

**UK FLYING CLUBS LTD.
MEMBERSHIP AGREEMENT / TERMS &
CONDITIONS**



THIS AGREEMENT

BETWEEN: UK Flying Clubs Ltd of 86-90 Paul Street, London, EC2A 4NE

(UK Flying Clubs Ltd, Hereinafter known as "UKFC Ltd")

AND _____

Of _____

(Hereinafter referred to as "the member"),

Herein after referred to as "party" and collectively as "parties".

In the agreement the following words marked in bold will have specific meanings:

1. **'group'** -The group is a collection of individuals, who have each entered into a separate agreement to fly aircraft owned and / or operated by UKFC Ltd.
2. **'aircraft'** - the aircraft owned and / or operated by UKFC Ltd. and flown by members of the group.
3. **'UKFC Ltd.'** -The Owner and / or Operator of the aircraft .
4. **'UKFC Ltd. Administration/Operations'** – A director or base manager at UKFC Ltd.
5. **'Member'** -Someone who has been accepted into the flying group with the intent of flying the aircraft. Each member is committed to a fixed monthly or annual payment as detailed in schedule 1 where applicable, and a payment of the prevailing hourly rate as detailed on the live group website for each aircraft.
6. **'monthly or annual payment'** - The monthly/annual payment as detailed in Schedule 1 required for membership of the flying group.
7. **'block hour'** -Time calculated as per CloudbaseGA flight data recorder. Defined as the time aircraft moves under its own power to the moment the engine shuts down at the end of a flight and it can no longer do so. This is the same time recorded in pilots logs books, although the definition varies slightly with that of the commercial use of the term. Taxi trips to the for refuelling where no flight occurs are not recorded or charged. In the event of an error in the CloudbaseGA flight data recorder, pilot times shall be submitted which shall be backed up by data on FR24 until such time the data can be recovered from the flight data recorder.
8. **'booking'** -Bookings are made by members using the provided CloudbaseGA booking system. The period of a booking shall be defined as the consecutive period booked on the CloudbaseGA booking system, or the period the aircraft is away from its base airport, whichever is longer.



9. **'base airport'** -The airport at which the aircraft is usually based.
10. **'wet'** – In all cases, except where explicitly agreed, hours are charged inclusive of fuel and are charged on exact block time logged by CloudbaseGA flight data recorders.
11. **'commencement date'** – The first day of the first month of membership commencement, or the day of first flight for annual memberships.
12. **'VAT'** is charged at the prevailing rate.
13. **'Aircraft type'** is defined as follows - **'Simple'** aircraft are aircraft with fixed undercarriage and fixed pitch propeller. **'Complex'** aircraft are all other aircraft including those with retractable undercarriage, variable pitched propeller and/or turbo charged engines or a mixture and/or single element of the above. This includes aircraft with single lever throttle and propeller.
14. **'Base Manager'** is the accountable person for that base where the member usually based and flies from.

WHEREAS

UKFC Ltd offers aircraft for rental under various arrangements as set out below and the member wishes to fly aircraft owned and/or operated by UKFC Ltd.

THE PARTIES agree to be bound by the following terms and conditions:

1. Duration of the Agreement

This Agreement shall commence on _____ ("the Commencement Date").

The member will be bound to this agreement for a minimum period of twelve months. This is a rolling agreement which will automatically renew on the anniversary date unless three months written notice of termination has been received by UKFC Ltd. UKFC Ltd reserve the right to terminate this contract at any time or indeed ground a pilot if it is believed that there has been a fundamental breach of one of the Terms and Conditions set out herein or for any other reason as seen fit by UKFC Ltd. Including flight safety reasons.

2. Deposit

Before acceptance into the group, each member must pay a £300 deposit. The deposit is fully refundable at the end of the agreement after making deductions for any breach of this agreement



and/or including any unpaid sums within 60 days of the termination of the agreement. Exceptions to this requirement can be granted at the discretion of UKFC Ltd.

3. Commercial

The member shall:

3.1 not be required to indemnify either UKFC Ltd or other Members in respect of any act or omission of any description committed.

