

7B FLYING CLUB

Operating Rules and Information

ARTICLE I - THE 7B FLYING CLUB

1. The 7B Flying Club (hereinafter "Club") is a nonprofit entity organized for the express purpose of providing its members with 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 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. The applicable initiation fee, refundable deposit, and current dues must be paid in full before a membership application can be approved.
3. When any member is in default in the payment of dues for 30 days, 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 - OPERATING RULES

1. Basic pilot requirements. Prior to operation of Club aircraft, members shall ensure the following minimum requirements are met:

Pilot-in-Command (or if single pilot)	Co-pilot (does <u>not</u> include passengers)
Club member in good stead	Club member in good stead
Current medical certificate	Current medical certificate
Private pilot certificate*	Private pilot certificate
FAA Currency requirements (if carrying passengers)	
<u>Club Currency:</u> Initial checkout in specific aircraft and/or review for members who haven't logged three takeoffs and three landings within the previous 180 days in the club aircraft, or similar type aircraft, to be performed by an approved Club Instructor.	
<u>Club Recency:</u> In accordance with 14 CFR § 61.57 - Recent flight experience: Pilot in command.	

* - requirement is waived for Student pilots on solo flights with sign-off by a Club CFI

Table 1: Requirements for Operating 7B Flying Club Aircraft

2. Pilot record keeping. Club members are responsible for maintaining their relevant pilot data such as individual pilot currency and proficiency in accordance with these operating rules and applicable FARs. Pilot records including, but not limited to, airman certificates, medicals, and logbook entries, can be requested by any director or officer of the Club at any time if that director or officer has reasonable cause to believe that member is out of compliance with Club rules and policies. Upon receiving such request, that member must present the requested documentation prior to that member's next scheduled flight.

3. Aircraft unique requirements. Certain Club aircraft may have unique requirements such as special limitations, fueling procedures, etc. In these circumstances the requirements will be noted, along with a list of pilots checked-out in that aircraft, in the aircraft logbook and in the Club's electronic scheduling system).
4. Flight limits. Members must perform a thorough preflight inspection of the aircraft in accordance with the current Pilot's Operating Handbook (POH). In addition to POH inspection items, preflight shall, at a minimum, verify the following (use the acronym AROW-FT):
- A - Airworthiness certificate is current and on-board
 - R - Registration is current and on-board
 - O - Operating handbook (POH) is current and on-board
 - W - Weight and balance for the planned flight is calculated and verified to be within limits
 - F - Fuel quantity and location has been visually confirmed
 - T - Time (tach and Hobbs) noted before and after flight.
- a. Any damage or discrepancies discovered by a member will be assumed to be the responsibility of the last user unless 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.
 - b. All aircraft operating limitations must be observed. Aerobatic maneuvers are prohibited.
 - c. Club members must indicate their intent for flights with destinations outside of a 50 nm radius centered on the Sandpoint (KSZT) airport by means of club scheduling software.
 - d. Members using Club aircraft for Instrument Flight Rules (IFR) flights must be instrument current and proficient within the limits prescribed in the appropriate FARs.
 - e. Members with fewer than 75 hours of total pilot time are restricted to the following weather limitations:

Type Flight	Destination ceiling/visibility* (ft AGL/NM)	Max sustained wind* (knots)	Max wind gusts* (knots)	Max crosswind component* (knots)	Max tailwind* (knots)
Local	1500/4	25	20	15	0
Cross country (>50nm from KSZT)	2000/5 Daytime only	25	20	10	0

* - Values are current conditions at takeoff and forecast conditions for landing time +/- one (1) hour

5. Except in emergencies, club aircraft shall be flown from and landed on:
- a. Hard-surface runways in good condition with suitable length and width for the proposed operation.
 - b. Turf runways in good conditions that are publicly maintained (i.e., no private strips without club approval). Runway length at a minimum must be two times longer than the published ground run data for the aircraft flown, but in no case shorter than 1,700 feet.

