

Grumman FLYING CLUB

[GACE FLYING CLUB, INC]

AIRCRAFT
OWNERSHIP REPORT

~~Copy #2 Corky Meyer~~

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JOHN PEREIRA X7244

Introduction

The Grumman Flying Club has grown steadily, from a small group organized in early 1965, to 311 members in December 1969. The purposes of this Club have been threefold:

- 1) Advancement, encouragement and teaching of safe and economical flying;
- 2) Assembling of people with a common interest in flying; and
- 3) Stimulation of interest in navigation, mechanics, and related area sciences for application to and the enhancement of Grumman Aerospace products.

During these past five years, our Club has owned no fixed assets, and the members rented aircraft, and purchased instruction and materials from various local "Fixed Base Operators". During this period, we have spent well over \$380,000 in direct flying expenses; have been subjected to a variety of local rules, inconveniences and penalties; and been at the mercy of assorted maintenance standards and techniques. We have also had one F.B.O. go bankrupt due to mismanagement, and another seems to be in similar trouble.

Pilot proficiency for most Grumman Flying Club members has degenerated with the current subsidy from the V.A. (Veterans Administration) for flight training. Flight Safety, Mid-Island Air Service, Mac Aire, and McIntyre Aviation are all operating under approved school plans. This essentially discourages (and in many cases financially prohibits) our members from upgrading their flying skills and ratings. It is in direct conflict with one of the expressed purposes of this Club - advancement,

encouragement and teaching of safe and economical flying.

This report represents a ten month effort by a committee empowered by the Grumman Flying Club President, Norman Sternberg, to study the feasibility of owning and operating our own fleet of aircraft.

The Committee was composed of John Pereira, Chairman, and the following members (in alphabetical order):

Sal Attard

John Brook

Dan Rodier

Vic Sanc

Dick Sprague

Each member of this committee was chosen for special background talents, experience, availability, and willingness to work. Well over 3,000 manhours of effort have been expended, and more than 50 meetings were held.

The report not only concludes that it is feasible to own and operate our own equipment, but contains a recommended plan, which requires timely action to obtain maximum benefits.

A special vote of thanks is due to John White and Fred Rodgers for the assistance they rendered the Committee.

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MEMBERSHIP CATEGORIES

- 1) Active
 - A) Investor
 - B) Non-Investor
- 2) Associate
- 3) Honorary
- 4) Special
- 5) Inactive
- 6) Suspended

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DUES

- 1) Categories 1 & 2 \$16.00 per month.
- 2) Category 4 \$10.00 per year

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INVESTMENT

- 1) Active Investors - \$200.00
 - a) Refundable upon club termination less 5% per month based on the date of investment. It is intended that this fee, eventually become fully refundable upon club termination. This change to the by-laws will take place during the 1st year.

FLYING RATES

1) Active Members

A) Investor

- 1) 150 - \$ 6.00 per hour
- 2) 172 - 8.00 per hour
- 3) 182 - 13.00 per hour
- 4) Rates represent direct operating costs.

B) Non-Investor

- 1) 150 - \$ 9.00 per hour
- 2) 172 - 12.00 per hour
- 3) 182 - 18.00 per hour
- 4) Rates will adjust to be less than average fixed base operators annual club fees.

2) Instructor Rates - \$5.00 per hour

3) Associate Member and Honorary

A) Rates same as Non-Investor

4) Special Member

- 1) 150 - \$15.00 per hour
- 2) 172 - 20.00 per hour
- 3) 182 - 30.00 per hour
- 4) Rates to be slightly less than average fixed base operators full prices (Off the street)

5) All other categories

A) No privileges