks up the aircraft within 30 minutes of the scheduled reservation start time.
- 4.8 A member shall contact a board member if unable to return the aircraft as scheduled



- 4.9 The Hobbs Meter shall be used to determine flying time. If any part of the next number is visible, this is the number you will use to calculate your flight time.
- 4.10 Following a flight members shall;
  - 4.10.1 Clean and Spray wax all leading edges
  - 4.10.2 Clean all windscreens
  - 4.10.3 Remove all trash from the cabin of the aircraft
  - 4.10.4 Vacuum the cabin of the aircraft as necessary
  - 4.10.5 Failure to do complete items in 4.9 may result in a charge to the member's account of one half the scheduled hourly rates.
- 4.11 Out of town tie down fees are to be paid by the member flying the aircraft.
- 4.12 If any hazardous malfunction occurs, the pilot shall placard the aircraft and immediately notify the board member in charge of aircraft maintenance. If he cannot be reached the member shall notify one of the other board members.
- 4.13 No parking is allowed next to the hanger on the north or south sides. Any city fines and towing fees will be the responsibility of the person cited.
- 4.14 The scheduling member is responsible for Hull Insurance deductibles. The Liability and Hull Insurance policy is available at [www.t-craft.org](http://www.t-craft.org) or a hard copy may be made available upon request.
- 4.15 Any member that damages an aircraft due to their own negligence shall pay all cost for parts and labor up to \$500.00.
- 4.16 A member who continues to fulfill their obligations as directed by the club Constitution and By-Laws, Policies and Procedures and pays their flying account each month as agreed to by signature on the membership application, shall be considered a member in good standing.

## 5.0 BILLING

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- 5.1 The billing period shall be from the 26<sup>th</sup> of each month to midnight the 25<sup>th</sup> of the following month.
- 5.2 Payment is due by the 10<sup>th</sup> of the month following the statement period.
- 5.3 A \$10.00 late fee is assessed to your account if your invoice is not paid by the 20<sup>th</sup> of the month following the billing date.
- 5.4 For active members in the monthly invoice shall consist of;
  - 5.4.1 Monthly Dues
  - 5.4.2 Accrued flying charges
  - 5.4.3 1 hour of 152 time at the scheduled rate (to be credited against flying charges accrued in the same billing period), this is considered a "use it or lose" hour intended to encourage members to fly frequently to stay proficient.
  - 5.4.4 Any applicable late fees, penalties or other charges as allowed by T-Craft Aero Club's Constitution and Bylaws and other T-Craft Aero Club policies.
- 5.5 For inactive members the monthly invoice shall consist of;
  - 5.5.1 Monthly Dues
  - 5.5.2 Any applicable late fees, penalties or other charges as allowed by T-Craft Aero Club's Constitution and Bylaws and other T-Craft Aero Club policies.

- 5.6 Winter flying hours: during the months of December, January and February the monthly “use it or lose it” minimum flying charges may be combined for credit in any of these months. For example, if a member did not fly in December or January but flew the equivalent of 3 hours of 152 time in February, the December, January and February “use it or lose it” credits would be applied to the February billing period. The same is true if the 3 hours were flown in December.
- 5.7 Resigning members are responsible for payment through the last billing cycle, but will be billed through the 25<sup>th</sup> of the current billing cycle if he/she chooses to fly prior to the Board approving the request for resignation.
- 5.8 T-Craft Aero club Inc. shall reimburse pilots for offsite fuel purchases at the current monthly rate which T-Craft pays for fuel at Nampa. The difference will be the responsibility of the individual pilot.
- 5.9 The Board of Directors is to select a responsible individual (any member in good standing) to conduct an annual audit of the Corporations.

