

Peninsula Flying Club

RULES OF OPERATION

I. OPERATION OF AIRCRAFT

Members must remember they share ownership and use of the Club aircraft and are to be considerate of the rights and interests of their fellow members. Actions, which might jeopardize the club insurance coverage or the best interests of the club, may be considered violations leading to expulsion. Operation of club aircraft shall be governed by the Rules of Operation and good judgment. Because an operation is not specifically prohibited does not mean it is allowable. Any operation not regularly considered incidental to normal flying club activities requires prior approval of a majority of the Executive Committee.

- A. Operators of Club aircraft must comply with all Federal Aviation Regulations, state and local regulations, and club currency requirements.
 - 1. Any violations of the FAR's or club rules of operation, unless otherwise stated in the rules, may render a member liable to either a temporary flight suspension or a monetary fine or both and based on the executive boards recommendation an expulsion from the club by a vote of the majority of the membership.
- B. A member must perform a thorough preflight inspection, including visually checking the fuel quantity prior to flight. If at any time there is any unsafe or un-airworthy condition revealed, the airplane shall be grounded and placarded by the member and the Maintenance Officer notified. If the plane is grounded, indicate it in the "Time Book", as well as placing a comment in the scheduling page. In addition to those discrepancies requiring grounding, any other type of malfunction should be recorded in the "Discrepancy Log" and the Maintenance Officer notified.
- C. The pilot shall file an FAA flight plan for all cross-country flights over the mountains and/or 100 miles from the point of take-off.
- D. Members and /or Family members are permitted to operate club aircraft as Pilot in Command except in the case of a club approved instructor instructing a club member. Instruction of non-members is prohibited, except that spouses and children of members may receive dual instruction from club approved instructors. All safety pilots must also be club members.
- E. Any operation in which passengers or cargos are solicited for profit, or any commercial intent is involved, is prohibited.
- F. No member may accept payment for flying services in club aircraft (except for club approved instructors instructing club members, their spouses, or their children).

Nor, shall they receive reimbursement for the use of club aircraft in any amount exceeding the actual club hourly flight time rate.

- G. Out of town repairs in excess of \$100.00 must be approved in advance by a member of the Executive Committee. Members are authorized to place a collect call at Club expense to obtain this approval. All repairs in the Seattle area require prior approval of the Maintenance Officer or his designee.
- H. When a member is delayed from returning an aircraft after the scheduled time of return, the scheduling office or a member of the Executive Committee must be notified.
- I. Minimum flying time. Any member that does not log at least one (1) flight hour within a ninety (90) day period must complete a club check ride with a club-approved instructor prior to flying club aircraft.
- J. Except in emergencies, Club aircraft shall be flown from and landed on airfields listed on the sectional charts only. Any member that lands on an unapproved field due to an emergency shall call an Executive Officer of the club as well as the Safety Officer before attempting to take off from the field. The decision as to who will takeoff is at the discretion of the Safety Officer and/or Executive Officer.
- K. Upon completion of the flight, the aircraft will be fueled unless there is sufficient fuel for the next flight as determined by the next user. The aircraft will always have full tanks at the end of the day unless the pumps are closed. The aircraft must be tidied up after every flight and windshield cleaned. Control locks must be installed and the aircraft tied down after every flight.
- L. No smoking in Club aircraft.

II. CHECK RIDES

All members shall have a check ride in each club aircraft before flying ft. Check rides may be given only by club approved flight Instructors.

- A. Student pilots are required to have had a check ride with a club approved flight instructor within 30 days prior to any solo flight and must obtain the approval of a club approved flight instructor before each solo flight. Instructors will indicate, on each students record, the model in which solo flight is approved.
- B. Each member is required to have at least one hour of dual instruction, with a club-approved instructor once a year in the largest club airplane that the member is qualified to fly. To ensure different instructors, successive instruction, reviewing members' flying skills and habits for the purposes of this rule, may not be received from the same instructor. If a club member's performance doesn't meet minimum club standards, then the member should not be allowed to

continue flying, until the member receives sufficient training to satisfy club standards

- C. Each member who wishes to operate club aircraft between sunset and sunrise shall have made 3 takeoffs and landings within the preceding 90 days as per FAR 61.57.
- D. Each member who wishes to operate club aircraft in instrument meteorological conditions or on an instrument clearance must have completed a club instrument check ride during the preceding 12 months.
- E. Use of a high performance aircraft is restricted to pilots with 100 or more hours of total dual and solo flight time and 5 or more hours of dual instruction in the aircraft. Exceptions may be made upon the recommendation of a club instructor and approval of the Executive Committee.

III. PROHIBITED OPERATIONS

- A. Flights are prohibited outside of the contiguous 48 United States except by prior approval of the Executive Committee. Flights of less than 100 miles north of the Canadian border are exempted. Flights to Mexico are prohibited.
- B. Aerobatic maneuvers are prohibited except those, which are permissible under the operating limitations when the aircraft is operated in utility category.

IV. SCHEDULING

- A. Scheduling is on a first come, first served basis, with a maximum combined total of three (3) advance reservations on the books at any one time. "Family members" may not schedule an aircraft for a period of more than twelve hours nor have more than one reservation on the books at any one time.
- B. Scheduling for extended cross-country flights is limited to a period not to exceed seven days nor more than one weekend in a month unless that weekend is not scheduled by 4:00 p.m. of said weekend. A weekend is defined as follows: 4:00 p.m. Friday to Midnight Sunday night. The Executive Committee may grant exceptions to the above.
- C. When the aircraft is scheduled for two or more consecutive days, a minimum charge of three hours per day will be made for possession of an airplane on Saturday, Sunday, and holidays, and a minimum charge of two hour per day will be made for the use of the aircraft on weekdays.

- D. In the event weather conditions force delay of a scheduled return, the pilot shall not be penalized the time charged if the scheduling office and a member of the Executive Committee have been notified. The member is furthermore responsible for returning the aircraft at the earliest possible moment at the member's expense, while abiding by all safe flight practices.
- E. In the event a member is unable to depart within 1 hour of the scheduled start time of a reservation, the member shall revise the reservation time to reflect the new expected departure time. If the member is not present at the airport within 1 hour of the scheduled start time of the reservation, and after a reasonable effort to contact the member, the reservation will be voided and the aircraft may be scheduled by other members. First offence a warning, second offence the time reserved will be charged as a fine, and the third is review by the executive committee for expulsion.
- F. Members will be diligent in scheduling sufficient time for proper preflight and post flight operations without infringing on the next schedulers time.
- G. Members will not schedule much larger blocks of time than they intend to fly, which results in others not having access to the unused aircraft.