

SPRINGFIELD FLYING CLUB

LYNCREST AIRPORT, 514 MURDOCK ROAD
WINNIPEG, MANITOBA



APPLICATION TO ERECT OR PURCHASE A HANGAR

Applicant's Personal Data			
SURNAME _____		GIVEN NAMES _____	
ADDRESS _____	CITY _____	PROVINCE _____	POSTAL CODE _____
E-Mail: _____	Cell Phone: _____		
Home Phone: _____	Business Phone: _____		

Proposed Hangar Specifications		Type of Construction: (check one)	
Size:	_____ X _____ X _____	<input type="checkbox"/> Metal clad post frame	<input type="checkbox"/> Wood frame/siding
WIDTH IN FEET	LENGTH IN FEET	HEIGHT IN FEET	<input type="checkbox"/> All metal Quonset
			<input type="checkbox"/> Other (Please Specify) _____
			<input type="checkbox"/> Existing (indicate hangar number) _____
Minimum Standards for Hangars:			
1.	Preferred type is a metal clad post frame hangar.		
2.	Wood frame with plywood or metal / vinyl siding walls with metal or shingle roof. Exterior wood must be painted.		
3.	All metal Quonset style.		
4.	Use of salvage materials requires written approval by Springfield Flying Club Directors. This is to ensure that new structures will compliment the appearance of Lyncrest Airport and the existing structures.		

Standards and Conditions	
Approval will be granted by Club Directors at an Executive meeting and upheld as long as the applicant ensures that the following conditions are met:	
1.	The applicant must be a Springfield Flying Club Member in good standing and must maintain full membership status while being a hangar owner.
2.	The applicant must ensure that the proposed hangar and/or the Springfield Flying Club Property will not be used for commercial purposes.
3.	The applicant must build, or have the hangar built, to meet the minimum standards set out by the Springfield Flying Club. These standards will be reviewed with the hangar builder by the Director appointed to review all hangar applications. Standards are outlined on this application form. Grade levels, setback dimensions, and building size will be outlined and approved by the appointed Director.
4.	All lots (hangar building sites) will be designated by the Club.
5.	Construction work is not to begin until the exact location of the hangar has been staked out according to the dimensions and elevation supplied by the Club and this location on the lot has been approved by the Director appointed to review all hangar applications. Hangar construction is expected to begin within 3 months of approval of this application. All heavy materials (trusses, siding, gravel bed material, roofing material, doors and panels) are expected to be delivered on site within 6 months of approval of this application. Primary construction to be completed within 1 year of approval of this application. Exceptions to these time periods will be provided in writing by the Director appointed to review all hangar applications.
6.	Construction vehicles (pile drills, delivery trucks, concrete trucks, etc.) will not be allowed on Club property until a suitable route has been established, and permission has been granted, by the Director appointed to review all hangar applications. Permission may be withdrawn if the field conditions become unsuitable (wet soil conditions, etc.) and all deliveries will have to be suspended until further notice. The Club will not be responsible for delays or additional cost due to the delivery suspension. It will be the hangar owner's responsibility to ensure the designated route is followed by the construction vehicles and to repair (to the Club's satisfaction) any damage caused by these vehicles.

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7. The Club reserves the right to stop all work associated with the construction of the hangar if the grade levels and setback dimensions or approved building size are not followed. Any increased costs due to the work stoppage will be the responsibility of the Hangar Owner.
8. Approval to build a hangar entitles the builder to obtain a lot to locate a hangar. The Club is not obliged to provide services such as hydro, telephone, gravel roads, culverts, extension and development of taxiways, etc. immediately after the hangar is constructed but only when the funds become available and are approved as per the Club development plan which is ratified by the general membership at formal club meetings. The owner may at his/her own expense provide these improvements after obtaining written permission from the Club. The owner will not be reimbursed for these expenses when the Club proceeds with its own development.
9. The applicant will carry out the maintenance of the hangar and surrounding grounds to ensure that the standards set out by the Springfield Flying Club are met. This includes the mowing of grass, keeping area around hangar clean and not using it for storage space, and ensuring that the hangar itself is kept in good condition and not allowed to deteriorate. If the Springfield Flying Club deems it necessary to mow a hangar owner's grass, then the cost will be for the account of the hangar owner.
10. Hangar owners are responsible for preventing damage to all taxi-ways leading to their hangar. This includes not driving on any taxi-ways when they are wet. If any damage to taxi-ways is incurred, such as ruts from wheel tracks, it is the responsibility of the person causing the damage to ensure complete repairs are undertaken as soon as possible. Taxi-ways are intended for aircraft traffic only.
11. Payment of a five hundred dollar non-refundable application fee (for new construction only). Hydro meters will be read by the Club a minimum of annually (semi-annually at the Club's discretion). All hangar owners are responsible for paying for their own consumption. Hangar owners must purchase their own hydro meter. Underground cable and trenching is for the personal account of the hangar builder.
12. All hangar builders and owners should consider securing appropriate levels of fire, damage and liability insurance to meet their personal needs. It is recognized some hangar owners may elect to self insure. Any and all insurance premiums are for the personal account of the hangar owner. All other Springfield Flying Club members and Directors have absolutely no liability associated with the hangar to be constructed.
13. All hangar owners must provide reasonable access to their constructed hangars for the purpose of electrical connection for future hangar builders. All electrical panels installed are for the personal account of the hangar owner. Electrical panels are to have sufficient capacity to enable future hangar owners the ability to connect. New hangar builders are to pay an equal portion of the hydro infrastructure costs which is determined by the number of hangars in each subdivision.
14. Hangar builders are to install a number on the exterior of their building for identification purposes. The number sequence will be provided by the appointed club Director.
15. All hangar owners are to pay their share of property taxes in a timely manner by the published due date. Annual taxation amounts will be published by the club treasurer.
16. The Springfield Flying Club reserves the first right of refusal to purchase all hangars should a hangar owner elect to sell their hangar. The sale price will be established by the owner.

Applicant's Acceptance

I understand and agree to the above-noted conditions and standards set out by the Springfield Flying Club and have attached a cheque for the \$500 application fee. (Not required if purchasing an existing hangar).

APPLICANT'S SIGNATURE

DATE

Approvals: (Both to sign)

Signature:

President

DATE

Signature:

Director appointed to review all Hangar Applications

DATE