

# Gulf Coast Regional Flying Club

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## Operating Rules

The following operating rules are established for the benefit of all members. Each member is encouraged to work with fellow members and to treat the airplanes as if the member owned them.

1. Operating Restrictions:
  - a. Only Members may act as Pilot In Command of Club aircraft.
  - b. Only instructors approved by the Club may give instruction, check rides or flight reviews to members in Club aircraft.
  - c. Club aircraft may be landed only on runways that are designated as airfields on sectional charts.
  - d. Club aircraft may only be operated in the contiguous United States of America and such foreign countries as allowed by the insurance coverage maintained by the Club. Mexico is not allowed.
  - e. Smoking is not permitted inside the aircraft at any time.
2. Flight Requirements:
  - a. All FAA requirements must be satisfied and the Secretary must have a copy of each of the following before a Member is eligible to fly a Club aircraft:
    - i. Pilot certificate
    - ii. Current medical certificate or BasicMed certificate
    - iii. Current flight review (biennial) under FAR 61.56
    - iv. Any required endorsements
  - b. A check ride in the preceding 12 months in each make/model of aircraft to be flown by the member is required by the Club. The check ride may be with any Club approved instructor, FAA Inspector or Designated Pilot Examiner. A copy of the endorsement evidencing compliance with this requirement must be forwarded to the Secretary along with total flying time to date.
  - c. Members not satisfying a. and b. above are grounded until requirements are satisfied. Members may use Club aircraft with a Club approved instructor to satisfy flying time requirements.
  - d. For all flight operations, all FARs are to be followed
  - e. All accidents, incidents, or violations of FARs involving Members will be reviewed by the Club's Safety Committee.
  - f. Members must review the pilot's operating handbook or pilot's information manual for each Club aircraft they fly, and must be knowledgeable in the following areas:
    - i. Weight and Balance
    - ii. "V" Speeds
    - iii. Performance charts
    - iv. Emergency Procedures

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## 3. Assessments and Dues:

- a. Hobbs meter time will be used as flying time and will be from the time the aircraft is in the hangar to the time it is parked back in the hangar. If the Hobbs meter is defective or inoperative the tachometer will be used. Record the time in the plane's operation logbook as follows:
  - i. Date, Pilot's name, and brief description of flight including type of field, number of landings.
  - ii. Hobbs and Tach after flight
  - iii. Hobbs and Tach before flight
  - iv. Differences in Hobbs and Tach. The difference in the Hobbs numbers is what will be used to assess flight time.

Aug 1, 2018	John Pilot	Practice inst appr, LBX, 4 T&G
	Hobbs	Tach
End	2015.0	2100.1
Start	2013.5	2099.0
Difference	1.5	1.1

- b. Bills are due within two weeks of receipt. A 10% penalty will be assessed on unpaid balances as of the last day of the month.
  - c. Monthly dues and hourly flying rates will be recommended by the Board of Directors and approved by vote of the members.
  - d. Fees for parking, landing, handling, etc at other than LBX fields will not be paid by the Club and are to be paid with the member's personal funds.
4. Aircraft Scheduling: The basic goal of the scheduling program is to have the aircraft available and ready to fly when a member wants to fly it. This includes future reservations as well as spontaneous requests. A minimum of rules are established as a starting point but as more members join and conflicts arise, more rules may need to be added.
- a. In order to fly a Club aircraft, a member must have an active reservation in the scheduling system for that aircraft for that time period. To place an active reservation a member must be in good standing with the Club.
  - b. Club aircraft are scheduled through Google Calendar.
  - c. If for any reason a member cannot use a Club aircraft as reserved, the reservation must be canceled or amended as soon as possible.
  - d. If an airplane is in its hangar 30 minutes past its reserved time, the airplane may be considered available for use by others. In this situation, add the new reservation to the schedule.
  - e. If a member is unable to return the Club aircraft as originally scheduled, the member should make every effort to contact the next scheduled user and work out a mutually agreeable solution. If the next scheduled user cannot be contacted, the member should contact a Club officer who will assist in resolving the problem.
  - f. Each member may reserve each aircraft for 10 days at a time. The days don't have to be consecutive.
  - g. There is a minimum charge of 1 hour per day for overnight use.

