

ST. CLOUD STATE UNIVERSITY AERO CLUB

OPERATIONS MANUAL

(Revised Nov.20, 2025 Minor formatting/clean up redundancies)

WELCOME

Welcome to the St. Cloud State University Aero Club. This manual specifies operational rules and procedures that must be followed. All FAA regulations must be obeyed as well as all Aero Club procedures. These procedures are intended to help all the club members share club assets in a safe and orderly fashion. Failure to adhere to Aero Club rules or FAA regulations will result in grounding and possible expulsion from the Aero Club.

FLIGHT INSTRUCTION

Only Aero Club-approved flight instructors can give instruction in Aero Club aircraft. St. Cloud Aviation is our designated flight school. In this manual, wherever “approved instructor” is used, it means:

“An employee of St. Cloud Aviation who is certified by the FAA to give flight instruction, and is approved by the Aero Club Board of Directors to instruct in club aircraft, or other flight instructors or flight schools specifically approved by the Board of Directors.”

A list of approved flight instructors is maintained in the Aero Club office.

FLIGHT SCHEDULING

Use the online scheduling service, Flight Schedule Pro to reserve Aero Club aircraft. The website is: www.flightschedulepro.com

Login using your username and password.

Remember, when scheduling aircraft:

- By default, Flight Schedule Pro allows you to reserve airplanes up to seven days in advance; if you get special approval from the operations officer, you may reserve an airplane up to 30 days in advance.

- If you need to cancel a flight or lesson, call your instructor and remove your online reservation at Flight Schedule Pro as soon as possible. Be courteous to your instructor and fellow club members.

Aero Club aircraft logbooks, weight and balance data, and other information are located at our desk in the Aero Club hangar office.

Next to our office desk is a Status Board, which shows each club aircraft. This is to notify you about the necessary inspections and maintenance which are needed for each aircraft. Check this board for important notes about your aircraft before each flight.

As the pilot, you are responsible to verify that the aircraft is in safe and legal flying condition. If, on the Status Board the aircraft is listed as “Grounded”, **YOU CANNOT FLY THAT AIRCRAFT!**

The Aero Club office desk (located in our hangar office) has our sign out books, dispatch forms (½ sheets), and payment materials.

REMEMBER: Check the bulletin board for important information about your aircraft before flying.

BEFORE EACH FLIGHT:

- Check the Status Board to see that your aircraft is airworthy and that all applicable Airworthiness Directives (ADs) are complied with.
- Check the Aero Club requirements to see that you are eligible to fly club aircraft. You are grounded if you owe money or have not completed a required check ride.
- Fill out the airplane sign out book with your full name for your particular aircraft. The first four columns must be filled out before you fly. See the examples listed below.
- Fill out a dispatch form (a ½ page sheet on the Aero Club desk). Take this form with you to the aircraft. When you arrive at the aircraft check the Hobbs time from the last flight against the Hobbs time that you see in the aircraft. If there is a discrepancy, have your instructor or a passenger verify the discrepancy and your starting Hobbs time. Record Hobbs and tach times.

Aircraft Keys are kept in a metal box along with a fuel gauge stick and other items; these are kept on top of our office desk.

BEFORE FLYING: Fill out the aircraft sign out book with:

DATE	Date of your flight
PILOT'S FULL NAME	Your first and last name
PASSENGERS' FULL NAMES	First and last names of persons accompanying you, write

FLIGHT DESCRIPTION

legibly.

Your route by planned legs and time of return, if overnight add name and phone number of a destination contact.