## 6.0 PINCH HITTER COURSE

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To promote flying and safety T-Craft Aero Club provides the opportunity for the immediate family of members to receive actual pilot training. To be eligible for this opportunity the individual shall;

- 6.1 Be the immediate family member of a T-Craft Aero Club member in good standing
- 6.2 Be approved in advance of the training by the board
- 6.3 Use a T-Craft approved Flight Instructor
- 6.4 Receive up to but not to exceed 10 hours of flight instruction in a T-Craft aircraft

## T-CRAFT AERO CLUB OPERATION PROCEDURES AND NEW MEMBER ORIENTATION

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### 7.0 SCHEDULING AND LOGGING OUT AIRCRAFT

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- 7.1 A member wishing to fly shall schedule the aircraft through Schedule Master and is responsible to cancel through Schedule master if the flight cannot be made.
- 7.2 Aircraft shall be logged out using the electronic flight log application on the computer in the hangar or the computer in the office area. If computers are down due to power outage or other event log aircraft out using paper log sheet.
- 7.3 The aircraft shall be logged out before the aircraft leaves the hangar, noting the destination of the flight.
- 7.4 Keys for the aircraft shall be picked up from the lockbox on the counter in the hangar after the aircraft has been scheduled and logged out. The keys are in the bag along with the fuel card.
- 7.5 No parking is allowed on the north or south side of the hangar.
- 7.6 No vehicle parking is allowed in the hangar.
- 7.7 Entrance to the hangar shall be from the east door. After entry to the hangar members are required to roll the combination to zeros for security purposes.
- 7.8 The Combination of the lock is changed each month on or about the 1<sup>st</sup> of the month. The number will be printed on the member's monthly billing statement if the member is in good standing.

### 8.0 REMOVING AIRCRAFT FROM THE HANGAR FOR FLIGHT

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- 8.1 Prior to start up, the aircraft shall be pulled out of the hangar to the taxi way and turned 90 degrees from the doors to eliminate prop wash in to the hangars.
- 8.2 Bay doors shall be closed and locked (including chains), lights turned off and the entrance door shut and locked.
- 8.3 The pilot is responsible for ensuring adequate fuel for each flight.

### 9.0 RETURNING AIRCRAFT TO THE HANGAR FOLLOWING FLIGHT

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- 9.1 Aircraft shall be returned to the hangar, chocked and gust locks installed.
- 9.2 Pilot shall clean windows and interior of the plane.
- 9.3 Pilot shall clean and apply spray wax to all leading edges (wings, struts, nose and tail).
- 9.4 Pilot shall note time indicated on Hobbs meter and lock both aircraft doors.
- 9.5 Pilot shall enter Hobbs meter time in electronic flight log application (or log sheet in the event of a technology failure).
- 9.6 Pilot shall note oil quantity if oil was added.
- 9.7 Pilot shall return keys, fuel card, fuel receipt(s) and black bag to the key lock box.
- 9.8 Before exiting the hangar the pilot is responsible for noting all hazards/concerns on the appropriate squawk sheet.
- 9.9 Hangar lights shall be turned off, doors shut and locked and the combination for the lock box and the door rolled to 0000.
- 9.10 The maintenance director shall be notified of any maintenance concerns as soon as possible.



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## T-CRAFT AERO CLUB BACKCOUNTRY FLYING POLICY

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**PURPOSE:** Flying in the Idaho and Northwest Backcountry provides a unique opportunity to access some of the world's most spectacular mountains, rivers, and canyons. This type of flying also has some of the most challenging and hazardous flying for the untrained or overconfident.

Backcountry flying requires a more advanced skill level than the private pilot practical test standards. The T-Craft Aero Club policy establishes entry levels of experience, training, and currency required to use our aircraft in the backcountry. These types of standards are widely accepted by backcountry flight schools and backcountry flight instructors.

Although our policy establishes entry level standards, the backcountry flight instructor has the final decision on matters of safety and pilot proficiency during the backcountry checkout process. It is also the responsibility of the individual T-Craft pilot to meet and maintain proficient standards.

The following policy has been developed to help members safely fly the backcountry.