3.2 adhere at all times to the provisions granted under their licence and the executing member state where it has been issued as well as restrictions and checklists contained within the Aircraft Pilots Operating Handbook. Where a group issued checklist is used, this is to be followed, but the POH remains the primary document. No other unauthorised checklist is to be used in group aircraft.

3.3 as pilot in charge of the Aircraft at the time of an accident, be responsible for the immediate payment to UKFC Ltd. of any excess under the Aircraft's insurance policy (insurance documents to be found in each aircraft) and for any amounts which may be payable in respect of any uninsured loss of or damage to the Aircraft. For the avoidance of doubt, the bearer of the costs for uninsured losses (outside of expected normal wear and tear) is the sole responsibility of the pilot in command whether it occurs at the home airport or away. This includes, but is not limited to any situation arising where the pilot has operated outside of the terms of this agreement, the terms of the insurance (therefore making any claim invalid) and outside of the law, operating an aircraft outside of its hours available to next check, flying an aircraft outside the remit of validity of licence and/or by non-adherence to the aircraft POH. Also including any loss of aircraft revenue as a result of but not limited to negligence, this also includes any damages awarded which are in excess of the 'Combined Single Limit' of the insurance for passenger and third party liability as detailed in each aircraft insurance document. The pilot is deemed as liable for the aircraft from the moment they collect the keys to the aircraft at the base aerodrome to the moment they deposit the keys at the base aerodrome including the full time the aircraft is parked anywhere else at another airfield regardless as to whether a member is present at the time of an incident or not.

3.4 make all payments in accordance with Schedule I. All payments are to be free from taxes and deductions. Any disputes will be dealt with independently of such payments.

3.4.1 any unpaid, returned or incorrectly cancelled Direct Debit Payments and or schedules will result in an administration fee of £50 being levied due to the costs passed on from our Direct Debit agent. We will cancel any Direct Debit instructions at our end to avoid the charge being levied at the termination of the contract where required.

3.4.2 any late payment of invoices that have not cleared the business account by 5pm on the last working day of the month will automatically incur a late payment fee of £50 being levied. Please ensure your invoice is paid upon receipt to avoid these automatic charges.



3.5 settle landing fees when incurred away from the base airfield or otherwise take reasonable steps to inform the UKFC Ltd. administration that landing fees have been incurred. In such instances, the member shall still be liable to reimburse UKFC Ltd. for any amounts that have been paid. All unsettled/unauthorised landing fees that are received will incur a £50 administration charge.

3.6 settle fuel uplift bills incurred away from the base airfield or otherwise take reasonable steps to inform the UKFC Ltd. administration that fuel fees have been incurred. The Member, on presentation of a bona fide VAT invoice will be credited the quantity of uplifted fuel to their flying account via the fuel reclaim system. Fuel will be reimbursed at the current base airport rate, and shall be reimbursed EX VAT if no vat receipt can be provided. Current Terms of fuel reimbursement can be found on the website. All unsettled fuel bills will incur a £50 administration charge.

3.7 settle euro-control fees when payable.

3.8 settle upon receipt of invoice any fuel charges and landing fees raised by UKFC Ltd. where a UKFC Ltd. account is charged (e.g. fuel charges at the base airfield where UKFC Ltd. has a fuel account).

3.9 agree that at any time, the hourly rates (as currently advertised) may be amended in an upward or downward fashion at the discretion of UKFC Ltd to take account of fuel price fluctuations which will reflect changes at the home airfield base price.

4. Termination

4.1 By the Member

4.1.1 The member may terminate this agreement at any time by giving three full months written notice, not to expire before the initial 12 month period. This time is to be calculated in complete months. (For example: Notice given to terminate membership received on 12th January, becomes effective from 1st Feb and last day of membership would be 30th April). Exemptions to this requirement may be issued at the discretion of UKFC Ltd. This is applicable for all membership types. Where an annual membership goes over the initial 12 months, then the standard monthly charge becomes due.

