

Three Six Bonita Flying Club Rules

Revision 05/19/2022

1. Flying Regulations

- All flying shall be done in strict compliance with current Federal Aviation Administration regulations, local field rules, and this Club's rules and regulations.
- Chemical Usage - No member shall use any of the Club aircraft while under the influence of alcohol or drugs.
- All members, regardless of previous experience, will be required to check out for one hour in the aircraft as pilot in command. Each check flight must be made with a club designated Certified Flight Instructor. Each member must have logged 1 hour PIC in the aircraft in the previous 6 months and have logged 1 hour recurrent training with a CFI in the previous 12 months in order to satisfy club currency. Any member who is not current may not fly PIC without a minimum 1 hour check out by an instructor.
- Any member acting as pilot in command of Club aircraft must have at least a current Private Pilot Certificate issued by the Federal Aviation Administration in accordance with Federal Aircraft Association regulations. Additional minimum requirements for flying Club aircraft will be defined by the Officers. At its discretion, the Officers may, at any time, require proof of flight time, flight check, or bi annual flight review.
- Aircraft owned by the Club shall be flown only by members of the Club or by a Club approved Certified Flight Instructor engaged in imparting flight instruction to an Active Member of the Club, except when otherwise authorized by the Officers for maintenance purposes. When two or more pilots are in the aircraft, an Active Member must be Pilot in Command unless a member is receiving instruction which leads to a CFI rating. A spouse of an active Member may act as pilot in command of Club aircraft ONLY if said spouse is him/herself an active Member. Spouses or significant others of club members are authorized to take flight training from an approved instructor for the purpose of safely handling an in-flight emergency. A club member must be in the aircraft for the purposes of safety training.
- No aircraft owned by the Club shall be operated for hire although a member may accept an offer to share the cost of a flight made for common interest in accordance with current FAA regulations. Particular care must be taken to ensure that such a flight cannot in any way be construed as a charter operation.
- All aircraft owned by the Club will have at least the minimal equipment required by the FAA for flight under IFR conditions. No pilot may fly Club aircraft in IFR conditions without proper FAA certification and currency, and unless required aircraft systems have been inspected and certified for IFR flight within the preceding 24 months.
- No member shall land a Club aircraft at any but established airports, as shown on a current aeronautical sectional chart, except in cases of emergency.

- The Club aircraft will be based at GTU (Georgetown Municipal Airport) in Texas. Any decision to shift the base of operations for any aircraft owned by the Club requires unanimous consent of all Members.
- It shall be the responsibility of any member keeping a Club aircraft overnight to have it tied down or placed in a hangar at his own expense.
- Any temporary aircraft operating restrictions or limitations shall be described in writing and shall be kept with the aircraft log. Such restrictions or limitations become the Temporary Flying Rules for that aircraft and must be observed.

Minimum requirements for new member

1. 250 hours total time.
2. IFR mandatory.
3. If under 50 hrs of retract (complex) time the following is required before checkout:
4. 20 hrs of retract/complex time, and
5. 10 hrs of instruction with a designated CFI are required on club's aircraft, and
6. \$500 insurance surcharge/year for anyone under 50 hrs retract/complex.
7. 10 hrs of Turbo Normalized engine time is required before flying solo (can be achieved with a club member).
8. For any new member a 2nd checkout with a different CFI or Club CFI is required before flying PIC without a designated CFI.
9. IPC required 6 months after initial checkout with the club designated CFI. If not completed by 8 months, the member is grounded until complete.

Each member shall submit the following information on the date specified by the Officers, for submission to the Club insurance carrier. The Officers may require the submission of additional information to meet insurance or other legal requirements: Full Name; Age; Date of Last Physical; Occupation; Accident History; Date of Last Flight Review; Type Certificate; Ratings; Total Pilot Hours; Hours in Previous 6 Months; Retractable Gear Time.