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### BACKCOUNTRY FLYING PRIVILEGES:

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- Minimum hours (with instructor checkout and T-Craft Board approval) to fly in the backcountry:
  - 50 total hours
  - 50 hours PIC in make and model
  - 5 hours PIC in the past 60 days in make and model required for the initial instructor backcountry checkout for each level. This flying should have emphasis on mountain flying techniques including slow flight, short field takeoffs and landings, go-around, weight and balance, and airplane performance charts. The 5 hours PIC may be included as part of the instructor directed checkout.
  - After completing instructor checkout/approval for any of the three backcountry levels, pilots are expected to maintain currency (at least one hour or more of proficient mountain flying techniques practiced in the previous 30 days before returning to the backcountry.
  - All members participating in mountain flying are required to complete an annual (Calendar year) mountain flying ground school, taught by a certified flight instructor.
- Experienced backcountry pilots may be grandfathered in by receiving a one-time backcountry check flight from a club approved CFI or with the approval of the T-Craft Board of Directors.
- The Board of Directors may revoke a member's use of club aircraft for backcountry flying, if deemed necessary.

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## BACKCOUNTRY PILOT QUALIFICATIONS:

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**Three levels of pilot qualifications** for three levels of progressively more difficult backcountry airstrips.

- ❑ **Level I:** 150 total hours, 50 hours PIC in make and model.
  - 5 hours PIC in the past 60 days in make and model for the initial instructor checkout. This experience should emphasize mountain flying techniques. The 5 hours PIC may be included as part of the instructor directed checkout.
  - Satisfactory completion of Level I backcountry check flight or Board approval.
  - Fly to any Level I airport that the pilot has been approved to fly by a club appointed CFI.
  - Maintain currency after checkout/approval before returning to the backcountry (at least one hour or more of proficient mountain flying techniques practiced in the previous 30 days).
  - All members participating in mountain flying are required to complete an annual (calendar year) mountain flying ground school, taught by a certified flight instructor.
  - **May not fly as PIC to any other backcountry airports** exceeding RHI Level 9 except with a club approved CFI.
- ❑ **Level II:** 250 total hours, 75 hours PIC in make and model, 20 takeoffs and landings at a minimum of 8 different Level I backcountry airports.
  - 5 hours PIC in the past 60 days in make and model for the initial instructor checkout. This experience should emphasize mountain flying techniques. The 5 hours PIC may be included as a part of the instructor directed checkout.
  - Satisfactory completion of a Level II backcountry check-flight or Board approval.
  - Fly to any Level I or II airport that the pilot has been approved to fly by a club approved CFI.
  - Maintain currency after checkout/approval before returning to the backcountry (at least one hour or more of proficient mountain flying techniques practiced in the previous 30 days).
  - All members participating in mountain flying are required to complete an annual (Calendar year) mountain flying ground school, taught by a certified flight instructor.
  - **May not fly as PIC to any other backcountry airports** exceeding RHI Level 19 except with a club approved CFI.
- ❑ **Level III:** 325 total hours, 125 hours PIC in make and model, 50 takeoffs and landings at a minimum of 8 different Level II backcountry airports.
  - 5 hours PIC in the past 60 days in make and model for the initial instructor checkout. This experience should emphasize mountain flying techniques. The 5 hours PIC may be included as a part of the instructor directed checkout.

- Satisfactory completion of Level III backcountry check-flight or Board approval.
- Fly to any airport that is reasonably within the capabilities of the pilot and the airplane.
- All members participating in mountain flying are required to complete an annual (Calendar year) mountain flying ground school, taught by a certified flight instructor.
- Maintain currency after checkout/approval before returning to the backcountry (at least one hour or more of proficient mountain flying techniques practiced in the previous 30 days).

