

FLYING SCOTCHMAN OPERATION RULES

Rule I This organization shall be known as the “Flying Scotchman, Inc.”

Rule II **Membership:**

Section 1 Members shall:

- a. Be at least 15 years of age.
- b. Be charged a non-refundable **\$50.00 membership fee**, and pay dues in the amount of **\$20.00 every month, thereafter**.
- c. Be of an associate nature and have no shares or voting rights.
- d. Not be eligible for any assessment necessary for the regular operation of the club.
- e. Be liable for any other cost incurred by such member individually.
- f. Be governed by the rules and regulations as set forth by the club’s management.

Section 2 Application for membership shall be made out on the club’s official forms and be accompanied by the required fee before acceptance.

Rule III **Dues: \$20.00 per month**

Section 1 Monthly dues shall be due on the first (1st) day of each current month or immediately after the first flight within the current month. The failure to have the current month’s dues paid by the end of the current month *shall automatically terminate* such member’s membership.

Section 2 **Reinstatement charge:**

- a. \$5.00 shall be charged if reinstated within 30 days plus the dues.
- b. After 30 days the cost shall be the full membership fee.

Rule IV **Withdrawal, resignation, termination or suspension:**

Section 1 A member may resign from the club at any time upon written notice to the management.

Section 2 Members shall be responsible for all other

cost applicable to the said member which are outstanding and unpaid, at the time of the member's withdrawal, resignation, termination or suspension. The management shall have the right to determine the method of collection.

Section 3 Membership may also be terminated for any reason by the management (See rules section).

Rule V Management:

Management of the club shall be as directed by the officers of the "Flying Scotchman, Inc."

Rule VI Scheduling:

1. No aircraft shall be flown unless it is scheduled in the club appointment book at the operation's office.
2. Name of the pilot in command, destination, date and time period shall be part of the scheduling.
3. If appointment cannot be kept, it must be cancelled at least 2 hours prior to the scheduled time, or else member will be charged for such time and will include any instructor time.
4. If a member is fifteen (15) minutes late for the time he or she is scheduled, the time may be forfeited to any other member available.
5. Flights cannot be scheduled more than sixty (60) days in advance unless otherwise approved by the management.
6. No same model type of aircraft shall be scheduled in advance by the same member for more than one consecutive weekend unless it is scheduled for the entire week or more.

Rule VII Minimum Flight Hours:

1. If any high performance or complex aircraft is scheduled longer than 4 hours between the hours of sunrise to sunset on any week day, weekend day or legal state or federal holiday, the minimum flight charge shall be two (2) hours per day.
2. If any aircraft, except a high performance or complex aircraft, is scheduled longer than 4 hours between the hours of sunrise to sunset on any week day, the minimum flight charge shall be two (2) hours per day. If scheduled on a weekend day or legal state or federal holiday, the minimum flight charge shall be three (3) hours per day.

3. If any aircraft is “weathered in” at the time scheduled for its return to home base, and the home base is reporting VFR weather, then the minimum shall apply.

Exception to the minimum charge shall be:

If no member has scheduled a flight in the model type of aircraft desired by sunrise for the current day, then no minimum shall apply for that day.

Rule VIII General Operating Rules:

1. The date, pilot’s name and flight time must be recorded in the aircraft logbook from the hour meter, or tachometer, or both as determined by the management.
2. Any unit differential in the previous or present recorded time shall be reported to the management before starting the engine or else you are expected to pay for the units missing.
3. When away from the home base, any maintenance costs on a club aircraft which may exceed \$20.00 will not be paid by the management unless prior approval has been given.
4. Pilot must hangar or tie down the aircraft when away from the home base and is responsible for such costs, as well as, any landing or other fees charged.
5. In the event of a delayed return, whether caused by weather, or any other reason, the pilot in command shall be responsible for the safety of the aircraft, and cost, to return to the home base as soon as possible. Any travel expense or any other cost incurred by the pilot including his or her passengers shall also be at the pilot’s expense. The management shall determine the time limit and means by which the aircraft shall be returned to the home base and the cost incurred shall be paid by such pilot. The management shall have the right to determine the method of collection of all such costs.
6. Pilot in command shall ground any aircraft not considered safe by placing a written notice in such aircraft, and it shall be his responsibility to notify the management immediately of such existing condition.
7. No vehicles shall be parked in any hangar for any reason whatever. Parking shall be in the designated area only.

