

1. Instruction and Check rides

- 1.1. Only Association instructors shall give dual instruction in Association aircraft.
- 1.2. Licensed pilots joining the Association must be checked out in Association aircraft by an Association instructor.
- 1.3. Each student solo flight must be authorized by the student's instructor.
- 1.4. All student pilots must receive dual instruction from an Association instructor within the previous 60 days before the student can solo in an Association aircraft.
- 1.5. A pilot who has not flown the type aircraft within the previous 90 days must have a check ride from an Association instructor before piloting an Association aircraft. Recent Flight Experience in a heavier aircraft qualifies as proficiency in a lighter aircraft provided it is in the same Category and Class.
- 1.6. A pilot who has not flown at night for 90 days must have a night checkride by an Association instructor.
- 1.7. Any Association pilot can be called upon to demonstrate proficiency to an Association instructor when requested by resolution of the Board of Directors.
- 1.8. A soft-field landing checkout is required on an actual grass runway by an Association instructor prior to landing solo on a grass runway.

2. Scheduling of Aircraft

- 2.1. No aircraft may be flown unless it is properly scheduled and signed out on the Tach Sheet.
- 2.2. Any member scheduling an aircraft overnight shall write on the aircraft schedule the destination airport, name and phone number of a contact at the proposed destination.
- 2.3. The minimum time charged for overnight flights shall be two hours.
- 2.4. No member shall schedule two aircraft for the same time period except as an alternate on one aircraft.
- 2.5. An Association member is deemed a "no show" if he/she arrives after 30 minutes of the originally scheduled time reservation. Other member pilots may then schedule in place of the "no show" member.

3. Operation of Aircraft

- 3.1. Only members in good standing may act as pilot-in-command of Association aircraft.
- 3.2. No Association aircraft shall be operated when a known malfunction exists' which renders the aircraft not airworthy or not suitable for the flight planned.

- 3.3. Each member shall comply with all applicable Federal Aviation Regulations and local airport regulations.
- 3.4. No member shall operate an Association aircraft in any maneuver that is not approved for that aircraft.
- 3.5. Recommended wind limits for Association aircraft:
 - 3.5.1. Solo in C-172: 22 knots
 - 3.5.2. Dual in C-172: Decision of instructor
- 3.6. Association aircraft shall be landed at public airports, or restricted landing areas only if actively in use by other aircraft.
- 3.7. Association aircraft shall not be operated from runways providing less than the published minimum operating length for the aircraft. The pilot-in-command is required to consult the POH.
- 3.8. The pilot-in-command shall be responsible for the supervision of fueling, safe storage, tie down, and locking the aircraft when unattended at an away airfield.
- 3.9. For a member to act as pilot-in-command from the right seat, the member must be checked out by an Association instructor and have a log book entry for right seat operation.
- 3.10. Any violations of Federal Aviation Regulations caused by an emergency shall be reported upon landing to a Director and to the nearest FAA office.
- 3.11. Upon completion of each flight, members shall record any aircraft malfunctions on a maintenance report form and clip it on top of the tach sheet. An entry should also be made in the Squawk Notebook located in the aircraft. If the aircraft is not airworthy, the aircraft is to be grounded and the responsible aircraft Director contacted.

4. VFR Operations

- 4.1. The following limits are recommended for VFR operations during the period between sunrise and sunset for non-instrument rated pilots:
 - 4.1.1. Temperature - Plus 15° Fahrenheit minimum, unless preheated
 - 4.1.2. Ceiling - 1500 feet AGL
 - 4.1.3. Visibility – 5 miles
 - 4.1.4. For flights remaining in the traffic pattern, the reported ceiling shall be at least 1,000 feet AGL and visibility shall be 3 statute miles.

5. Cross Country Flights

- 5.1. Prior to all cross-country flights, a weather briefing shall be obtained from an FAA-approved source, i.e. FSS or DUATS source.
- 5.2. A flight plan is recommended for flights over 150 nautical miles.
- 5.3. No member may act as pilot-in-command on a cross-country flight of more than (600) nautical miles unless he or she meets the Recent Flight Experience requirements of FAR61.57b.

6. Night Flight Operation

- 6.1. Recommended Night VFR limits of operation for non-instrument rated pilots are:
 - 6.1.1. Temperature - Plus 15° Fahrenheit minimum, unless preheated
 - 6.1.2. Ceiling - 5,000 feet AGL
 - 6.1.3. Visibility - 5 statute miles
- 6.2. A student pilot may not solo in an Association aircraft at night.

7. IFR Operations

- 7.1. IFR flights may be made in Association aircraft.
 - 7.1.1. Pitot heat must be used if appropriate for the meteorological conditions of the flight.
 - 7.1.2. Aircraft must be equipped with two fully functioning nav/com radios.

8. Financial

- 8.1. Dues and flying fees shall be established by the Board of Directors.
- 8.2. A member's monthly balance may consist of Association-ordered supplies, monthly dues and flying fees. The monthly balance should be paid in full by the first business day of the following month. Past due members may not fly or schedule Association aircraft until arrangements acceptable to the Treasurer are made.
- 8.3. Accounts past due for over three months may be turned over to a collection agency and the member may be dropped from the Association.
- 8.4. Resignation must be submitted in writing.
- 8.5. Members shall be reimbursed for maintenance costs incurred while away from home base. However, ramp fees, landing fees, and the like are the responsibility of the individual club member and not reimbursable.
- 8.6. Members shall be reimbursed for fuel costs incurred while away from home base. Members are asked to take advantage of lower-cost fuel stops whenever possible.

9. Special Rules

- 9.1. Members of the immediate family of a member in good standing may fly up to solo without paying initiation fees or monthly dues. Before soloing, the person must become a member to continue flying Association aircraft.
- 9.2. A member may go on Inactive Status effective the twenty-fifth of the month by notifying the Association in writing. Inactive members do not fly or have voting privileges. A person granted inactive status by the board will pay reduced fees of \$15 per month and if this bill remains unpaid for 3 months, their membership may be terminated.
- 9.3. Inactive Status may be kept in effect indefinitely.
- 9.4. A member is responsible for keeping the Association advised of current address.
- 9.5. When requested, a member must provide to the Association an accurate Pilot History Form within 10 Calendar days to comply with insurance requirements.
- 9.6. The Directors will examine the circumstances of all accidents and incidents involving injury to persons or property damage involving Association aircraft and determine if any individual member is responsible for damage payments.
- 9.7. Deliberate violations of club rules or reckless operation or use of Association property or equipment may subject the member to removal from the Association membership.
- 9.8. A transfer of membership may be done only with board approval. The application from the new member shall include a transfer fee of two times the active membership monthly dues in lieu of the initiation fee and be a transfer from an active member. If the transfer is from an inactive member, the transfer fee shall be three times the active membership monthly dues.

10. Care of Association Aircraft

- 10.1. Each member has the privilege of being a part owner of Association aircraft and other property. This privilege carries with it the joint responsibility to care for club property.
- 10.2. The pilot-in-command (PIC) must exercise due diligence during all aspects of aircraft operation to avoid unnecessary wear and tear.
- 10.3. The PIC is also responsible for briefing passengers to assure their safety and provide the awareness of good ramp practices including cautions about the aircraft.
- 10.4. The PIC accepts responsibility for any damage and is required to report the incident to a director.
- 10.5. These rules are subject to revision by the Association Board of Directors. Members will be notified of any revisions in the next Checkpoint mailing and also online at www.bradleyflying.org.