

# **Gulf Shores Flying Club**

## **Rules of Operation**

### **Principles of a Non-Profit Flying Club**

The Gulf Shores Flying Club (GSFC) is a non-profit corporation. The insurance covering the airplane is specific and has legal rights & responsibilities. The insurance covering the airplane requires that the corporation comply with certain rules for the planes to be insured. The following rules of operation are intended to be informative and limiting. What appears to be common sense to some may not be common at all. Therefore, these rules are provided to each member to obtain a uniformly high standard of competence in operations and courtesy among members.

### **Memberships**

A new member should complete an application for membership. Email the application to [coeur1316@gmail.com](mailto:coeur1316@gmail.com). Once the prospective new member is notified of acceptance, payment of the initiation fee (\$500) plus one month's dues (\$130) is required. If the initiation fee is not received within five days, acceptance of membership is cancelled, and the next prospective member is contacted.

### **Monthly Activity Statement**

A monthly statement will be provided showing hourly costs of aircraft rental from the Hobbs meter and the monthly dues amount. Payment is expected upon receipt and will become delinquent 10 days after receipt of billing. Flying privileges will be revoked if payment is not received within 10 days of the statement date. A late penalty fee of 10% of the invoice amount will be added to the invoice if payment is not received within 10 days.

### **Fines and Penalties**

Miscellaneous Infractions and Fees (Fine is ½ hour of aircraft charge)

1. Failure to fill out Hobbs's time sheet.
2. Failure to cancel aircraft reservations (This includes early returns).
3. Failure to fuel airplane.

Grounding shall result from the following:

1. Accident or incident pending review
2. Account not paid within 10 days of statement date.
3. Lapsed annual flight review.
4. Lapsed medical certificate.
5. Violation of Federal Aviation Administration FARs

**Annual Flight Review Requirement:**

Each flying club member wishing to pilot club aircraft must have a current flight review endorsement from a Certified Flight Instructor (CFI). The CFI must be approved by the GSFC president, and the annual flight review is to be conducted in accordance with FAR 61.56 flight review. A copy of the endorsement must be provided to GSFC.

**Pilot Checkout:**

The insurance company requires all pilots to have a checkout before flying as Pilot in Command (PIC). Checkout must be done by a CFI approved by the GSFC president. All members must meet the requirements set by the aircraft insurance carrier. Proof that the member has the necessary requirement required by the insurance company must be provided to the GSFC president.

**Before Each Flight:**

Before each flight, be sure to conduct a thorough pre-flight inspection, obtain current and forecast weather conditions, and utilize flight following if appropriate. If damage is found on the aircraft or the aircraft is not airworthy contact the GSFC president immediately.

A summary sheet of all aircraft inspection times is kept in the airplane. Before each flight, verify the aircraft has not exceeded any of these inspection times. Do not fly the aircraft if aircraft has exceeded any inspection time without notifying the GSFC president.

**Recent Flight Experience:**

Before operating as PIC, a flying member must accomplish the following:

1. Within the preceding twelve months (12) calendar months, complete a GSFC Recurrent Proficiency Check and fly with a CFI established with GSFC.
2. Within the preceding 90 calendar days, log at least three takeoffs and landing at KJKA, if carrying passengers.
3. Flying an aircraft is a perishable skill. You must practice to remain current and safe as a pilot. Therefore, each member must average 6 hours flying as PIC every 90 days. If this requirement is not met, then a Proficiency Check is required.
4. Submit the documentation to the GSFC president.

**Flight Operations:**

Hand starting (Hand-Propping) aircraft is PROHIBITED for any reason.

When an aircraft cannot be returned as scheduled, notify the GSFC president. If a weather delay forces a member to leave the aircraft at any airport other than KJKA, the member is responsible for the cost of returning the aircraft to KJKA.

Should repairs be required while away from KJKA, notify the GSFC president immediately to assist in obtaining repair services.

GSFC aircraft are only insured to operate from paved published airports. Operation at restricted and/or unimproved airports such as grass, gravel, sand, turf are prohibited.

“Buzzing” anything on the ground is PROHIBITED. Buzzing is defined as any flight below 1000’ AGL except for takeoff and landing, or for ground reference maneuvers required for certificate, rating, or aircraft checkout.

VFR flight plans or flight following are required when operating more than 50 miles from KJKA on a cross country trip.

**Insurance:**

GSFC carries liability and hull insurance.

Each pilot should be aware that the insurance carried by GSFC has deductible payments that you may be responsible for. You can transfer that financial risk by purchasing their own Non-Owned Airplane insurance policy. Contact the president with questions related to insurance coverage.

**Securing Aircraft After Flight:**

Members are responsible for refueling after each flight.

Aircraft must be tied down with three ropes (One for each wing and one on the tail) or hangered if available.

**Logging Flight Time:**

Before and after each flight, enter the Hobbs meter reading into the Flight Log.

**Minimum Charge for overnight trips:**

A member is responsible for paying a minimum of 2.0 hours of Hobbs time for each complete 24-hour interval between the start of the reservation and the check-in flight at KJKA.