

TEXOMA AERO CLUB, INC.
FLIGHT RULES

MEMBERSHIP

1. All members of the Club shall comply with all Federal Aviation Regulations, state, airport and Club rules while operating Club aircraft.
2. All flying members will be current dues-paying members.
3. After the new applicant initiation fee is received, the Texoma Aero Club officers will notify the new member via email and the new member will receive login credentials for the scheduling platform and be placed on active status. It is then the responsibility of the new member to schedule a checkout/orientation flight, or endorsement by a TAC approved CFI. Once this flight is completed the new member will send a copy of their log book showing successful completion of the flight by the instructor to the Texoma Aero Club Secretary at TACSecretary@gmail.com for filing with membership data.
4. Monthly dues not received by the 10th of the applicable month will be considered past due and at that time the member's status may be limited until all dues/fees have been paid. Each month, the Club Treasurer will audit the flight record log and scheduling tool. A monthly statement based on the dry rate multiplied by hours flown will be issued. Members will have until the 10th day of the month to pay for flight time. Failure to do so will result in placement in an inactive status until account is made current. Payments may be made through Flight Circle or US mail.
5. Each member shall complete a required general operations orientation prior to commencing any use of facilities accessible to TAC. This will include such items as hanger door operations, safety around operating aircraft, building access, use of club resources such as scheduling tool, fueling equipment and procedures and other items as determined by the Safety officer.
6. All associate members must be checked out and approved for solo by a TAC approved CFI, so designated by the Board of Directors, before soloing any Club aircraft, regardless of past experience. All Club a/c are flown on an hourly (Tach time) rental basis. One must receive endorsement from TAC approved CFI before flying requested a/c. It is the members responsibility to obtain and remunerate approved CFI .
7. Members must meet all FAR 61 requirements to perform PIC duties in the club aircraft.

8. Each member shall provide a copy of the log book record of the required Bi-Annual flight review every 24 months with a FAA certified flight instructor.
9. Member may withdraw from the Texoma Aero Club upon notification to the Club Secretary in writing or by electronic means.
10. An appropriately rated and current Certified Flight Instructor may be selected to the Board of Directors as a "CFI-Only" member in which dues are not collected. Flight in Texoma Aero Club aircraft without a flying- member on board is prohibited. Only active flying Club Members may receive primary flight instruction in club aircraft.
11. A violation of any of the Club's rules by a member renders him or her liable to a temporary flight suspension of not more than thirty (30) days.
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13. Active members agree to support the mission of EAA Chapter 323

FLIGHT PREPARATION

14. 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 and entered in the aircraft's squawk log. 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 and signed off in the squawk log as resolved.
15. 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 flight. (AROW).
16. All aircraft operating limitations must be observed. Aerobatic maneuvers are prohibited except those that are permissible under the operating limitations when the aircraft is operated in the utility category.
17. All student pilots must file with the FAA for flights over sparsely populated areas; mountainous, wooded or desert terrain; or for extended over water flight. All their cross country flights must request flight following for VFR flight. Student pilots shall not fly Texoma Aero Club aircraft solo when surface winds are gusting to 10 knots or the crosswind component exceeds 5 knots or fly outside the local traffic pattern area when

weather conditions are less than 3,000 feet ceilings and 5 miles visibility without explicit approval of their flight instructor for that specific flight.

18. Club aircraft may not be used to give flight instruction to anyone except Club Members. No flight instruction may be given in the club airplane except by a flight instructor approved by the Board of directors.
19. All flights must be booked in accordance with the club's current scheduling software, Flight Circle, within its capabilities and club policies.
20. Aircraft are scheduled and rented on a first-come, first-served basis using the web-based scheduler. Aircraft may be unexpectedly downed for maintenance and the Club regrets that it cannot guarantee any plane reservations.
21. Flight hours are paid for on an "as flown" basis using "dry" rates. Tachometer or Hobbs may be used as designated and determined by the aircraft instrument available.
22. Except in emergencies, club aircraft shall be flown from and landed on public use airfields or local private airfields approved by the Board of Directors only. Any member with less than 100 hours flying time who land on an unapproved field due to an emergency must call the Safety Officer or his or her designee, before attempting a takeoff from the field. The Safety Officer (or designee) shall decide whether or not the member should attempt the takeoff alone or wait until a more qualified pilot arrives. If the member chooses to abandon the aircraft away from the aircraft base, KGYI, all expenses incurred by Texoma Aero Club in returning the plane may be borne by the Club Member at the discretion of the Club Officers.

FLIGHT COMPLETION

23. On completion of a flight, the pilot must tidy up the aircraft. Waste paper, personal charts and plates will be removed, seat belts straightened, a/c wiped down (bug removal) etc. The windshield should be cleaned after each flight using water or products provided, not harmful to the surface. Ammonia based window cleaners shall never be used on acrylic surfaces.
24. Smoking is prohibited in TAC aircraft and in the TAC hanger.
25. Members are responsible for securing planes on the ground at any airport with tie downs, control lock and wheel chocks.
26. All flights will be entered into the flight record log located in the aircraft.

27. If a member cannot return an aircraft as scheduled the member should directly contact the next scheduled member and try to coordinate around a given conflict before causing inconvenience to the next scheduled club member. If unable to contact the next scheduled Club Member, the current renting club member must contact a Club Officer and coordinate an appropriate plan of action. A listing of Club Officer and club member names and telephone numbers are in the aircraft in the flight record log.
28. Fuel tanks should be topped after each flight, unless prior arrangement with next user are made, but always after the last scheduled pilot of the day prior to the airport closing. Fueling will be at renter's expense. As a courtesy, the pilot using the last container of oil kept in the airplane will get 2 quarts from hangar or FBO and place in airplane. The person getting the last quart from the hanger will notify the maintenance officer to purchase additional oil for the club. Members should use the aircraft tow bar for ground handling and use ladders and steps (when available) instead of stepping on the wing struts when checking fuel levels

MAINTENANCE

29. No member (except the Maintenance Office) may perform any maintenance on Club aircraft, other than pre-flight inspection, without authorization from the Maintenance Officer.
30. Aircraft shall be test flown after any maintenance work is performed, by a pilot with at least a private or higher license to determine the air-worthiness of the aircraft and shall be noted in flight record log used to record flight time on aircraft. This pilot shall be approved by the Safety Officer or Chief Instructor.
31. Active members agree to assist with supervised maintenance duties, aircraft and hangar cleaning, as well as membership/safety meetings.

CLUB MEETINGS

32. Attendance at TAC meetings is expected and encouraged.
33. Club meetings are critical to safety, operations and logistical understanding.
34. Texoma Aero Club meetings will be conducted at a date, time and location directed by the Club Social Officer. This information will be e-mailed to members and posted to the club website at least one week prior to the meeting by the Club Secretary.

VIOLATIONS

35. Rules and regulations and standard operating practices are the basis of any successful flying club.
36. These rules and regulations will be revised and reissued by the Club Officers as required.
37. Members are responsible for being familiar with, and abiding by, the latest policies as promulgated by the Club Officers as well as pertinent information presented during Safety/membership meetings. In particular, these rules, regulations and meetings familiarize members with the way in which club matters are to be handled and serve as a reference upon which to base action.
38. Violation of Federal Aviation Regulations (FARs), State, Airport, and/or Texoma Aero Club rules by a member may result in expulsion or suspension from the club as determined by the Board of Directors.
39. All reasonable recourses will be pursued in regard to a problem between Club Officer(s) and member however, by joining Texoma Aero Club members acknowledge the right of the Texoma Aero Club Board to terminate a membership without refund and due cause.