GROUND OPERATIONS

Removing aircraft from Hangar:

- Open the hangar door:
 - Remember to unlatch the door at both ends before using the electric opener.
 - Ensure the walk-in door (part of the hangar door) is CLOSED.
 - DO NOT STAND directly under the door or move any aircraft under the door while it is in motion.
 - Always monitor the door while it is in motion.
 - Be ready to push the “stop” button if a malfunction occurs.
 - The door will stop automatically when it is fully open.
- Remove wheel chocks.
- Once it is assured that the door is completely opened and stopped, use the towbar to pull the aircraft forward along the yellow line.
- No aircraft shall be moved in or out while the door is in motion!!
- Make sure the tail and wing tips clear the door, doorframes, and support beams inside the hangar.
- Move the aircraft onto the ramp, turning it so that the prop blast will be directed away from the hangar when starting.
- Close the hangar door by pushing the down button. You must remain at the electric control, holding the down button until the door is closed. Latch the door. Do not leave the door open while you fly; wind gusts can damage the door or hangar if the door is left open.
- PIC of Aero Club aircraft shall be responsible for damages to the hangar for improper operation of the hangar doors.

STARTING

- Aircraft must be started in accordance with manufacturer's recommendations and by following the appropriate checklist.
- Never start an aircraft until a preflight inspection has been accomplished and the area is clear of persons and obstructions.
- Take care to ensure that the prop blast will not cause any damage.
- Never start an aircraft in the hangar.
- Do not perform run-ups near the hangar.
- No person shall board or exit the aircraft with the engine running.
- No smoking in the hangar, in the aircraft, or on the ramp!!

TAXIING

Before putting the airplane into motion, turn the beacon on. Taxi at a safe speed - a brisk walk or slower. Taxi down the yellow centerline of all taxiways. Use common sense and caution when meeting or following other aircraft on the ramp. Remember - you are the pilot and are responsible for the aircraft and the prop blast.

SHUT DOWN

Each pilot must do a complete shutdown procedure including a post flight walk around after each flight. Each aircraft has a checklist to be followed for all flight conditions. This list must be followed exactly for shut down procedures including the ELT (emergency locator transmitter) check. For example, if a master is left on, the battery will drain down and the next person may not be able to start the aircraft (in winter, if the battery is left dead, it may freeze, crack and you would be responsible for replacement charges); if a mag is left hot, the aircraft can start by itself and continue to run.

- If parked outside control lock must be installed. Wind gusts can damage control surfaces.
- Aircraft can be moved great distances by taxiing helicopters, twins and jets, as well as by sudden gusts of wind so be sure it well secured if parking on a ramp.

After shut down is complete, record the Hobbs meter time and tach time on the ½ page dispatch form (if the Hobbs meter is ‘rolling’ to the next higher digit, use the higher value).

PARKING

- At the completion of each flight, the aircraft should normally be returned to its hangar stall. You may park on the ramp only if the person scheduled for the next flight is present to accept the keys (and responsibility for the aircraft) from you.
- **Do NOT put fuel in the aircraft after your flight.** The next pilot may not want the airplane full of fuel for weight and balance considerations.

SECURING AIRCRAFT - HANGARING AND TYING DOWN

Each club aircraft must be hangared when not in use. You are responsible for damage to the aircraft and any damage it might do to other aircraft when it is in motion. Each aircraft has one particular stall in the hangar and it should be normally be returned there.

If you need help moving aircraft **call St. Cloud Aviation and ask for a line person to come and help you.** They are happy to help and a second person may be needed in slippery conditions.

HANGARING YOUR AIRCRAFT

- Taxi on the yellow line to your designated stall.
- Turn the nose of the aircraft away from the hangar door.
- Shut down the aircraft using the proper checklist.
- Install the wheel chocks.
- Open the hangar door:
 - Remember to unlatch the door at both ends before using the electric opener, and always make sure the walk-in door is closed.
 - **Do not stand under the hangar door or move any aircraft under the door while it is in motion.**
 - Always monitor the door while it is in motion. Be ready to push the stop button if a malfunction occurs.
- Once the door is completely open and stopped, remove the chocks, and use a towbar to push the aircraft. Use the nose wheel along the center yellow line as a reference, NOT the main gear.
- Make sure the tail and wing tips clear the door, doorframes, and support beams inside the hangar.
- Chock the wheels.
- Record the ending Hobbs and Tach readings on the ½ pg. dispatch form, clean trash and personal belongings out of the aircraft, and **make sure mags and master are OFF.**
 - Note: If the ending Hobbs reading is changing to the next higher digit, use the higher number as your end reading.
- Close hangar door and latch it.
- Clean out airplane
- Clean bugs off airplane
- Return keys, checklist, screwdriver, and other contents in the tin back to the Aero Club desk.
- Fill in aircraft log and pay for your flight.
- Leave your payment envelope in the payment drop box next to the Aero Club desk.

