

Flight Test Flying Club (FTFC)

OPERATING RULES

ARTICLE I – THE CLUB

1. The _____FTFC_____ is a nonprofit or not-for-profit entity organized for the express purpose of providing its members with an aircraft for their personal use and enjoyment only. All members of the Club shall comply with all Federal Aviation Regulations, state, airport, and Club rules while operating Club aircraft.

ARTICLE II – CLUB MEMBERSHIP

1. Membership in the _____FTFC_____ Flying Club is contingent upon approval of the application for membership by the Board of Directors and such membership may be revoked by the Board of Directors.
2. When any member is in default in the payment of dues for rental, membership may be terminated by the Board of Directors.
4. A member is eligible to fly Club aircraft only if the membership is valid in all respects.

ARTICLE III – FLIGHT RULES

1. A member must perform a thorough preflight inspection of the aircraft, including a visual inspection of the fuel quantity, prior to commencing flight. Any damage or discrepancies discovered by a member will be assumed to be the responsibility of the last user unless it has been reported previously to the Maintenance Officer. If a condition is discovered which may affect the airworthiness of the aircraft, the aircraft shall not be flown until cleared by the Maintenance Officer.
2. Each member must ascertain that the airworthiness and registration certificates, appropriate operating limitations information, and operator's manual are in the aircraft prior to commencing the flight.
3. All aircraft operating limitations must be observed. Aerobatic maneuvers are prohibited.
4. Aircraft will not be started unless there is a qualified occupant in the cockpit or the aircraft is tied down in a secure manner.
5. Aircraft will only be propped by personnel who have had training and demonstrated competency in hand propping of aircraft.

Flight plans must be filed with the FAA for flights over sparsely populated areas; mountainous, wooded, or desert terrain; or for extended overwater flight; and for all student solo cross-country flights in excess of fifty (50) miles.

6. Each member must have flown a check ride with a qualified and approved instructor during the preceding 12 months, subject to the following:
 - a. A pilot not having flown Club aircraft within a three (3) month period must take a check ride with a qualified and approved check pilot.
 - b. The check ride will include maneuvers and procedures appropriate to the aircraft flown and the pilot certificate held.

7. Flights shall occur in day VMC conditions, Total wind shall not exceed 15 knots and crosswinds shall not exceed 5 knots. Pilots with more than 25 hours of tail wheel time will have crosswind limits assigned on an individual basis based on demonstrated performance. Xwinds greater than 10 knots are likely to result in a ground loop.
8. Except in emergencies, Club aircraft shall be flown from and landed on airfields approved by the club. As a guideline these are generally runways in good condition with suitable length and width for the proposed operation. Operations on improvised landing areas is strictly prohibited.
8. Club aircraft may not be used to give flight instruction to anyone except Club members and, upon approval by the Board of Directors, members of their immediate families.

ARTICLE IV – AIRCRAFT CARE AND MAINTENANCE

1. Upon completion of a flight, the pilot must tidy up the aircraft. Waste paper and extra charts (a sectional chart for the local area should be kept in the aircraft) will be removed, seat belts will be straightened, etc.
2. Refueling of the aircraft should be completed at the end of a flight unless other arrangements have been made. The aircraft should normally be filled except for the wing tanks which should be left with 1.5 gallons in each wing tank.
3. No member (except the Maintenance Officer) may perform any maintenance on Club aircraft, other than preflight inspection, without authorization from the Maintenance Officer.
4. Aircraft is to be tied down if left outside unless it is under your direct supervision.
5. Aircraft is to be hangered whenever practical and possible.
6. Use of the brakes shall be limited to runup and directional control when necessary and stopping if necessary, plan to minimize use of the brakes as they are very expensive to repair and are very fragile (coast to a stop vs brake to a stop whenever practical).

ARTICLE V – SCHEDULING

1. Weekend and holiday* reservations: Only one (1) pending reservation that includes a weekend day or holiday is permitted at any given time. A second reservation that includes a weekend day or holiday may be entered only after the first weekend day or holiday reservation has been flown off or cancelled. A single reservation means any reservation of any length of time.

*Holidays include New Year's Day, Martin Luther King, Jr. Day, Presidents Day, Memorial Day, Independence Day, Labor Day, Columbus Day, Veterans Day, Thanksgiving and the following Friday, and Christmas Day.

2. Weekday reservations: Only three (3) reservations that include a weekday are permitted at any given time. A fourth reservation that includes a weekday may be entered only after a prior weekday reservation has been flown off or cancelled. A single reservation means any reservation of any length of time.
3. General rules
 - a. Only reserve the aircraft in 1.5 hour blocks with a maximum of 2 blocks per day which will be separated by at least one block unless approved by the BOD.
 - b. Use of stand-by schedule: All members are encouraged to submit standby reservations. In the case of a cancelled flight, they will be notified of the aircraft's availability.
 - d. Day long or Multi-day trips are not authorized.

e. Reserving a plane for multiple days in order to ensure "as-needed" availability will not be permitted.

f Fill out the blue book when you are done flying.

g Record any squawks in the squawk binder.

4. Violation of reservation policy

a. Any reservation violating this policy may be immediately stricken by the board of directors.

ARTICLE VI – INSURANCE

1. Liability: All club aircraft are included in a policy that includes liability protection for the club and its individual members that arise out of the ownership, maintenance, or use of a club aircraft. Such coverage will include protection for club members who are liable for the injuries to another passenger or bystander club member. Coverage limits are to be determined by the consensus of the club members, and availability of coverage. Individual pilots/club members are not protected for their own injuries. AOPA members may purchase life insurance and/or accidental-death-and-dismemberment coverage at their own and separate expense. The insurance company will allow for inactive or social members without charge, subject to reasonable restrictions. Club members are required to provide accurate and current flight hours, as well as dates of recent flight reviews and renewal of airman medical certification.
2. Hull: All club aircraft to be insured against loss or damage as determined to be necessary by the consensus of the club.
3. The club aircraft policy will include limited coverage for damage to rented or leased hangar facilities.
4. Policy Territory: To include U.S.

ARTICLE VI – OPERATING COSTS

- 1 Aircraft rental rate is \$15/hr dry (tach time).
- 2 Collection of rental fees will be on a quarterly basis.