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5. Fuel and Oil:
  - a. Fuel will be purchased using the Club's credit card. Record the amount of fuel in the airplane operation logbook and turn in receipts showing the aircraft registration number and gallons of fuel to the Secretary as soon as practical. It is expected that members will try to fill the airplane with the least expensive fuel reasonably available.
  - b. On return to LBX fill the tanks to the tabs or no closer than ½" to overflow unless the subsequent user has requested the tanks not be filled.
  - c. Engine oil is furnished by the Club and several quarts should be carried in the baggage compartment of each Club aircraft.
6. Aircraft Malfunctions:
  - a. **The Pilot In Command is responsible for determining if the airplane is safe to fly before and during every flight.** One of the first pre-flight activities is to check the aircraft's discrepancy book in the airplane for any entry that would prevent safe flight.
  - b. Any malfunction or discrepancies must be reported to the Maintenance Officer immediately and noted in the aircraft's discrepancy book.
  - c. Any damage to a Club aircraft must be reported to the Maintenance Officer and noted in the aircraft's discrepancy book as soon as the plane is hangered or tied-down.
  - d. The member who is PIC is responsible for the Club aircraft in case of an accident and is responsible for the entire deductible portion of insurance coverage. In the case of damage due to mechanical failure, the Club is responsible for any insurance deductible.
7. Returning the Aircraft:
  - a. After parking the aircraft in the hangar, turn off the landing and taxi lights and avionics before shutting down the engine and then turn off the Master Switch. Members are responsible for the cost to recharge the battery if they fail to turn the Master Switch off when leaving Club aircraft. To minimize this possibility, and as a safety precaution, leave the flashing beacon switch in the "On" position at all times to provide outside visual indication of the Master Switch position.
  - b. Use the gust lock to ensure the key is not in the ignition switch.
  - c. The airplane can be left with the key on the fuel switch console and doors left unlocked if the airplane is in the hangar and the hangar is locked.
  - d. Spray the leading edge of cowl, wings, spars and rear stabilizers with Wash & Wax mix and wipe off all bug and dirt residue.
  - e. Leave the interior of the aircraft free of litter and debris after each use.
  - f. When the airplane is not hangered, securely tie-down the aircraft and install the window shades. Also use the exterior cover. Put the key in the lock box and attach the lock box to the tie-down eye on the pilot's side.

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## 8. General Membership:

- a. Educational programs will be scheduled. Attendance is important and participation by all members is strongly encouraged.
- b. Periodic aircraft maintenance and washing by members is encouraged.
- c. Members will be issued a proximity gate card for the airport and access to the aircraft key upon satisfactory completion of the check out by a Club approved instructor.
- d. A resigning member's deposit will be returned when all bills are paid and aircraft keys and proximity card are returned. If keys or card is lost, \$25 per lost key or proximity card will be deducted from their deposit.

## Membership Costs

	<b>Tier 1</b>	<b>Tier 2</b>	<b>Tier 3</b>
Initiation Fee	<b>\$1000</b>	\$850	\$750
Full Member Monthly Dues	<b>\$250</b>	\$195	\$115
Full Member usage rate	<b>\$150/hr</b>	\$100/hr	\$75/hr
Examples of Aircraft	<b>1999 Cessna 206H</b>	Cessna 172 SP	Cessna 152
	Cessna 182S or T	Diamond DA40	Piper Cub
	Beechcraft B36	Glasair Aviation Sportsman	Technam Sierra LSA
	Piper Saratoga II	Piper Arrow	Cessna 162 LSA
		Cirrus SR22	Vans RV 12 LSA
Features	Heavy hauler, long range, 5-6 seat, IFR capability	4 seat aircraft, IFR capability	2 seat aircraft, usu no IFR capability, ideal for training

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## **Check-out requirements for specific aircraft:**

### **Cessna 206H:**

- a. At least a Private Pilot certificate and a High Performance endorsement.
- b. 3 hours dual instruction or as required by the Club insurance policy and, with a Club approved instructor, an initial checkout that includes weight management specifically for a Cessna 206.