



AIRHAWKS OPERATING RULES

ARTICLE 1 – THE CLUB

1. The Airhawks Flying Club (the Club) is a non-profit corporation organized for the purpose of providing its members with aircraft for training and personal use. All members of the Club shall comply with all Federal, state, airport and Club Regulations and rules while operating Club aircraft.

ARTICLE II – CLUB MEMBERSHIP

1. Membership in the Club is contingent upon approval of the Club Officers and such membership may be revoked by the Club Officers.
2. The initiation fee and current dues must be paid in full before a membership can be approved.
3. Any member in default of dues payment or other charges may be terminated by the Club Officers.
4. A member is eligible to fly Club aircraft only if the membership is valid in all respects.

ARTICLE III – FLIGHT RULES

1. A Member must perform a thorough preflight of the aircraft, including a visual inspection of the fuel quantity prior to commencing flight. Any damage or discrepancies discovered by the 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.
2. Each member must ascertain that the airworthiness and registration certificates, appropriate operating limitations information and operator's manual are in the aircraft prior to commencing any flight.
3. 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.
4. Flight plans must be filed for flights over mountainous or extended overwater flight and for all student solo cross-country flights in excess of 50 miles.
5. Members must have had a check ride with a qualified instructor during the preceding 12 months, subject to the following:
 - a. A pilot not having flown Club aircraft within a three (3) month period must have a check ride with a qualified instructor.
 - b. A pilot qualified and approved to fly more than one type of Club aircraft will take the annual check ride in the heaviest/fastest of such aircraft and the check ride will qualify the pilot to fly all other Club aircraft in which he/she has been approved to fly.



- c. Check rides will include maneuvers and procedures appropriate to the aircraft and the pilot certificate held.
6. Members using Club aircraft for instrument flight (IFR) flights must have had an instrument proficiency check during the past 12 months with a qualified instructor.
7. Members with less than 250 hours shall not fly Club aircraft when daytime weather conditions are less than 1,500 feet ceiling and 3 miles visibility and night time conditions are less than 3,000 feet ceiling and 5 miles visibility or when the surface winds exceed 20 knots and/or 12 knots crosswind.
8. Except in emergencies, Club aircraft shall only be operated from paved airfields.
9. Club aircraft may not be used for flight instruction to anyone except Club members and upon approval by the Club Officers.

ARTICLE IV – AIRCRAFT CARE AND MAINTENANCE

1. The pilot must tidy up the aircraft after completion of a flight. Waste paper, extra charts, etc. will be removed, seat belts straightened, etc.
2. The aircraft should be refueled to at least half tanks at the end of a flight unless other arrangements have been made.
3. No member may perform any maintenance of Club aircraft other than preflight inspection without authorization for the Club Maintenance Officer.

ARTICLE V – SCHEDULING

1. Weekend and holiday reservations: Only one (1) reservation that includes a weekend day or holiday is permitted at any given time. A second reservation that includes a weekend day or holiday may be made only after the first weekend day or holiday reservation has been flown or cancelled.
2. Weekday reservations: Only three (3) reservations are permitted at any given time. A fourth reservation that includes a weekday may be made only after a prior weekday reservation has been flown or cancelled.
3. General rules:
 - a. Same day exception: If an aircraft is available for the current day, a member may schedule it for that day only without jeopardizing any future schedules.
 - b. Owners' exemption: The member owner of a Club aircraft has made a significant investment in the plane and the Club and therefore is exempt from the reservation policies as long as they are flexible and open to requests for a change to their schedule.
 - c. Multi-day trips are subject to a two (2) hour per day minimum.
 - d. Multi-day local trips with limited hours planned are discouraged. The club will work with the member to ferry the plane back during the time the plane would not be used.
 - e. Reserving a plane for multiple days in order to ensure "as-needed" availability will not be permitted.



4. Violation of reservation policies:
 - a. Any member violating the reservation policies may be stricken by the Club Officers.

ARTICLE VI – INSURANCE

1. Liability: All Club aircraft will be included in a policy that includes liability protection for the Club and its' individual members. Such coverage will include protection for Club member who are liable for the injuries to any passenger or bystander. Coverage limits are to be determined by the Club Board and availability of coverage. Individual Club members may purchase additional insurance at their own expense.
2. Club members are required to provide accurate and current flight hours, dates of recent flight reviews, renewal of medical certification and any information required by insurance companies.
3. Hull: All Club aircraft will be insured against loss or damage as determined by a consensus of Club members.
4. The Club may elect to purchase D&O insurance.
5. Members will be responsible for paying for any repairs that occur from their actions or the deductible amount if insurance is required to pay for any damage.