Minimum Flying Experience

Aircraft	Rating Required	Total Time	Requirements	Currency
Beechcraft Bonanza	IFR	250 Hours Total Time	Checkout with club designated CFI per section 1	Every 12 months

2. Safety Rules

Members eligible to fly the Club aircraft must:

- Check the Aircraft Maintenance Log Sheet to become familiar with any known maintenance discrepancies.

- Perform a complete pre-flight check on the aircraft before flying. Any defects found in the aircraft's structure or accessories should be noted in the aircraft log, and, if such defects may make the aircraft unsafe for use, the Maintenance Officer should be notified as soon as possible. The members of the club should also be notified of the defect by e-mail or telephone so that a member planning to schedule the aircraft can be informed of the condition of the aircraft.
- Check the log sheet for the tach time at which the next oil change is due. Pilot in command is responsible to assure proper maintenance. If an oil change is due, notify the Maintenance Officer.
- Note any maintenance problems in the Remarks column of the log sheet and notify the Maintenance Officer.
- Club members are, in general, responsible for the safe operation of Club aircraft, and for adhering to any Federal, State or local regulations pertaining to the use of the Club aircraft.

2.1 Safe Operating Limits

The following Safety Rules specify limits for safe operation. The individual member, who is Pilot in Command, shall be responsible for the safe operation of Club aircraft. In the event of damage to Club aircraft caused by operation outside the limits specified in this Section, the member shall be liable as stated in the Operating Agreement.

- Club aircraft may not be flown under any conditions and in any manner which is prohibited by the Federal Aviation Administration, or any state or local government having jurisdiction.
- Observe all limitations specified in the airplane POH. Performance of spins is prohibited. Maintain air speed within safe speed minimums (or maximums) as described in Club aircraft POH.
- No flight is allowed in any area where icing conditions are forecast; if icing in the clouds is forecast, then IFR flight in the clouds is prohibited.
- Any flight in excess of 250 NM will not be conducted in Club aircraft without first filing a VFR or IFR flight plan as appropriate.
- Club aircraft may not be flown in competitive events unless approved by the Officers.

2.2 Engine Management

The individual member, who is Pilot in Command, shall be responsible for operating the engine in accordance with the manufacture guidelines and club procedures.

1. Club aircraft, while in cruise, will be normally operated 50–100°F lean of peak turbo intake temperature.
2. All cylinder head temperatures (CHT) will be maintained below 380°F in all phases of flight.
3. The maintenance officer will periodically download the engine data to ensure all members adhere to the club procedures.
4. Any individual member, who is pilot in command, that operates the aircraft outside the parameters set forth in Table 2.2.1 will be obliged accordingly.
5. At the discretion of officers (by majority vote) the obligation may be waved in extenuating circumstances.

Table 2.2.1

Occurrence	Duration	Phase of flight	Obligation
Any CHT > 400°F	Any	Any	Conversation with maintenance officer about safe operating limits.
Any CHT > 400°F	> 2 minutes	Any	1-hour practical instruction with club CFI, including a flight, within 30 days of offense, focusing on engine management.
Any CHT > 415°F	Any	Any	Club flying privileges revoked until completion of 1-hour practical instruction with a club approved CFI, including a flight.
Greater than 2 occurrences of the above in a 6-month period	As above	As above	Club flying privileges revoked until completion of a BFR with a club approved CFI.