TYING DOWN: (Away from St. Cloud only:)

If the aircraft cannot be hangared, the aircraft must be tied down by doing the following:

1. Taxi along the yellow stripe to a parking place.
2. Shut down the aircraft and push it into the tie down space.
3. Install the control lock.
4. Tie the main tie downs first and secure them tightly.

5. Tie the tail down and pull it tight.
6. Chock the wheels.
7. Clean out the aircraft, make sure mags and master are OFF.
8. Lock the aircraft doors.
9. Member is liable for all landing, tie-down, hangar and pre-heat fees while aircraft is away from St. Cloud.
10. If the aircraft will be parked outside for an extended period and temperatures are below 30 F, make arrangements for preheating or plugging in the aircraft. Our aircraft have plug in electric heaters. These require about 2-3 hours to warm a cold engine.

POST-FLIGHT CHECKLIST: BEFORE LEAVING THE AIRCRAFT

CLEAN - Take out garbage, books, jackets, etc. Wipe off bugs.

FUEL – **Do not** top off tanks as this may put the next flight overweight.

HANGARED OR TIED DOWN - Secure the aircraft (see section securing aircraft).

MAINTENANCE – Contact the Operations office or another Board member if you find something wrong with an airplane. Take positive action to ensure aircraft are not flown when maintenance is needed.

KEY – Put key in the tin and return to dispatch desk.

DETERMINE YOUR FLIGHT CHARGES AND PAY FOR YOUR FLIGHT

Return the keys and tin to the Aero Club desk in our office. Finish filling out the aircraft sign out book for your flight, completing the items listed below. You pay for your instructor’s time as a separate transaction.

Hobbs end: Hobbs reading after your flight. (If the Hobbs meter is ‘rolling’ to the next higher digit, use the higher value)

Hobbs begin: Hobbs reading before your flight

Flight time: Subtract “Hobbs begin” from “Hobbs end” to find your total time. If less than 0.5, you must use 0.5 to figure amount owed as 0.5 hr. is the minimum flight charge.

Rate & Amount: Amount you owe. Use the rate sheet in front of the sign out book.

Leave Blank: Do not make any marks in this space (for treasurer's use).

Remarks: Write any problems or discrepancies you found with your aircraft here and on the ½ pg. dispatch form. If there are any serious problems with the aircraft it is your responsibility to ensure that the aircraft isn't inadvertently flown in an unsafe condition.

- Call the operations officer or another board member
- Write GROUNDED on the White Board.
- Put a note on the airplane that says GROUNDED

Pay according to the rate sheet in each aircraft sign-out book. You can pay for your flight by cash, check, or PayPal.

There is no flying on credit! Pilots not paying for their flight upon completion are subject to a fine and/or suspension. See the section on Financial Information.

Use the rubber stamp located on the desk top and stamp the envelope (if paying by check or cash) OR a white 3x5 card (if paying by PayPal). Fill it out completely and place in the payment box.

PILOT RESPONSIBILITIES AND LIMITATIONS

Remember that all student pilot flights require instructor pre-approval.

Read the Aircraft Operating Manual for the aircraft you fly. Learn the information and do it correctly. Check the Status Board - see how close your aircraft is to an annual, 100 hr. inspection, or an Airworthiness Directive. If it's overdue, don't fly it! If it's listed as "grounded", don't fly it! Know and follow your personal minimums.