4.2 By UKFC Ltd.

4.2.1 UKFC Ltd. may terminate this agreement at any time by giving three months' notice in writing to the member for purposes of force majeure.

4.2.2 In the case of breach of agreement by the member, UKFC Ltd. shall have the right to terminate the agreement with immediate effect and to ground the member from use of any of the aircraft. The full initial 12 month membership will still be payable.



4.3 If for any reason this agreement is terminated prior to expiry of a complete calendar month, the expiry of the agreement will be rounded up to the end of that calendar month, but not to expire before the initial 12 month period.

5. Responsibilities of the member

The member undertakes:

5.1 To take care of any Aircraft whilst in his charge by:

5.1.1 Not doing damage to the aircraft.

5.1.1.1 Not to allow passengers to damage the aircraft. Any damage by passengers is the responsibility of the pilot. It is advised that passengers are given a briefing before entering the aircraft on how to get in/out and the 'do's and don'ts' whilst in the aircraft, a safety brief regarding operating of seatbelts and emergency equipment to ensure passenger/flight safety and to minimise damage costs to the Member.

5.1.2 Ensuring the good conduct and safety of passengers at all times.

5.1.3 Operating the aircraft lawfully and in accordance with the members licence provisions, the manufacturer's recommendations and the Pilot's Operating Handbook.

5.1.4 For the avoidance of doubt, no one other than the Member or a group approved instructor may operate the aircraft in any way whatsoever. This includes use of the radios unless agreement has been sought from UKFC Ltd. Such agreement will not be unreasonably withheld.

5.1.5 Adhering at all times to the current base airport Terms and Conditions of use and current Airfield Rules and Procedures along with any out of hours policy that may be in effect. Failure to comply with these rules, may render the member liable to action by the airfield and subsequent cancellation of membership from the group. The group cannot be brought into disrepute by the actions of a member.

5.2 In the case of technical / fault escalation when away from base airport to:

5.2.1 Advise the Director or Base Manager of UKFC Ltd. of the problem as soon as possible.

5.2.2 Authorise engineering work up to but not exceeding £250 (or equivalent in other currencies).

5.2.3 Minimise expenditure.

5.2.4 When no reasonable practical solution to the fault is available,

5.2.4.1 Advise UKFC Ltd. as soon as possible.



5.2.4.2 Arrange for parking with local airport management.

5.2.4.3 Repatriate crew and passengers to base airport at member's expense. (except for premier membership agreements).

5.2.4.4 Make every reasonable effort to contact UKFC Ltd. and find a mutually agreeable method of repatriating the aircraft that minimises costs and inconvenience to both parties.

5.2.4.5 In the event the aircraft is located outside of the UK mainland with a technical fault (not including the IOW), then the member is required to stay with the aircraft for up to a period not exceeding 96 hours (4 days) from the time the problem has been reported at his/her own cost whilst a recovery plan is implemented and/or repairs are carried out, whichever is sooner.

5.2.5 Be responsible for expenses incurred recovering an aircraft left away from base if no reasonable attempt has been made to recover the aircraft as per 5.2.7.

5.2.6 Endeavour to contact next user to warn of potential availability problem.

5.2.7 Use reasonable endeavours to repatriate the aircraft within 48 hours of the aircraft being deemed repaired and fit to fly by UKFC Ltd. at the Members expense.

5.3 In the case of Weather constraints the Member shall:

5.3.1 Advise the UKFC Ltd. of the problem.

5.3.2 Repatriate crew and passengers to base airport at Members expense.

5.3.3 Repatriate aircraft at earliest opportunity (usually within 24 hours) upon weather clearance to base airport at Members expense.

5.3.4 Be responsible for reimbursing to UKFC Ltd. the costs of retrieving an aircraft in the event that the member fails to do so in a timely manner as per 5.3.3, this cost is likely to include the two-way cost of a chase aircraft to get a pilot to the stranded aircraft. UKFC Ltd. will look for the most economical method if this is implemented.

