



ARTICLE XXI - FLIGHT RULES AND REGULATIONS

1. All members of the Club shall comply with all Federal Aviation Regulations, state, airport and Club rules while operating Club aircraft.
2. All members must be checked out in each make and model of club aircraft and approved for solo flight by a flight instructor designated by the Board of Directors before soloing any Club aircraft.
3. A member shall not operate any Club aircraft without benefit of a proficiency check if he/she has not logged flight time with a Flight Instructor designated by the Board of Directors within the preceding six months.
4. A member shall not operate any Club aircraft without benefit of a proficiency check if he/she has not logged flight time as PIC in an aircraft of the same make and model-within the preceding six months.
5. No aircraft shall be operated in instrument conditions unless the Club member is accompanied by a current CFII, or has been approved by the Chief Flight Instructor for flight in instrument conditions after having logged a minimum of five (5) hours of dual flight time in actual instrument conditions with a CFII. If two club instrument-rated pilots meet a 3-hr. IMC minimum with a club CFII, they may, as a paired crew, operate into IMC conditions until meeting the 5-hr. minimum requirement. In addition, the member must be in compliance with FAR 61.57 (e) with respect to pilot currency for flight into IMC, and all other applicable FAR's for such flight. It is expected that members who are approved for this operation will use good judgment in exercising this privilege.
6. Cross country flights - A flight plan must be filed with the FAA for all flights in excess of 100 nautical miles. A trip itinerary with locations and dates must be left on the keyboard in the clubhouse or emailed to either the chief flight instructor or the safety officer. For cross country flights longer than two days, a minimum of two hours tach time per day traveled is strongly suggested. If an exception to the two-day minimum is needed, the pilot may submit a request for board approval.
7. An FAA plan must be filed for all flights over mountainous terrain where the destination airport is greater than 7000' or the overflight terrain is above 7500'. A trip itinerary with locations and dates must be left on the keyboard in the clubhouse or emailed to the chief flight instructor or safety officer.
8. A member is not to initiate a flight if the surface wind velocity, including gusts (either at the point of departure or the destination), exceeds or is expected to exceed 15 knots for students, 20 knots for pilots with a private certificate, and 25 knots for pilots with a commercial certificate.
9. Club members shall not fly Club aircraft less than 1,000'AGL (2,000' AGL in the mountainous terrain) for purposes other than training, simulated or actual emergencies, and takeoffs and landings.
10. A Club engine shall not be started without a competent operator at the controls.
11. All aircraft operating limitations must be observed. Aerobatic maneuvers are prohibited except those which are permissible under the operating limitations when the aircraft is operated in the utility category.
12. Club aircraft shall be operated only from those landing areas designated as a public or private

airport. Operating Club aircraft from dirt, grass or generally unimproved surfaces are subject to approval by the chief flight instructor prior to operating Club aircraft on such landing areas, excepting emergencies.

13. Any member who makes a landing due to an emergency must receive approval from a Club flight instructor before attempting a takeoff. The flight instructor shall consult with at least one (1) Board member to determine the best course of action for getting the airplane back to Greeley.

14. Use of Club aircraft for commercial purposes is prohibited.

15. Club aircraft shall not be loaned to, rented, or piloted by non-members. In addition, Club aircraft may not be used to give flight instruction to anyone, except Club members.

16. Upon completion of a flight, the pilot will be responsible for removing all waste paper, extra charts, etc. from the aircraft and generally leaving the aircraft in a tidy condition.

17. For weight and performance considerations, pilots should fuel aircraft after each flight to the following amounts, rather than topping off:

- 9199M should be left at 27 gallons a side (down 2 hrs)
- 53FS should be left at the tabs or 17 gallons a side (down 2hrs)
- 64882 should be left at 17 gallons a side (down 2hrs)
- 21764 should be left at 13 gallons a side (down 1hr)

All pilots are responsible for following the FARs regarding fuel management prior to each flight.

18. No member may perform maintenance on Club aircraft other than pre-flight inspections without authorization from the maintenance officer.

19. Prior to operating Club aircraft, each member must perform a thorough pre-flight inspection, including a visual inspection of fuel quantity. When temperatures fall below 25 degrees Fahrenheit (-4 degrees Celsius), the engine must be preheated for the first flight of the day. When the outside surface temperature is 15 degrees Fahrenheit (-9 degrees Celsius) or below, flights are prohibited. 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. 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. Any member has the authority to ground an airplane due to an un-airworthy condition, but only a board member may release a grounded airplane for flight.

20. No pets or animals are allowed in Club aircraft.

21. Tobacco is prohibited in Club aircraft.

22. Club members wishing to have mountain-flying privileges must be approved for such flight by the Chief Flight Instructor. Approval may include a mountain proficiency ride with a club Flight Instructor.

23. Members shall be subject to the following restrictions regarding experience required to operate the various Club aircraft:

- a) Student pilots shall fly only designated trainer aircraft. (C-172s)

b) Club aircraft of 161 hp or more with fixed landing gear may be flown only by pilots with at least a private pilot certification and after a checkout in make and model by an approved flight instructor.

c) Club aircraft with high performance designation may be flown only by pilots with at least private pilot certification with 135 hours total time and a minimum five (5) hour checkout time with a Club instructor. For pilots with over 200 hours, it would be at the instructor's discretion.

24. All Club members are expected to participate in the WINGS program.

25. A violation of any of the club's flight rules by a member renders him/her liable to either a temporary flight suspension or a monetary fine or both. Repeated violations may result in a decision by the Board of Directors that the member be expelled from the Club.

26. Exceptions to these rules may be authorized by the Board of Directors on a case by case basis.

27. Members are expected to take reasonable and prudent precautions necessary to maximize safety for themselves and their passengers in regard to mechanical problems and weather conditions consistent with Federal Aviation Administration guidelines. This may result in additional costs for the pilot and the club.

If a mechanical problem requires grounding the plane at an airport other than Greeley-Weld County Airport the pilot shall obtain approval from a Director for any personal expenditure in excess of (\$500) five hundred dollars for Club aircraft repairs or maintenance as per the Club bylaws.

If the pilot cannot remain with the aircraft until repairs or maintenance are completed the pilot shall notify a Director. The Director(s) will first attempt to find a member willing to participate in the recovery and assume or share in some of the costs in exchange for the experience, cross country time, etc. If no one is available under those terms the Club will then assume the costs of the aircraft recovery. The Club will not be responsible for any non-aircraft costs incurred by the pilot(s) as a result of the mechanical problem i.e. meals, lodging, alternate transportation, etc.

In the case of an aircraft being grounded at another airport due to weather the pilot will assume all aircraft and non-aircraft costs of getting the plane back to Greeley-Weld County Airport. The club Directors will be available by request to assist the member in locating a pilot(s) willing to help with recovery of the aircraft.

28. An approved flight instructor as referenced herein is defined as an FAA certified flight instructor who has received approval by the Board of Directors to conduct flight instruction as an independent contractor to members of the Club, in Club aircraft. In addition, the flight instructor must be a member of the Club.

