

Rules and Regulations

Governing operation of Quarter to Two Flying Club Airplanes

(Revised July 2022)

See also Bylaws Article XII "FLYING ACTIVITIES"

General Rules

1. All Club Members will exercise good judgement in the use of club aircraft so as to sustain a high level of safety in all flying activities.
2. Applications for membership will not receive final approval until an FAA Medical Certificate has been issued.
3. The Board of Directors will approve authorized club instructors and designate club members as qualified check pilots.
4. Aircraft will be operated only by club members in good standing or authorized instructors who are instructing a club member who is in good standing.
5. No aerobatics are permitted.
6. Pilots must reserve the aircraft in the online schedule; and complete the aircraft check-out sheet before removing aircraft from hangar.
7. Cross-country destinations and all passenger names must be noted on aircraft check-out sheet.
8. The Board of Directors will review violation of any club regulation. An appropriate penalty may be imposed in accordance with the authority granted by the Quarter to Two Flying Club bylaws.
9. Cessna 172, N739GV will be utilized as a student training aircraft. The aircraft will be available for all club members on a first to schedule basis.
10. Student pilots shall **not** be permitted to operate Piper Archer III, N145LY, unless the student training aircraft is out of service for an extended period of time and permission is granted by the Board of Directors.
11. Aircraft are subject to a minimum use of ½ hour. Flight times less than ½ hour will be charged at ½ the hourly rate.
12. Minimum flying time of 3 hours for a two-day weekend trip will be imposed.
13. For over night cross country trips requiring Board of Directors approval, a minimum charge of 5 hours flight time will be imposed for the trip.
14. Aircraft may not be used for any outside function or agency without prior approval from the Board of Directors.
15. All no charge flights must be approved, in advance, by at least two officers.
16. Animals may not be transported in club aircraft.

17. Hangar space available for members' personally owned aircraft (per latest revision of 'Agreement between Lycoming Engines and the Quarter To Two Flying Club' (Section 16) shall be based on years of club membership.

Once a personally owned aircraft is approved and in the hangar, it takes precedent of future hangar space, over club member seniority.

VFR Rules

(These rules apply to all non-instrument rated and non current instrument rated pilots)

1. Aircraft will be flown according to visual meteorological conditions operated in accordance with Visual Flight Rules (VFR) established by Federal Aviation Regulations. Except that Special VFR may only be conducted when departing the Williamsport Class D airspace when the adjacent airspace conditions are at least 4000-Ft. ceiling and five miles visibility.
3. Student pilots will not operate aircraft without specific permission from their flight instructor.
4. Student pilots will not fly solo when wind velocities exceed an 8-knot, 90-degree cross wind component or in excess of 15 knots.

IFR Rules

(These rules apply to currently qualified instrument rated club members and instrument students accompanied by a currently qualified FAA Certified Flight Instructor)

1. Flight in instrument meteorological conditions will only be conducted in aircraft, which meet the equipment and inspection requirements of Federal Aviation Regulations.

Board of Directors

Approved Instructor List

See Bylaws article XII, section 10

(Revised September 2014)

1. Any currently qualified, appropriately rated, FAA Certified Flight Instructor may instruct club members in Quarter to Two flying club aircraft when approved by the Board of Directors.

Airports that are off limits to club airplanes

(Revised 08/26/99)

1. Flying Club airplanes are not to be operated to or from any non-public use (private), non-hard surface airports, without prior approval from the Board of Directors.