5.3.5 Endeavour to contact the next user to warn of potential availability problem.

5.4 To be considerate of other members when booking the aircraft by:

5.4.1 Not making consecutive weekend bookings in the same aircraft. E.g. It is permissible to book a whole weekend (Saturday and Sunday) but not to have either Saturday or Sunday of the following weekend booked.

5.4.2 Not having more than one whole weekend booked in the future at any given time in any aircraft. These bookings may be automatically deleted unless express permission has been granted by a Director or Base Manager, reasons may be to include bookings for a planned group fly out.



5.4.3 Not having more than six (eight for premier members) individual bookings in the future at any given time. Any bookings made over and above this number will be automatically limited by the system unless the express permission from UKFC Ltd. has been granted. This does not include bookings which are unlocked 24 hours before a proposed flight and availability permits you to overbook.

5.4.4 Cancelling bookings as soon as possible when it is known they will not be used (not less than 48hrs prior to the start of the booking except for bad weather cancellations which may be done any time prior to your booking) and notifying all members of the availability of the aircraft via the booking system in either case.

5.4.5 Booking only as much time as is anticipated to be required and to avoid all day bookings where the aircraft will not be utilised.

5.4.6 A booking has a minimum total flight time expectation of 1 hour on each leg. UKFC Ltd. retains the right to charge a minimum flight time of one hour for members who persistently fly less than 30 mins in a single flight. This is due to the extra wear and tear on the aircraft for short flights which is not accounted for in the rates.

5.4.7 Where a booking is made, it is expected that the member will commence their 'A' check at the start time of that booking. Where members do not attend the aircraft within 30 minutes of the start of their booking, the whole booking can be deleted at the request of another member who wishes to utilise the aircraft, or if it is noticed by a Director or Base Manager that the aircraft is not being attended to at the time of the booking. Members are encouraged to update their bookings immediately and notify the Base Manager by text message should they be running late for their booking due to external factors such as traffic.

5.5 Record keeping/usage policy.

5.5.1 Bookings for more than 72 hours (where approved by UKFC Ltd.) will incur a minimum charge of 2.5hrs per day for the total length of the booking. When the total flight time flown during a booking is greater than the sum of the minimum charges for the number of days of the booking there will be no daily minimum charge payable. This item can be waived by prior agreement on discussion about your planned trip with a Director or Base Manager. E.g, if for example you only anticipate fly 2.1hrs a day averaged over the period. Essentially, this is to avoid the aircraft being underutilised.

5.5.2 The invoicing and calculation of block flight time is carried out automatically with fitted equipment supplied by CavOK Ltd T/A CloudbaseGA. This equipment is accurate to the minute and provides data for the purposes of hours management and location data. In the absence of this equipment, or the unexpected failure of the system, the declared block times on the aircraft technical log will be used to calculate billing. In the event of failure of the CloudbaseGA flight data recorder, see definition 7.



5.5.3 Airborne times are recorded in hours & minutes from take-off to touch down and are automatically calculated for the benefit of the members to observe 'hours remaining to next check' on the system.

5.5.4 Block times are recorded in hours & minutes from 'off blocks' to 'on blocks' and are automatically calculated for the benefit of the members for log book entry times and for billing purposes. The total block times for where a flight is involved are used to generate your invoice at the end of each month. Where a movement only involves a taxi for a fuel uplift with a full shut down of the engine is not chargeable and the system will ignore it.

5.5.5 Members will be invoiced monthly for their total block times based on each flight record. These invoices are to be settled within the payment terms stipulated at the bottom of the invoice and to be in cleared funds in the business account no later than the last day of the month.

5.5.6 Members are required to complete the eTechlog after each flight (as you would a paper techlog) detailing oil and fuel uplifts. Failure to complete the eTechlog will levy an administration fee to the member of £25 due to the time it takes to locate and confirm the PIC and fuel uplifts with the Base airport.

5.6 Pre-flight the member shall:

5.6.1 Conduct flying operations in accordance with the aircraft POH and/or flight manual, European Aviation Safety Authority (EASA) and/ or Civil Aviation Authority (CAA) regulations. For Non-Member States to comply with the States National Aviation Regulations.