3. Fair Use

1. The right to overnight weekend use shall be limited to not more than two weekends in any 90-day period and not more than the number of weekends per calendar year, per member, established by majority vote of the Officers.
2. Any member who wishes to schedule more than the allotted weekend trips may do so under the following conditions:
3. Email or Slack to members asking for permission at least 7 days prior to the trip.
4. If no members object within 48 hours of the notification being sent, then the schedule may be booked.
5. If 48 hours prior to the trip the departure time is not booked by anyone else, the reservation can be made.
6. Reservations more than 6 months out must be approved by the Officers.
7. Be mindful when booking on holidays. Avoid booking multiple holidays in one year or one holiday every year without giving other members a chance: Christmas, New Years, Thanksgiving, 4th of July, Memorial Day, Labor Day, Presidents Day, Spring break.
8. Any member scheduling an aircraft for more than seven (7) continuous days may not make any other schedule of more than three (3) continuous days until the first schedule has been flown, canceled, or the member has contacted the Officers and discussed the intended use of the aircraft. The Officers will approve the schedule if the intended use of the aircraft is not detrimental to the overall operation of the Club.
9. Members must work together to resolve aircraft use schedule conflicts with the intent of this policy in mind. In the event there is a schedule conflict that cannot be resolved between the involved members, the Officers shall make a determination of which member will be assigned the right to use the aircraft on the date(s) in question. A request for schedule conflict resolution must be made in writing (email acceptable), by a party to the conflict, to any member of the Officers at least 5 days before a decision is required. The decision of the Officers shall be final.

4. Scheduling

Although scheduling is first come first served, members are reminded that the aircraft is shared and owned by all members. All members have equal rights and equal access to the aircraft and all members are expected to follow the club scheduling policies.

1. The club will operate an electronic scheduling application where each member may schedule the aircraft.
2. Reserve precisely the time you want. Do not use the general remark, "all day", unless you really will use the aircraft all day. Instead, make your reservation; for example, from 9:30 am to 6:00 pm or 12:00 noon to 2:00 pm, etc.
3. Members are expected to cancel the reservation as soon as they know they will not be flying, regardless of the reason. Do not assume that inclement weather means the aircraft will not be used. The aircraft may be used for instrument flights or aircraft maintenance. Adjust your reservation if you find you will be delayed in leaving.
4. No member shall intentionally keep Club aircraft beyond the time scheduled. If return of the aircraft is unavoidably delayed, a reasonable attempt shall be made to notify another member who can adjust the schedule.
5. No member may fly a Club aircraft without having reserved time for the flight on the reservation calendar maintained for that purpose.
6. Scheduling rules may be adopted and/or amended from time to time to assure reasonable and fair access to the aircraft for all club members.

5. Operating Rules

- As a member of the Club, you are a pilot owner. As a pilot owner, you share with other pilot owners an ownership in the aircraft. With ownership comes responsibility for aircraft maintenance and upkeep. If each member does his/her share, then we can continue to fly clean, neat, well maintained, safe aircraft at minimum cost. Your compliance with these Operating Rules will make Club membership safer and more enjoyable for you and others.
- Club aircraft are to be used primarily for the recreational use of the Members and also for Members to receive flight training from approved CFIs. Club aircraft are not intended to be used for business purposes.
- Club aircraft may not be leased or used for commercial purposes except that a qualified flight instructor who is receiving compensation from a member of the Club for the purpose of flight instruction or proficiency checks may act as pilot in command of the Club aircraft for the duration of the flight instruction or proficiency check.
- Club aircraft shall not be operated outside of the United States unless the Member meets all FAA and customs requirements, and such Member secures special hull and liability insurance required for operations outside of the United States. In addition, the Member must obtain consent from the Officers for any flight outside of the United States.
- Prior to flight, check the previous entry on the aircraft time log sheet, making sure it agrees with the hour meter on the tachometer.

