



# FLIGHT AND OPERATIONAL RULES

**REVISION 2  
11/2020**

**THIS REVISION SUPERSEDES ALL PREVIOUS REVISIONS AND WILL BE CONSIDERED BINDING UNTIL  
A SUBSEQUENT REVISION IS DISPOSITIONED**



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**Approved By:** PANTHER AERO BOD

**Date:** 03/2020

<b>REVISION HISTORY</b>		
<b>REVISION</b>	<b>DESCRIPTION</b>	<b>DATE</b>
0	ISSUE	02/1983
1	REMOVED RULE 18 ADDED RULE 25, 26 REVISED RULES 2, 9, 11, 24	03/2020
2	CATEGORIZED RULES GENERAL ADDITIONS, OMISSIONS, AND MODIFICATIONS APPROVED BY BOD	11/2020

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## MEMBERS

1. MEMBERS WILL PRESENT TO THE BOARD OF DIRECTORS OR ITS DESIGNEE UPON REQUEST, THE FOLLOWING DOCUMENTS FOR REVIEW:
  - a. PILOT'S FLIGHT LOG
  - b. ARIMAN'S CERTIFICATE(S)
  - c. MEDICAL CERTIFICATE
  - d. DATE OF LAST FLIGHT REVIEW
2. ALL MEMBERS MUST HAVE A VALID PILOT CERTIFICATE WITH APPROPRIATE CATEGORY, CLASS, TYPE, AND/OR ENDORSEMENTS FOR AIRCRAFT TO BE FLOWN.
3. MEMBERS MUST HAVE A CURRENT FLIGHT REVIEW (OR STUDENT PILOT CERTIFICATE, IF APPLICABLE) AND, AT A MINIMUM, A CURRENT 3<sup>RD</sup> CLASS MEDICAL OR BE IN COMPLIANCE WITH BASIC MED TO ACT AS PIC.
4. ALL MEMBERS ARE REQUIRED TO COMPLY WITH ALL FAR'S AS WELL AS CLUB RULES AND PROCEDURES SET FORTH IN THIS DOCUMENT. FAILURE TO OBSERVE ANY RULE MAY RESULT IN SUSPENSION OF THE MEMBER'S FLIGHT PRIVILEGES UP TO AND INCLUDING TERMINATION OF MEMBERSHIP. ALL MEMBERS HAVE THE RIGHT TO REPORT A SUSPECTED VIOLATION OF THE RULES TO THE BOARD FOR REVIEW.

## USE OF AIRCRAFT

5. USE OF AIRCRAFT SHALL BE UNDER SUCH CONDITIONS AS TO ENSURE STRICT COMPLIANCE WITH FAA REGULATIONS AND LOCAL AIRPORT RULES. FULL COOPERATION WITH THE AIRPORT AND AIRCRAFT OWNERS AND OPERATORS IS REQUIRED OF ALL MEMBERS AT ALL TIMES. ALL AIRCRAFT WILL BE OPERATED ACCORDING TO STANDARD OPERATING PROCEDURES AND WITHIN ANY APPLICABLE OPERATIONAL LIMITATIONS AS APPROVED BY THE FAA.
6. ALL MEMBERS MUST RECEIVE AN INITIAL CHECKOUT IN CLUB AIRCRAFT FROM A CLUB CFI. NO MEMBER SHALL SOLO ANY CLUB AIRCRAFT UNLESS THEY HAVE BEEN CHECKED OUT IN THAT AIRCRAFT.
7. MEMBER MUST PERSONALLY CONDUCT A PREFLIGHT INSPECTION OF THE AIRCRAFT AS SPECIFIED BY THE MANUFACTURER AND ENSURE THE AIRCRAFT'S AIRWORTHINESS PRIOR TO FLIGHT.'
8. THE MEMBER WILL AT ALL TIMES PERFORM AS PILOT IN COMMAND OF CLUB AIRCRAFT AND WILL FLY FROM THE PILOT'S (LEFT) SEAT AND WILL ALLOW NO OTHER PERSON TO FLY CLUB AIRCRAFT. THE ONLY EXCEPTION TO THIS RULE WILL BE IN THE CASE OF A FLIGHT INSTRUCTOR OR FLIGHT INSTRUCTOR APPLICANT AFTER A RIGHT SEAT CHECKOUT HAS BEEN PERFORMED BY A CLUB CFI.