5.6.2 Observe the relevant currency rule regarding carrying passengers on SEP and MEP aircraft (including night VFR flying) and the group currency rule (as per 5.8.2) on the aircraft type being flown. If this is exceeded, UKFC Ltd requires that the Member shall carry out a flight with a group approved instructor on the aircraft type being flown to ensure familiarity to include (but not limited to) general handling, emergency procedures and circuits.

5.6.3 Maintain current medical, licence & ratings and send copies of which to UKFC Ltd when renewed/revalidated.

5.6.4 Check condition of aircraft and documentation prior to flight (as per Pilot Operating Handbook for aircraft).

5.6.5 Ensure aircraft is operated strictly in accordance with the Aircraft Manual including the requirement to 'lean' the fuel burn to a rate that is permissible as being acceptable in the POH.

5.6.6 Ensure pilot licence and rating is suitable for intended flight.

5.6.7 Ensure mass and balance is in accordance with the POH.

5.6.8 Ensure proper documentation/equipment is being carried for the intended flight.



5.6.9 Each member shall provide their own headsets for operation of the aircraft.

5.6.10 Ensure before flight that all Emergency Equipment is in good order and suitable for the flight being undertaken. (Where required by legislation or where otherwise possible, the member is able and advised to hire emergency equipment such as Life rafts and Lifejackets from Blackbushe Aviation School of flying for free to its members).

5.6.11 Where an ELT is not a fixed and/or fitted part of an aircraft's MEL, a PLB will be supplied in each aircraft for use in an emergency by the member or a passenger in the aircraft. The member must ensure the PLB is present and in working order prior to each flight and should familiarise themselves with its use. It is advisable to discuss the use of the PLB with passengers. The PLB must NOT be removed from the aircraft under any circumstances. UKFC Ltd will provide a PLB, but makes no warranty for its correct use and operation, however these will be checked periodically at scheduled maintenance checks and to ensure battery life remains. The current operating manuals for the model of PLB used in group aircraft is available on the website resources page.

5.6.12 Refuelling by bowser is only permitted to aircraft parked on the hard apron areas. Aircraft parked on the grass parking cannot be filled by bowser and so should taxi to the fuel bay. This taxi time is not charged to the member.

5.7 Post-flight the member shall:

5.7.1 Leave the aircraft in a clean and tidy condition and ensure any engine oil used is replaced.

5.7.2 Leave the aircraft firmly secured and tied down and with its cover fitted and chocks in place. Use of the parking brake is only for short periods of time when at a visiting airfield and chocks are not available due to pressure changes that can cause the brake systems to fail and leak. Please ensure parking brakes are left OFF unless chocks are not available. Please exercise care when fitting and removing the covers as damage can be easily caused to essential aircraft components such as aerals and control surfaces. Remove all rubbish and personal effects and dispose of any used oil containers.

5.7.3 Complete the eTechlog on CloudbaseGA recording any fuel uplifts and oil uplifts.

5.7.4 Members are not required to refuel the aircraft after each flight but are encouraged to only take the fuel required for their planned trip/s with the appropriate final reserve fuel and to avoid carrying around full tanks unless this forms part of your pre-flight fuel plan. Bringing an aircraft back with almost full fuel may cause the next member to not able to complete their planned trip due to M&B limitations.

5.7.5 Ensure the leading edges of the wings, elevators and windscreen are free from dead bugs and grime and general debris where if left on the aircraft can be difficult to remove. Cloths and sprays are provided in each aircraft for cleaning at the end of your flight.



5.8 Right of use of aircraft.

5.8.1 It is required that only an instructor approved by UKFC Ltd. checks out the member prior to any initial aircraft usage. The instructor will sign off the Member as passing an acceptable standard in which they can now fly independently on that type of aircraft.

5.8.2 It is required that the member shall not exceed the group currency of 90 days on simple aircraft and 60 days on complex aircraft. (Definitions see 13.) Where this is exceeded, the member shall be required to carry out a brief check flight with an instructor to ensure that the aircraft can be operated correctly and according to the POH.