#### **BACKCOUNTRY AIRPORT CLASSIFICATION:**

- ❑ Backcountry airport definition: an airport that poses higher than normal danger due to its runway surface, runway length, location in mountains, canyons, and/or high altitude.
- ❑ One commonly used reference for airport classification is the **Fly Idaho!** book which is available from [www.flyidaho.com](http://www.flyidaho.com) or by calling 800-574-9702 (Hanselman, Galen. **Fly Idaho!** Hailey, Idaho: Q.E.I. Publishing, 1998).
  - This book assigns a Relative Hazard Index (RHI) number to each airport, and also provides a worksheet (see page I-23) to calculate the RHI for any airport.
  - The airport classifications used in this policy are based on the RHI numbers published in **Fly Idaho!**
  - This information is reproduced here with the permission of the author.
- ❑ Note that we have not published a “non-approved” airport list since it is not possible to list every airport that is considered unsafe. **T-Craft members are prohibited from operating at airports that exceed the capabilities of the pilot or the aircraft.**
- ❑ The RHI number is just a guideline. The actual difficulty of an airport could increase based on changing runway conditions, weather, aircraft loading, pilot performance, etc.
- ❑ Off-airport landings are prohibited except in the case of emergencies.

RELATIVE HAZARD INDEX

<b>Level I Airports*</b> <b>RHI 1-9</b>	<b>Level II Airports*</b> <b>RHI 10-19</b>	<b>Level III Airports*</b> <b>RHI 20-28</b>
3 Priest Lake (67S) 4 Smith’s Prairie (2U0) 4 Murphy Hot Springs (3U0) 5 Cavanaugh Bay (66S) 5 Magic Reservoir (U93) 6 Elk River** 6 Midway (U37) 6 Bear Trap (1U0) 6 Fairfield (U86) 7 Laidlaw Corrals (U99) 7 Grasmere (U91) 7 Cox’s Well (U48) 7 Big Southern Butte (U46) 7 Stanley (2U7) 7 Garden Valley (U88) 7 Idaho City (U98) 7 Smiley Creek (U87) 7 Antelope Valley (U92) 8 Hollow Top (0U7) 8 Copper Basin (OU2) 9 Warm Springs (0U1) 9 Henry’s Lake (U53) 9 Bruce Meadows (U63)	10 Slate Creek (1S7) 10 Memaloose (25U) 10 Landmark (0U0) 11 Twin Bridges (U61) 12 Chamberlain (U79) 12 Magee (S77) 12 Pine (1U9) 13 Elk City (S90) 13 Flying B** 13 Greene Valley Ranch** 14 Big Creek (U60) 14 Johnson Creek (3U2) 15 Lord Flat** 15 Sulphur Creek** 15 Indian Creek (S81) 17 Warren (3U1) 18 Orogrande** 18 Cayuse Creek** 18 Mackay Bar** 19 Dixie USFS (ID05) 19 Atlanta (55H)	20 Weatherby (52U) 20 Graham (U45) 20 Cold Meadows (U81) 21 Deadwood** 22 Bernard (U54) 22 Krassel (24K) 22 Upper Loon Creek (U72) 23 Rogersburg** 24 Moose Creek (1U1) 24 Thomas Creek (2U8) 26 Dixie Town** 26 Fish Lake (S92) 27 Dug Bar** 27 Pittsburg** 27 Wilson Bar** 28 Shearer (2U5) 28 Big Bar** 28 Mahoney Creek (0U3) 28 Cabin Creek (I08)

\* Listed in order of difficulty. \*\* No Airport Identifier

# T-CRAFT MEMBERSHIP APPLICATION

(Please Print Clearly)

Name: \_\_\_\_\_ Home Phone: \_\_\_\_\_  
 Address: \_\_\_\_\_ Work Phone: \_\_\_\_\_  
 City, State, ZIP: \_\_\_\_\_ Cell Phone: \_\_\_\_\_  
 E-Mail Address: \_\_\_\_\_  
 Driver License #: \_\_\_\_\_ Date of Birth: \_\_\_\_\_  
 Employer: \_\_\_\_\_ Occupation: \_\_\_\_\_

**Membership Requested:**

Class I  
 (C152 & 172 only)  
 Class II  
 (C152, 172 & 182)