If you get caught away from St. Cloud, do what's best from a safety standpoint. If you have to land at an unscheduled place to wait out a storm, do it!

SAFETY FIRST! If you make an unscheduled or off airport (emergency or precautionary) landing, secure the airplane and call your instructor or Wright Aero. DO NOT attempt to fly the airplane out.

FINANCIAL INFORMATION

If an overpayment is made in figuring out the usage rate, the Treasurer will credit the pilot's account. If an underpayment is made, the Treasurer will contact the pilot and arrange payment; any debt should be removed as quickly as possible. Any member who owes money to the

corporation is immediately grounded until the amount is paid. In addition, the Treasurer may charge a fee for every late payment, mis-payment, or bad check for aircraft usage.

PAYMENTS ON CROSS-COUNTRY FLIGHTS

All pilots should carry enough cash, a credit card, or personal checks to cover fuel and other expenses at your destination airport. If you purchase fuel or oil, be sure to obtain the original invoice. Your payments for fuel and oil can be used as part of your payment at completion of the flight. The original invoices must be turned in with accompanying aircraft payment to receive credit. Fuel costs are allowed as a credit up to 125% of the current price paid at the St Cloud Airport. Members are responsible for hangar and tie down fees, landing fees, pre-heat fees, and other related expenses, and will not be reimbursed for these.

On a rare occasion, your aircraft may need a repair at another airport (e.g. a flat tire). If this happens, call the operations officer, another board member, or Wright Aero. Telephone numbers are listed in the key box. They will help you make arrangements to repair the plane. In general, you will not be liable for the expense of repairs but each case will be reviewed by the Aero Club Board of Directors.

FUELING

All club aircraft should be fueled only by line personnel from St Cloud Aviation. Away from St Cloud, you may need to fuel the aircraft yourself at self-serve facilities, especially at smaller airports.

The pilot is responsible for checking to make sure that the correct fuel is in the tanks. The pilot should also check both tank drains and the sump to make sure no water has been added with the fuel. If you encounter an excessive amount of water in the fuel tanks, contact the line personnel or the Aero Club Operations Officer.

No smoking on the ramp or in the hangars!

PREHEATING

- When the OAT (outside air temperature) is below 40 degrees Fahrenheit, all club aircraft must be preheated before starting, using the installed Tannis (electrical) heaters.
- Club aircraft cannot be flown when the ground OAT is below -5 degrees F unless the Operations Officer gives the pilot approval.
- No student solo flights are allowed below +5 degrees F ground OAT.
- When you are finished with a flight with the OAT below 40 degrees Fahrenheit, please be sure to plug in your plane as part of the preheating process for the next pilot.
- These rules help prevent excessive wear and tear on engines and other parts.

WINTER FRONTS

Winterization kits. Their purpose is to restrict the amount of cold air reaching the cylinders and thus allow the engine to run warmer in the winter. Warm engines provide defroster heat and cabin air heat. Winter kits must be installed or removed at different temperatures according to manufacturer's specifications. Check your aircraft manual for installation/removal temperature. Be sure to store the hardware from the winter kits (bolts, etc.) in the provided containers, so they don't get lost. **It is especially important to remove the winter kits when temperatures are above +20 degrees F.**

INSURANCE - DAMAGE TO AIRCRAFT - LIABILITY

Our aircraft are fully insured and the coverage currently has a \$1000 deductible. The club normally absorbs the deductible in the case of a claim. However, if a member has not exercised normal precautions when moving or operating an aircraft or is found to be negligent (as determined by the Board of Directors), he/she may be responsible for the uninsured amount.

Suspended members are not covered by club insurance. If a suspended member flies a club aircraft, he/she is doing so illegally; and if a suspended member is involved in an aircraft accident, he/she is liable for all damage.