5.8.3 Cost sharing with passengers is allowable and acceptable within the remit of the current CAA/EASA guidelines. The maximum number of people who can share the direct costs of a flight is six, including the pilot. Direct costs in the case of UKFC Ltd members is strictly limited to your billed block time on your monthly invoice plus any airfield charges such as landing, approach or handling fees. Any other costs not directly related to the flight such as or your lunch costs or to get to the base airport cannot be shared and no profit can be made.

A flight may be advertised in advance, but it should be made clear that it is a cost sharing flight, and not commercial air transport operated under an Air Operator's Certificate (AOC), since it is an offence to advertise the sale of a public or commercial air transport flight without being in possession of an AOC.

The use of flight sharing websites and applications such as Wingly are permissible in group aircraft as long as the above conditions have been met.

6 Responsibility of UKFC Ltd.

UKFC Ltd. shall:

6.1 Maintain aircraft serviceability including Certificate of Airworthiness.

6.2 Maintain administration of the aircraft and booking systems.

6.3 Be entitled from time to time to substitute a specific aircraft with a similar aircraft of similar equipment and condition.

6.4 If an aircraft becomes unavailable to the Members for a period of more than ten weeks, UKFC Ltd. shall attempt to provide a replacement aircraft for the use of the Members. If a replacement or alternative aircraft is already available within the fleet, then this is not applicable.

6.5 Not be liable to hire an aircraft if one is not available for hire at the time, with the exception of 6.4



6.6 Be entitled to remove an aircraft from usage for regular aircraft servicing repairs and unscheduled maintenance. As technical downtime is a normal part of aviation UKFC Ltd. does not warrant that an aircraft will be available for a specific booking.

6.7 Maintain adequate insurance cover with a policy excess of no less than £1500.00. Insurance is placed in accordance with European Union Aviation Regulations and normal good practice for aircraft insurance. Cover restricted to aircraft, third party legal liability and passenger legal liability. Some aircraft are also covered for Crown Indemnity, please check the documents folder in the aircraft if you wish to exercise this extended cover. Members are to check an aircraft's individual policy for exact terms and excess amounts as some incur a higher excess due to the variable hull values in our fleet, but shall be no less than £1500.00 for a single notifiable event that is covered by the insurance policy.

6.8 Ensure that title of the aircraft remains with UKFC Ltd. at all times where applicable with the exception of aircraft leased into the group, where an appropriate agreement shall exist between UKFC Ltd. and the aircraft owner.

6.9 From time to time temporarily withdraw or suspend any aircraft from the group for short period of time for commercial reasons.

6.10 Have the right to hire/lease substitute and additional aircraft from/to third parties.

7 Disputes &/or non-compliance

Any disputes or non-compliance with this contract may render the member liable to legal proceedings. UKFC Ltd, wishes to operate a happy and healthy flying club that all members can enjoy, however we will not tolerate persistent non-compliance with the Terms and Conditions and group rules that are set out for everyone's enjoyment and we reserve the right to enforce legal action when and if necessary.

There is no arbitration process and the Directors decision is final with regards to termination of membership and any other decision made by UKFC Ltd.

8 Agreements and documents amendments and review

8.1 UKFC Ltd. retains the right to update this agreement and any other at any time by giving not less than 7 days' notice to Members.

9 POH (Pilots Operating Handbook), flight planning, data sources & equipment



9.1 For the avoidance of doubt, all pilot Members should base all of their calculations and flight planning on data as specified in the relevant aircraft POH. The aircraft POHs are all kept within the aircraft (these shall not be removed except for brief review by a member if required) and are available electronically online via the website. Any other material whether written or electronic is not to be used for flight planning purposes. UKFC Ltd. accepts no liability if Members act outside of the confines of data as detailed in the aircraft POH. It is assumed that all members will familiarise themselves adequately so that they know how to operate and control any equipment provided in the aircraft for the purposes of handling, navigation and communication. If you are unsure of the validity of such data sources, you should check with UKFC Ltd. to ensure you are not in breach of any of the Terms of this agreement.