8. Don't remove the log books or other papers from any aircraft unless you have permission from the management.
9. Anyone operating a club aircraft after being suspended, terminated or having failed to comply with the articles or rules will be reported to the FAA and other authorities as having stolen an aircraft and/or making an unlawful flight.
10. There shall be no smoking in any of the club's aircraft, hangars, or offices. There shall be no exceptions and violators may be terminated. Members are responsible for any of their guests who may violate this rule.

Rule IX Flight Operating Rules:

1. Only current qualified club members may pilot club aircraft, with the exception of an FAA flight inspector, examiner, club designated instructor, or mechanic or any other person authorized by the management.
2. All FAA and field and club rules must be strictly adhered to.
3. Any club member previously tested and who has passed the flight proficiency test by a club instructor in such type aircraft, and who has not flown said club aircraft for a 60 day period shall be required to take another proficiency test with a club instructor before flying said aircraft model type again. The club management also reserves the right to require *more frequent* tests for any member they feel is not staying proficient.
4. No club aircraft will be scheduled for overnight until such member has had their night check-out by a club instructor.
5. No club aircraft will be flown, when at your point of departure or destination, flight service is reporting surface winds of 20 knots and/or gusting to 25 knots or more, unless permission is given by the management.
6. All student pilots shall be under the direct supervision of a club designated instructor and will not fly without the instructor's permission.
7. Any solo student pilot who has not flown a club aircraft within a period of 30 days or has not flown with a club instructor for a period of 30 days will have a proficiency flight check before soloing again unless otherwise approved by their instructor or the management.

8. Any solo student pilot who has flown 12 consecutive solo hours without dual instruction shall have a proficiency flight check with a club instructor before soloing again.
9. No acrobatics are allowed with any club aircraft unless such aircraft is designated for that purpose.
10. It is the pilot's responsibility to report any mechanical complaints to the management.
11. Club aircraft will be operated out of state and federally approved airports only; *providing they are in a safe condition.*
12. Pilots must file a flight plan for any cross country flights 100 miles or more from their point of departure.
13. The pilot in command shall comply with all Federal Regulations when flying between sunrise and sunset.
14. When parking an aircraft outside and unattended: always be sure the switches are off, the controls and doors are locked, and wings and tail are tied down. In case of storm, hangar when possible.
15. Operating flight cost shall be paid immediately after each flight in such method as directed by the management. Double flight charges shall be assessed for non-compliance.
16. In starting any club aircraft, should it be necessary to require a battery boost or pre-heat to start such aircraft, the pilot in command shall be responsible for all costs.
17. In the winter months, an additional problem is that if an aircraft is over-primed it may "backfire" causing the over-primed fuel in the carburetor to catch fire. Should this happen, the pilot in command shall pay all costs incurred, which are not covered by insurance.
18. Whenever any member wishes to look at or show someone any club aircraft, call the operation's office and let us know. The reason for this is that then such member will be responsible for the condition of that aircraft. For example, if the master switch is left on and the battery is run down or dead, then such member shall be charged for such cost, being that they were the last person in or around the aircraft. Another reason management should be notified is because your activity around the aircraft may be viewed as unauthorized, and a breach of airport security and law enforcement personnel may be

called. This is a particularly sensitive area of security under new guidelines from the Department of Homeland Security.

19. No pets or other animals are permitted in any of the aircraft.

Rule X Accident Liability:

1. In case of accident:

- a. Call the operations manager at 763-537-8485.
 - b. Do not leave aircraft unattended if possible.
 - c. Fill out an FAA accident report, insurance forms and send a copy of each to the club's management.
2. The pilot in command at the time of any accident shall be responsible for all cost not covered by insurance of transporting new or damaged parts or of transporting the damaged aircraft to the place of repair that is acceptable to the management, and the subsequent return to the home base.
3. A member shall be held financially liable for any damage they may do to any facility, person or property anywhere which is not covered by insurance.

Rule XI Amendments: Management shall have the right to amend the Rules, set dues and hourly operating cost at any time.

READ THE RULES. DON'T BE IN VIOLATION. Management isn't to blame if you haven't complied with the rules. ENFORCEMENT IS OUR JOB. Remember, an orderly run organization benefits everyone.

-Flying Scotchman Management