9. NO MEMBER SHALL USE THE CLUB AIRCRAFT FOR HIRE OR BUSINESS PURPOSES, NOR WILL THEY RENT OR LEND CLUB EQUIPMENT TO ANY OTHER PERSON.
10. NO PERSONS OTHER THAN ACTIVE CLUB MEMBERS MAY GIVE OR RECEIVE INSTRUCTIONS IN CLUB AIRCRAFT, HOWEVER ONE INTRODUCTORY FLIGHT IS ALLOWED FOR PROSPECTIVE MEMBERS. INTRODUCTORY FLIGHT MUST BE GIVEN BY A CLUB CFI.
11. OVER-WATER FLIGHT IS NOT TO BE UNDERTAKEN IN ANY CIRCUMSTANCES WHERE THE GLIDE RATE OF THE AIRCRAFT WOULD NOT PERMIT A LAND LANDING. CROSSING LAKE MICHIGAN, REGARDLESS OF GLIDING DISTANCE TO SHORE, IS PROHIBITED.
12. EACH PILOT IS RESPONSIBLE FOR PROPER TIE-DOWN AND INSTALLATION OF GUST LOCKS, LOCKING OF DOORS, AND GENERAL HOUSEKEEPING OF THE AIRCRAFT AT THE END OF EACH FLIGHT.
13. TIE-DOWNS, HANGAR FEES, AND LANDING FEES AWAY FROM THE BASE AIRPORT ARE THE RESPONSIBILITY OF THE MEMBER. FUEL RECEIPTS MUST BE MADE IN THE NAME OF THE CLUB OR BEAR THE AIRCRAFT NUMBER AND BE PRESENTED TO THE CLUB TREASURER FOR CREDIT.
14. ALL CLUB AIRCRAFT WILL BE OPERATED FROM ONLY THOSE LANDING AREAS THAT ARE RECOGNIZED BY THE FAA AS PUBLIC OR PRIVATE AIRPORTS. THIS MEANS THEY SHOULD BE FOUND ON A CURRENT SECTIONAL CHART.
15. ALL FLYING HOURS MUST BE LOGGED IN THE AIRCRAFT FLIGHT LOG.

## **WEATHER**

16. DAY VFR FLIGHT (EXCEPT TRAFFIC PATTERN AT THE BASE AIRPORT) IS PROHIBITED IF CEILING IS REPORTED OR FORECAST TO BE BELOW 2000' AGL AND/OR VISIBILITY IS LESS THAN 5 MILES UNLESS A QUALIFIED INSTRUCTOR IS ONBOARD
17. NO FLIGHT IS PERMITTED WHEN THE OUTSIDE AIR TEMPERATURE IS BELOW 5 DEGREES FAHRENHEIT.
18. TOUCH AND GOES, REPEATED TAKE-OFFS AND LANDINGS, TRAFFIC PATTERN PRACTICE, SLOW FLIGHT, STALLS, OR ANY OTHER MANEUVER REQUIRING REGULAR POWER CHANGES ARE NOT PERMITTED WHEN THE OUTSIDE AIR TEMPERATURE IS BELOW 15 DEGREES FAHRENHEIT.



## **NIGHT**


19. NIGHT AS DEFINED BY FAR 1.1 FROM THE END OF EVENING CIVIL TWILIGHT UNTIL THE BEGINNING OF MORNING CIVIL TWILIGHT
20. IF MEMBER HAS NOT FLOWN A CLUB AIRCRAFT AT NIGHT WITHIN THE PRECEDING 60 DAYS, THE MEMBER MUST RECEIVE A NIGHT CHECK-OUT BY A CLUB CFI TO REGAIN CLUB NIGHT CURRENCY.
21. VFR NIGHT FLIGHTS (EXCEPT TRAFFIC PATTERN AT THE BASE AIRPORT) ARE PROHIBITED IF CEILING IS REPORTED OR FORECAST TO BE BELOW 3,000 FEET AND/OR VISIBILITY IS REPORTED OR FORECAST TO BE BELOW 6 STATUTE MILES.

