

Hostess City Aviators, Inc.
Savannah, GA

Operating Rules & Regulations

Revised on 30 January 2019

SECTION ONE

MISSION STATEMENT

The Hostess City Aviators, Inc. is a not-for-profit, equity based flying club that facilitates the ownership and operation of well-maintained aircraft by passionate aviators who wish to exercise their pilot certifications in a safe and cost-effective manner. The Hostess City Aviators, Inc. also takes special interest in energizing grassroots flying in the Savannah, GA region and exposing Gulfstream Aerospace employees to the general aviation environment supplement their technical knowledge with operational experience.

SECTION TWO

ORGANIZATION

- A. The name of this organization shall be the Hostess City Aviators, Inc., hereafter referred to as the Club or by name.
- B. The organization shall use the following business address:
PO BOX 835
Pooler, GA 31322
- C. The organization shall use the following domain name as the official website:
hostesscityaviators.com
- D. The organization shall use the following logo and branding:



- E. The organization currently maintains and operates one (1) aircraft (**Piper PA-28-180 N4405T**) at the Savannah/Hilton Head International Airport (KSAV) in Savannah, GA at the Signature Flight Support Fixed Base Operator (FBO).

SECTION THREE

MEMBER DUTIES

- A. Members of the Club shall observe all existing Federal Aviation Regulations, state and local laws, airport rules, and club rules.
- B. Members of the Club shall use good judgement and common sense while safely operating the Club's aircraft.
- C. The aircraft shall not be operated by persons other than current members of the Club.

- D. The Club aircraft shall not be loaned or rented to non-members.
- E. Use of the Club's aircraft for commercial purposes, other than instruction given to a member of the Club by a club-approved Certified Flight Instructor (CFI), is prohibited.
- F. It is the member's responsibility to report any preventative maintenance actions, aircraft squawks, and/or damage. This information will be provided to the Maintenance Officer in a timely manner.
- G. Prospective members may schedule a one hour demonstration flight at a rate to be determined by the Executive Board.

SECTION FOUR AIRCRAFT SCHEDULING

- A. Members will schedule the aircraft through **Flight Circle**.
- B. Cancellations must be made through the scheduling website more than 24 before the reservation, otherwise the reserving member may be charged a \$70 fee for repeat occurrences at the discretion of the Executive Board.
- C. Cancellations due to weather, illness, airport closure, aircraft maintenance, or other reasons determined to be legitimate by the Executive Board will not result in the cancellation payment.
- D. The Executive Board reserves the right to hold a prior hearing on all cross country flight requests. As a guideline, the Executive Board may elect to evaluate the following:
 1. Flights by members who have been active less than one month and/or have less than 10 hours in club aircraft.
 2. Flights of over 300 nautical miles (nm) from KSAV when a member has less than 100 hours total time or less than 30 hours cross country time.
 3. Flights over 500 nm from KSAV.
 4. Flights involving over 48 consecutive hours of use of club aircraft.

SECTION FIVE PAYMENTS

- A. New members shall pay a one-time buy-in of \$2500.
- B. Club dues thereafter shall be \$90 per month.
- C. The hourly dry operating cost shall be \$35.
- D. 100LL fuel can be purchased from either FBO or self-serve at KSAV or another airport
- E. No member shall be granted fractional or discounted initiation fees or regular club dues.
- F. Members are required to provide a bank account from which automated withdrawals are made for monthly dues and fixed operating costs.
- G. Exceptions to these rules must be discussed and approved by the Executive Board.

SECTION SIX GENERAL FLIGHT & OPERATING RULES

- A. All flights must be operated in accordance with Federal Aviation Administration (FAA) regulations and specifically with 14 CFR Part 61 and 14 CFR Part 91.
- B. Club members are responsible to pay as they fly. The Club will not extend credit to operate the aircraft to members.
- C. Smoking is prohibited in club aircraft.

- D. Hand propping of the club aircraft is prohibited.
- E. Aircraft and Club specific checklists are to be adhered to.
- F. The aircraft is to be returned to its assigned parking spot fueled at least to tabs.
- G. The only maneuvers permitted are those required in a flight test for any airman's certificate.
- H. A pilot shall occupy the left seat unless he has received a check-out in the right seat by an approved instructor.

SECTION SEVEN
CROSS COUNTRY FLIGHTS

- A. It is recommended that a flight plan shall be filed with the FAA and/or flight following be used if the cross country flight is over 50 nm from KSAV.
- B. Aircraft shall be landed only at public airports, unless prior approval is obtained from the Executive Board. Likewise, landing at grass fields or other unpaved runways must be approved by the Executive Board.
- C. When other than routine maintenance is encountered at an airport other than KSAV, advice should be obtained from the Executive Board before any repairs shall be authorized.
- D. Over-water flights beyond gliding distance from land must be approved in advance by the Executive Board on an individual basis, after ascertaining that sufficient emergency equipment and insurance coverage has been provided.
- E. All aircraft reservations over 24 hours, or overnight, require prior Executive Board approval.
- F. A member shall guarantee two hours of flight time for each consecutive 24 hours the aircraft is scheduled.
- G. A pilot who is grounded by weather or maintenance at an airport other than KSAV will not be expected to meet the minimum flight time per day requirement. However, if the aircraft is left at that location, the pilot will be responsible for the expenses of returning the aircraft.
- H. Night flights by student pilots shall be restricted to 25 nm from KSAV except when accompanied by an instructor.
- I. It is recommended that a flight plan be filed before flying at night or flight following be used inflight during a night flight.