CAUTION: *Runway soil strength, condition (wet, dry, etc.), pilot familiarity with the airport, pilot currency and proficiency, aircraft factors (tire condition, engine condition, etc.), environmental factors (density altitude, wind, slope, etc.) and other factors directly impact whether or not club aircraft can be safely operated from a turf runway. Club members are encouraged to obtain the appropriate initial and reoccurring training and evaluations for safe operation at turf airports.*

6. Club aircraft may not be used to give flight instruction to anyone except 7B Flying Club members.
7. If a club member desires to fly the club aircraft from the right seat in the traffic pattern, or for takeoff and landing phases, they must first have a CFI check them out with the Club member operating the flight controls from the right seat, confirming the club pilot can satisfactorily and safely fly from the right seat.

ARTICLE IV - AIRCRAFT CARE AND MAINTENANCE

1. Upon completion of a flight the pilot must perform a thorough post-flight inspection of the aircraft.
 - a. Members must document any aircraft "squawks" noted before, during, or after the flight.
 - b. 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.
 - c. Bugs will be removed from the windscreen and passenger windows and leading edges as soon as possible following a flight. Extreme care must be taken to use non-abrasive cloths and cleaners on these surfaces.
2. Each member should fuel the airplane as required by their flight planning, unless otherwise arranged with the member who flew previously. The Club will maintain an account with the KSZT fixed base operator (FBO) and a credit card will be included with the aircraft logbook. Club members with fuel receipts will be reimbursed at the KSZT FBO rate (\$/gallon) for any refueling off-airport.
 - a. Members should leave the airplane with the following fuel conditions on shutdown:
 - i. Between May 1 and September 30, a MAXIMUM of 20 gallons of fuel onboard.
 - ii. Between October 1 and April 30, a MINIMUM of 20 gallons of fuel onboard.
3. No member (except the Maintenance Officer) may perform any maintenance on Club aircraft (other than preflight inspection) without authorization from the Maintenance Officer.

ARTICLE V - SCHEDULING

1. Every flight must be scheduled. Scheduling will be coordinated through the Club's electronic scheduling system on a first-come, first-served basis. Aircraft can be scheduled at any time prior to a flight, from a rolling 30-days window before a planned flight to just prior to preflight briefing.

The following table summarizes scheduling rules:

Time window	Scheduling periods* available to members	Notes
Current day	One (1)	Additional periods may be scheduled only after the first period has been flown or canceled. Every period will have a "first alternate" period available for scheduling.
Current day + one (1) to 30 days hence	Five (5)	Every period will have a "first alternate" period available for scheduling. X-cnty periods must be consecutive.
Current day + seven (7) and on	Up to five (5) consecutive days per thirty (30) day period	See overnight policies below.
Weekend / Holidays [§]	Three (3)	Every period will have a "first alternate" period available for scheduling. X-cnty periods must be consecutive.

* - a "Period" is any 2-hour block of clock time (not Hobbs), from sunrise to midnight, KSZT time

§ - "Holidays" are New Year's Day, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving and the following Friday, and Christmas Day.

- a. Overnights. Members may schedule advanced use aircraft for extended trips of up to five consecutive days and will be billed a minimum of 2 hours per overnight stay. Members may not book more than one (1) such trip per thirty (30) day period. Members may only book extended trips coinciding with one (1) federal holiday per year.
2. Extended trips: Trips which go beyond the normal booking schedule stated within these operating rules in either general or advanced use aircraft will be permitted on a case-by-case basis. Members wishing to take advantage of this must present such trips before the members of the Club at no later than the Club meeting preceding the request. If conflicts exist, they will be discussed during the meeting. The Board will make the final decision to allow or not the proposed extended trip.
3. No-show policy.
- a. Members who cancel their scheduled flight periods are obligated to notify the first alternate (if there is one) of the cancellation as soon as possible.
4. Violation of reservation policy.
- a. Any reservation violating this policy may be immediately stricken by the board of directors.

ARTICLE VI - INSURANCE

1. Current insurance policy to be kept in the Club aircraft(s). Insurance limits are as follows.

2. Policy Territory: US.