Please fly carefully and don't jeopardize your or the club's future through reckless or irresponsible actions. Members may be held responsible for the total cost of any damage to an aircraft or the hangar due to negligence.

FLIGHT RULES

All operations involving Aero Club aircraft shall be conducted in accordance with the current FARs, the corporate rules prescribed below, other Aero Club operating policies, and limitations imposed upon the corporation by insurance policy parameters, whichever is most restrictive in each case.

AIRCRAFT OPERATIONS AND LIMITATIONS

- The aircraft owner's handbook or manual shall be used to determine proper aircraft operating procedures and operating limitations. Each member shall have the appropriate manual with him/her in flight.
- No Aero Club aircraft shall be flown solo by a student pilot if the surface wind exceeds 15 knots or if the gust spread is in excess of 10 knots (e.g., winds reported at 10 knots with gusts exceeding 20 knots). Other certificated pilots shall operate within their own and the aircraft's limitations.

- All landing in Aero Club aircraft shall be made at licensed public airports shown in the Sectional Charts or Airman's Informational Manual, unless a genuine emergency exists, or unless prior permission is received from the Board of Directors.
- Simulated forced landings by student pilots may be practiced only with an approved flight instructor who is conducting dual instruction.
- All flights shall be posted before departure in the airplane sign out book ("Brown Book"). Flights shall be described by proposed legs and landing points, the expected time of return, and the name and phone number of a destination contact. Names of passengers accompanying the member for each leg of the flight shall also be entered in the airplane sign out book ("Brown Book") prior to departing.
- Intended flights of two hundred forty (240) nautical miles or more from St. Cloud, or those flights where aircraft are planned to be away from St. Cloud overnight, shall be reported to a board member with the appropriate form(s) completely filled out no later than 2 days before the flight for approval prior to departure. In addition, current weather prior to the time of departure and forecasted weather at time of return must be approved with the Operations Officer and/or approved CFI to ensure that the weather will be conducive to the flight being conducted. If an unplanned overnight stay is prudent for safety, you should stay overnight – just be sure to notify a board member and St. Cloud aviation so folks are not worried or looking for you.
- Flights over 300 nautical miles must be flown by an instrument rated pilot unless approved by board.
- For any flights over 400 nautical miles, planning must be approved by board.
- At the discretion of the Board of Directors, an appropriately rated pilot may be sent to pick up a 'stranded' aircraft at the expense of the pilot who had originally rented the aircraft.
- No Aero Club aircraft shall be flown cross-country into designated mountainous areas (as described in the Airman's Information Manual) except as authorized by the Board of Directors.
- No corporate aircraft shall be flown outside the continental United States except as authorized by the Board of Directors. Approval for all such flights should be requested at least two weeks prior to the intended flight. Members shall be responsible for any additional insurance premiums incurred by such flights.
- Pilots with private certification or higher on all night cross-country flights (farther than 15 nautical miles from the STC airport), on day flights of more than 60 nautical miles from the St. Cloud airport, and student pilots on all cross-country flights shall file and activate flight plans with a Flight Service Station (FSS) or use flight following. A member flying with an FAA examiner for the purpose of a certificate or rating examination need not file a flight plan for that flight.

- All night flight operations have the following requirements:
 - All gyro's operable
 - Operable radio
 - 1 hour fuel reserve
 - Beacon, all position lights, and panel lights operable
 - Working flashlight on board

- Outside air temperature
 - No Aero Club aircraft may be flown when the outside air temperature is less than minus (-5) degrees Fahrenheit.
 - No student solo flights, stalls, or touch and go landings are allowed when the temperature is less than positive (+5) degrees Fahrenheit.
 - No corporate aircraft shall be flown when the wind chill falls below negative (-30) degrees Fahrenheit.

- No club member shall fly a club aircraft lower than 1500 feet AGL over the St. Cloud Metro Area (includes Sauk Rapids, Sartell, and Waite Park).