## **FLIGHT INSTRUCTION AND STUDENT PILOTS**

22. CLUB FLIGHT INSTRUCTORS MUST BE FAA APPROVED AND AN ACTIVE CLUB MEMBER AS DEFINED IN ARTICLE II, SECTION 3 OF THE CLUB CONSTITUTION. ALL CLUB CFI'S MUST BE APPROVED BY THE CHIEF PILOT TO INSTRUCT IN CLUB AIRCRAFT.
23. STUDENT PILOTS MUST CONTACT THEIR CLUB CFI PRIOR TO ANY SOLO ACTIVITY.
24. A STUDENT PILOT WHO HAS NOT FLOWN SOLO IN THE PREVIOUS 30 DAYS MUST HAVE A DUAL CHECK RIDE WITH A CLUB FLIGHT INSTRUCTOR.

## **AIRCRAFT ACCESS AND SCHEDULING**

25. MEMBERS SHALL RESERVE THE PLANE PRIOR TO FLIGHT VIA THE CLUB'S ELECTRONIC SCHEDULING SYSTEM. IF THIS SYSTEM IS DOWN OR OTHERWISE UNAVAILABLE, THEN THE MEMBER MUST CONTACT THE CHIEF PILOT PRIOR TO FLIGHT TO ENSURE THE AIRPLANE'S AVAILABILITY.
26. NO MEMBER SHALL SCHEDULE A CLUB AIRCRAFT FOR MORE THAN 10 CONSECUTIVE DAYS WITHIN A 30 DAY PERIOD. A MINIMUM OF 2 HOURS OF FLIGHT TIME WILL BE CHARGED FOR ANY 24 HR PERIOD OF RENTAL.
27. ALL KEYS TO CLUB AIRCRAFT REMAIN THE PROPERTY OF THE CLUB AND ARE TO BE SURRENDERED ON REQUEST OR TERMINATION OF MEMBERSHIP TO THE BOARD.
28. ANY AIRPORT OR FACILITY SECURITY BADGES/ACCESS CARDS MUST BE RETURNED TO THE CLUB UPON TERMINATION OF MEMBERSHIP.

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29. NO MEMBER MAY SCHEDULE OR FLY THE AIRCRAFT IF THEY HAVE AN UNPAID NEGATIVE BALANCE ON THEIR ACCOUNT. THE CLUB MAY RESTRICT THE ABILITY OF THE MEMBER TO SCHEDULE THE AIRCRAFT UNTIL THE BALANCE IS PAID.

## **MAINTENANCE**

30. MEMBERS MUST SUBMIT ALL MAINTENANCE ISSUES TO THE CHIEF PILOT FOR REVIEW. NO MEMBER MAY APPROVE MAINTENANCE INSPECTIONS OR WORK WITHOUT PRIOR CONSENT OF THE CHIEF PILOT OR UNANIMOUS APPROVAL OF THE BOARD OF DIRECTORS. IF MAINTENANCE AWAY FROM BASE IS REQUIRED, A MEMBER MUST CONTACT THE CHIEF PILOT OR MEMBER OF BOARD OF DIRECTORS FOR APPROVAL TO HAVE SAID MAINTENANCE PERFORMED. IF AFOREMENTIONED REPRESENTATIVE CANNOT BE REACHED, MEMBER HAS AUTHORIZATION TO HAVE MINOR MAINTENANCE PERFORMED SUCH AS TIRE REPAIR, ETC. MEMBER MUST PAY FOR SERVICES UP FRONT AND SUBMIT RECEIPT TO THE TREASURER FOR REVIEW AND REIMBURSEMENT.

31. IN THE EVENT THE AIRCRAFT MUST REMAIN AWAY FROM BASE FOR AN EXTENDED PERIOD DUE TO UNFORESEEN MAINTENANCE AND THE CHIEF PILOT OR BOARD OF DIRECTOR REPRESENTATIVE CANNOT BE REACHED, MEMBERS MUST COORDINATE WITH THE AIRPORT FBO TO ENSURE THE AIRCRAFT IS TIED DOWN WITH COVERS IN PLACE OR SECURED IN A HANGAR. MEMBER IS RESPONSIBLE FOR ALTERNATIVE TRANSPORTATION.

32. A CLEANING FEE SHALL BE LEVIED AGAINST ANY MEMBER RETURNING AN UNTIDY AIRCRAFT AS DETERMINED BY THE BOARD OF DIRECTORS.