10 Aircraft Condition and serviceability and availability of functional items

10.1 UKFC Ltd aims to ensure all aircraft in its fleet operate with minimal equipment malfunctions, however in general aviation, these malfunctions are inevitable. On occasions items which are not pertinent to flight safety and do not cause the aircraft to be grounded by UKFC Ltd may be temporarily out of use. UKFC Ltd will keep members informed of such items and planned maintenance work such as upgrades and scheduled work with as much notice as possible to help with bookings planning. The final decision on whether an item is deferred to next check, fixed, replaced, upgraded or removed entirely remains with UKFC Ltd. It is therefore not to be assumed that equipment will remain the same in an aircraft for the duration of a Membership. Overall, we plan to only ever upgrade equipment and enhance the fleet.



11 Signature of the parties

BY SIGNING BELOW, YOU CERTIFY THAT YOU HAVE READ THIS AGREEMENT, THAT YOU KNOW AND UNDERSTAND THE MEANING AND INTENT OF THIS AGREEMENT AND THAT YOU ARE ENTERING THIS AGREEMENT KNOWINGLY AND VOLUNTARILY. YOU SHOULD SEEK LEGAL ADVICE IF YOU ARE UNSURE OF ANY PART OF THIS AGREEMENT PRIOR TO SIGNING.

By signing this, you also agree to Schedules 1 of this agreement on the following page.

Signed Date

Print Name

Membership Agreement: Signed by the 'Member'

Signed Date

Print Name

Membership Agreement: For and on behalf of UK Flying Clubs Ltd

NOTE: *If this is an update/review to an existing signed Terms and Conditions, then no signature is required as the new Terms and any amendments are assumed accepted within the time scales detailed in 8.1 of this agreement.*

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SCHEDULE 1 - Membership

MONTHLY Membership

Deposit:	£300.00
Method of Payment of Deposit:	Bank Transfer
Monthly Membership:	£65.00 (or £115 for Premier Membership)
Method of Payment of Membership:	Direct Debit on or around the 24 th day of each month

The monthly payment covers the cost of Membership to the group, and includes all home landings at the Base Airport including 'touch and goes'. This is payable monthly in advance of the month due. Membership entitles members to fly any aircraft in the group at any aerodrome subject to licence.

ANNUAL Membership

Deposit:	£300.00
Annual Membership:	£715.00 (or £1265 for Premier Membership)
Method of Payment of Membership:	Bank Transfer on or before the anniversary of the agreement

The annual payment covers the cost of Membership to the group for one year, and includes all home landings including 'touch and goes'. This is payable annually in advance. No refund can be given in the event a member chooses to leave the group within the paid membership term or in the event that a member breaches the agreement in anyway or for any times where a medical become invalid whether temporary or permanent. Membership entitles members to fly any aircraft in the group at any aerodrome subject to licence.

Note: Members can transfer their memberships from monthly to annual at any time a payment is due once notification has been given to UKFC Ltd. and can transfer back to monthly at the end of the annual membership period.

Premier Membership.

Members can upgrade to premier membership at any time, but is for a minimum period of 12 months, after which it can be downgraded again if you so wish.



What now?

Please sign the agreement where indicated, initialling each page in the bottom right hand corner and return via post to directly to UK Flying Clubs Ltd. at the address below. If you wish to commence membership immediately, then please scan this contract and email it as well.

Checklist

- ✓ Signed Terms and Conditions
- ✓ Direct Debit set up for monthly payments
- ✓ Copies of valid Licence (both sides)
- ✓ Copies of valid Medical
- ✓ Copies of two forms of ID, one must have address on
- ✓ Copies of the last two pages of your pilot log book
- ✓ Funds for chosen membership option paid

Jed Marshall –EGBN Base Manager

Tel: 07758 915157 (also for use in case of an emergency)

Email: jed@midlandsflying.club

Correspondence Address: UK Flying Clubs Ltd, 86-90 Paul Street,
London, EC2A 4NE