- At the end of the flight, fill out the aircraft log sheet with the date, your name, and the hour meter reading in the appropriate location. Compute the total flying time and enter it in the log.
- At the end of your flight, leave the aircraft in a clean, neat and orderly manner.
- Members must refuel the aircraft, filling the mains to the tabs, and the tips empty. In addition to the cost of fuel, a 0.2 hour charge will be assessed to the pilot who fails to fill the tanks at flights end.
- An exception to the fueling rule above can be made if another member requests by email that you not refuel the aircraft. However, the member who has made the request is responsible for ensuring that the aircraft is refueled before the next reservation, even if said member ends up cancelling his flight. The requesting member shall be responsible for fuel charges if he does not refuel the aircraft.
- Oil changes will be performed after each 40 hours of tachometer time.
- In addition to annual inspections, as required by FARs, the Officers may decide to have the Club aircraft also receive 100 hour inspections.
- Members may land at established airports with a non-paved runway, however, it is the responsibility of the member who is pilot in command to ensure that the runway is in suitable condition for safe landing. Said member takes sole financial responsibility for damages to any part of the airplane or other costs incurred as a result of landing on a non-paved surface.
- Purchases away from home field: Individual members may authorize reasonable repairs and maintenance when away from the home base for repair work affecting the airworthiness or safe operation of any Club aircraft. Necessary services, materials and minor repairs will be reimbursed at cost. Repairs costing over \$500 must be approved by a member of the Officers. Storage costs incurred by a member away from the home field are the responsibility of the member. Any expense statements shall be turned in promptly with the remittance for the period involved.
- Maintenance of aircraft held and operated by the Club shall be at all times under control of the Officers. Any ferrying of aircraft must have the approval of at least one Club officer other than the pilot.
- All repairs and alterations of aircraft held and operated by the Club, estimated to cost more than \$500 shall first be authorized by the Maintenance Officer or by majority vote of the Officers.
- Repairs of club aircraft, necessary to permit safe return of the aircraft to home base, may be completed by authorization of the Club member who is Pilot in Command, if estimated cost does not exceed \$500. Necessary services, materials and minor repairs will be reimbursed at cost. Storage costs incurred due to necessary maintenance as defined in this paragraph will be paid for by the Club as long as the member notifies the Officers of the necessity of such an expense. Any expense statements shall be turned in promptly with the remittance for the period involved.
- In no case is the Club obligated to provide alternate means of transportation or compensation to a member or his passengers who are unable to complete their flight as planned due to required maintenance. Unless storage costs are unavoidable and associated with necessary repairs, storage costs are the sole responsibility of the pilot in command.
- Except as provided in the Operating Rules, the Club will not reimburse members for expenses incurred as a result of flying the Club aircraft.
- Flights made for the purpose of ferrying aircraft to or from locations for maintenance shall be conducted at Club expense. This also shall apply to cost incurred to return the pilot of the aircraft to the home base if the trip is solely for that purpose.
- Monthly fees, aircraft use rates and special assessments shall be determined by a majority vote of the Officers. These fees, charges and assessments are non-refundable and the property of the Club. If a

member elects to sell his share(s), any funds he has paid to the club for these fees, use charges and special assessments shall remain with the Club.

- Each member shall be assessed a monthly fee determined by majority vote of the Officers. This monthly fee will cover fixed costs, including hangar fees, insurance premiums, an annual inspection fund, a 100 hour inspection fund, emergency maintenance fund (non-wear and tear related maintenance including Avionics), and database subscriptions.
- Each member shall be assessed a fixed tach hour fee for each hour flown in Club aircraft. The amount of this fee is subject to be changed by majority vote of the Officers. This fee is designed to build a fund for normal wear and tear maintenance, including but not limited to oil changes, oil filters, tires, tubes, brakes, lights, alternator, magnetos, spark plugs, electrical components, fuel pump, vacuum pump, belts, hoses, battery, but not Avionics.
- The Members will meet at least once per calendar year to review the status of the aircraft, review finances, elect officers, discuss any proposed changes to Club Rules, or vote on any other pertinent matter that requires discussion or attention. The secretary shall provide each member with at least 14 days' notice of the date and location of such meeting.

Approved Instructors

- Kevin Crozier — 408-910-1191 — kevin@ktronicsaero.com
- Ray Chatelain — 512-422-6815 — rayrayc1946@gmail.com
- Cody Chenoweth
- Yves Lafeuillade

Current Club Officers

- President — Derek Winegar
- Treasurer — Eoin Guiry
- Safety Officer — Shane Torgerson
- Maintenance Officer — Alan Wheatley
- Secretary — Trey Ford

Club Address: TBD