- The Aero Club will only cover up to 125% of the current St. Cloud Aviation fuel price, on all fuel purchases made off the field. A member that goes over that 125% will pay the difference between their price paid and the 125%. At the discretion of the Board of Directors, if a special situation exists, the board may reserve the right to have the club cover the entire purchase. No Aero Club aircraft may be flown to another airport to fill with fuel to receive "perks" for personal use or extra benefit. The aero club chooses to purchase most of its fuel from St. Cloud Aviation partly because of benefits we receive such as help from St. Cloud aviation staff in moving our aircraft into and out of hangars.

WEATHER MINIMUMS in AGL (Night is defined as sunset to sunrise)

	Non-Instrument Rated and Current	Instrument Rated and Current and Dual Instruction
VFR Day Traffic Pattern	1700' and 3 miles	1500' and 3 miles
VFR Night Traffic Pattern	2000' and 4 miles	1500' and 3 miles
VFR Day Cross- Country	2500' and 6 miles	2000' and 3 miles
VFR Night Cross-	3000' and 8 miles	2000' and 5 miles

Country		
IFR Day	NA	Reports and forecasts that indicate approach minimums at departure and destination ETA, but not less than 400' and 1 mile
IFR Night	NA	Reports and forecasts that indicate approach minimums at departure and destination ETA, but not less than 700' and 2 miles

PILOT QUALIFICATIONS AND CERTIFICATIONS

- The pilot in command of an Aero Club aircraft must be a member in good standing, or an approved flight instructor either accompanying a member in good standing, or ferrying the aircraft.
- Aero Club aircraft cannot be operated by pilots with a medical deficiency. These rules are specified under 14 CFR 61.53 and include the following:
 - Operations that require a medical certificate cannot be conducted if the pilot:
 - Has reason to know of any medical condition that would make the person unable to meet the requirements for the medical certificate necessary for the pilot operation, or
 - Is taking medication or receiving treatment for a medical condition that results in the person being unable to meet the requirements for the medical certificate necessary for the pilot operation.
 - Operations that do not require a medical certificate. (such as exercising sport pilot privileges using driver's license).
 - Pilot must not act as pilot in command or any other required capacity while that person knows or has reason to know of any medical condition that would make the person unable to operate the aircraft in a safe manner.

- The pilot in command must occupy the left front seat unless he/she has been declared proficient by an approved flight instructor to act as pilot in command from the right seat. Upon initial check out in the right seat he/she must notify the Operations Officer of the qualification. (Standards of performance for such checkouts shall be determined by the Board of Directors).
- All members who take flight instruction in corporate aircraft (including those receiving instruction beyond the private license) shall do so with an Aero Club approved flight instructor.
- Student pilots shall be briefed and the aircraft flight log shall be signed by the supervising CFI prior to each solo flight. No overnight student cross-country flights are allowed.
- A student pilot who has more than seventy (70) hours of flight time logged and/or has not received his/her pilot license within two (2) years since commencing flight instruction will have his/her flight privileges reviewed by the Board of Directors.
- All members shall complete an initial pilot check out in each type/model aircraft with an approved flight instructor prior to acting as pilot in command.
- All pilots are encouraged to exceed FAA minimums regarding currency such as by participating in the Pilot Proficiency (WINGS) or similar programs.
- Any member conducting night flights in Aero Club aircraft must have a minimum of 5 hours night PIC or obtain dual night instruction and instructor approval prior to the flight.
- All instrument rated pilots are encouraged to exceed FAA minimum currency requirements.