**Pilot Rating:**

Student  
 Private  
 Instrument  
 Commercial  
 CFI  
 ATP

**Copy of Current Documents Presented:**

Medical  
 BFR logbook endorsement  
 DMV report  
 Driver License  
 Pilot Certificate (if certified)  
 Logbook endorsement for  
 aircraft checkout:  
 \_\_\_\_\_ C152 \_\_\_\_\_ C172  
 \_\_\_\_\_ C182

**Flying Experience:**

Aircraft Type: \_\_\_\_\_  
 Hours in Type: \_\_\_\_\_

**Total Hours  
Flown**

\_\_\_\_\_

**RECENT FLIGHT INSTRUCTOR REFERENCE:**

CFI Name: \_\_\_\_\_ Phone: \_\_\_\_\_

I, THE AFOREMENTIONED APPLICANT, HEREBY APPLY FOR MEMBERSHIP IN THE T-CRAFT AERO CLUB, INC. AND DO FULLY UNDERSTAND THE REQUIREMENTS FOR MEMBERSHIP, AND GIVE THE BOARD OF DIRECTORS PERMISSION TO CHECK MY CREDIT AND OR BACKGROUND; THAT MEMBERSHIP IN THE T-CRAFT AERO CLUB IS A TWO YEAR COMMITMENT; THAT PAYMENT OF FEES FOR CLASSIFICATION OF MEMBERSHIP APPLIED FOR DOES ACCOMPANY THIS APPLICATION; THAT I HAVE READ AND UNDERSTAND THE CLUB'S POLICY MANUAL, CONSTITUTION, FACT SHEET(S) AND THIS APPLICATION AND AGREE TO MAKE PAYMENT IN FULL OF MY ACCOUNT BY THE 10TH OF THE MONTH FOLLOWING THE 25TH BILLING DATE OF EACH MONTH AND THAT ACCOUNTS PAST DUE 30 DAYS CAUSES THE MEMBER TO BE GROUNDED UNTIL THE BALANCE IS PAID IN FULL; MEMBERSHIP REQUIRES PARTICIPATION IN CLUB MEETINGS AND EVENTS, FAILURE TO ATTEND A FUNCTION WITHIN 90 DAYS MAY RESULT IN BEING GROUNDED. TO HELP IN THE CARE AND MAINTENANCE OF THE CLUB'S EQUIPMENT; THAT SALE OF ONE'S MEMBERSHIP SHALL BE ONLY THROUGH THE BOARD OF DIRECTORS, AFTER PAYMENT OF ALL FEES DUE, AS SET FORTH IN ARTICLE V OF THE CONSTITUTION AND BY LAWS; THAT THE CLUB SHALL BE ENTITLED TO 25% COMMISSION FROM THE MEMBERSHIP FEE FOR THE SALE OF THAT MEMBERSHIP AFTER THE TWO YEAR COMMITMENT. WITHDRAWAL FROM T-CRAFT WITHIN TWO YEARS OF THE DATE ON THIS APPLICATION WILL MEAN FORFEITURE OF ALL APPLICATION FEES. TO FULFILL THESE REQUIREMENTS FOR MEMBERSHIP IN ORDER TO REMAIN A MEMBER IN GOOD STANDING, I AGREE TO THESE TERMS AND CONDITIONS. PLEASE DO NOT PAY FEES, DUES OR PAYMENTS IN CASH.

**Signature:** \_\_\_\_\_

**Date:** \_\_\_\_\_

**FOR T-CRAFT BOARD PROCESSING ONLY**

*Date of Action:* \_\_\_\_\_  APPROVED  REJECTED

*Board of Directors Present:*

_____	_____	_____
_____	_____	_____
	_____	_____

*Sponsor:* \_\_\_\_\_ *Date of Orientation:* \_\_\_\_\_

*Payment Received with Application:*

- Class I (C152 & C172) \$500.00
- Class II (C152, C172 & C182) \$800.00

*Board Interview*

*Checklist:*

- Application
- Policy Manual
- Operational Procedures and New Member Orientation
- Backcountry Flying Policy
- Oral Explanation of Club Rules, Policies & Procedures
- Applicant's questions answered

*Applicant Interview & Background Check Remarks:*

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