MAINTENANCE AND HANGAR POLICY

- Members shall report all aircraft malfunctions and damage to Maintenance or Operations Officer as soon as possible. Damage or malfunctions that present imminent danger to persons and/or equipment will be handled in the following manner:
 - Remove keys.
 - Note the discrepancy in the appropriate column of the aircraft sign out log, and on the aircraft sign out.
 - Put a note that says GROUNDED on the pilot door window of aircraft.
 - Report the discrepancy to the Operations Officer or another Board Member. The member may ground the aircraft but cannot authorize maintenance.
- No member shall fly a corporate aircraft that has been reported damaged or unsafe until airworthiness has been confirmed by a certified aviation mechanic.
- If, due to mechanical or operational difficulties, a forced landing is made, the Operations Officer or another board member shall be notified as soon as possible. No attempt to take off shall be made until the aircraft is cleared for further flight by a licensed mechanic.

- Members shall be responsible to hangar or tie down and lock corporate aircraft after completion of each flight in accordance with the guidelines set forth in the *Membership Manual*. A penalty may be assessed for not securing the aircraft. On cross-country flights the member is responsible for all landing, parking, heating, hangar, and other such fees.

ADMINISTRATION

- Members shall be liable for payment of repairs necessitated by damages to corporate property resulting from violation of corporate policies, FARs, and/or negligence, as determined by the Board of Directors.
- Upon completion of each flight, complete and accurate flight information must be logged on the corporate forms provided.
- Aero Club aircraft shall be scheduled on a first-come-first-serve basis, except that Aero Club business may take precedence over personal flying. The Board of Directors shall determine the matter of precedence in such cases.
- Be mindful of your fellow members when scheduling. Block off only the time needed for your flight operations. If a member who has an aircraft scheduled does not claim the aircraft within the first 15 minutes of his/her scheduled time for local flight, or within one hour of his/her scheduled time for cross-country flights, that aircraft is available to others. Repetitive failure to report on time or failure to cancel flights shall be cause for grounding such a member.
- Minimum flight time to be paid is 0.5 hours per flight or 2.0 hours per twenty four hour period. In extenuating circumstances (i.e. aircraft stranded for multiple days due to weather) the Board of Directors will make the decision as to what time the pilot is to be held accountable for.
- Aircraft keys shall be removed from the aircraft at the end of each flight and returned to the Aero Club office or handed to the next pilot scheduled to use the aircraft.

HISTORY OF THE AERO CLUB

The SCSU Aero Club came to life in the fall of 1948 through the initiative of Jim Meide and a few "WWII" aviation veterans. Reluctant to give up flying as a way of life, they banded together to promote aviation on the campus. The first major project of the club was the acquisition and reconditioning of a war surplus Link trainer. First housed in old "Temporary A Building" and later in a room in Brown Hall, the trainer was the focal point of the club.

In December of 1949, not satisfied with earth-bound flying, fifteen students and five faculty members pooled \$20 each, formed a corporation and bought the first of many Club aircraft: a \$400 "Airknocker" (Aeronca). Flying was cheaper in those days. Permanent club membership was \$20.

Five flight instructors, members of the club, gave free instruction. Flight time cost \$3 per hour. A private license cost about \$150.

The Club joined the National Intercollegiate Flying Association (NIFA) in the early 1950's and has participated in their air meets all over the U.S. The first efforts of the "Flying Saints" were rewarded by the "Tail end Tony - Somebody hasta lose" award. But in 1959, 1960, and 1961, the Club won the National Championship Team awards. The Club has also been awarded the Loening Trophy for being the most Outstanding Flying Club in America. The Club over the years has acquired a trophy case full of these awards. Numerous Aero Club alumni have taken their talents to the airlines, air traffic control, and many other areas of aviation.

CORPORATE CHARTER AND BYLAWS

The Aero Club is a non-profit corporation, incorporated in the State of Minnesota and thereby has a corporate charter and bylaws. See the Aero Club Bylaws link on the web site. All members must be acquainted with these important documents. They define the basic purpose and structure of the corporation.

MONTHLY MEETINGS

The Aero Club holds regular monthly meetings to conduct corporate business and share information. The meetings often include a program, with a guest speaker or a movie. Attendance at all meetings is strongly encouraged. IT'S YOUR CLUB – PLEASE BE INVOLVED.