

NASAirs Flying Club



6646 Beechwood Drive
Independence, Ohio 44131

NASAIRS FLYING CLUB STANDING RULES

Revised March 10, 2011

GENERAL RULES

1. The curriculum for flight and ground instruction shall be prescribed by the designated Club instructors and certified by the Club.
2. Members may accept offers to share the cost for flights made for a common interest, but particular care must be taken so that such flights cannot in any way be construed as charter operations. A member may use Club aircraft for personal transportation; for pleasure; in his business; or for his employer. Aircraft may not be used for hire.
3. Rental rates for Club aircraft are \$35.00 per tach hour for the 172. Aircraft is rented dry; fuel tanks must be filled at the termination of each flight. Oil and other services will be reimbursed at cost, except for storage charges incurred by a member away from home airport. (2/09)
4. In addition to regular monthly dues, each member shall be assessed (3) hours of flight time charges per quarter. These charges may be applied against flight time expended that quarter. (2/10)
5. Maintenances Rules:
 - a. All accidents or damage to Club aircraft, however minor, must be reported promptly to the Maintenance Officer and an appropriate entry made in the log book. All costs of repair will be paid by the Club.
 - b. If any accident is caused through violations of Federal Aviation Regulations, or from a member's negligence, the member(s) at fault shall reimburse the Club for any uninsured portion of the damages. (8/78)
 - c. If the person(s) at fault is unable to pay the total due the Club under (b) above, the account of the person(s) at fault shall be debited by this amount up to the value of the initial assessment. (8/78)
 - d. The Club shall make no decision regarding the financial responsibility of a member having an accident until all insurance claims and litigation arising from the accident are settled. (8/78)
 - e. A resigned member's initial assessment shall not be refunded while determination of his financial responsibility for an accident is pending. (8/78)
6. Only certified flight instructors who have been approved by the Board may give flight instruction in Club aircraft. Criteria to be considered by the Board in approving an instructor shall include: (7/77)

- a. Flight evaluation by a designated Club member
 - b. Interview
 - c. References
 - d. Familiarity with Club rules
 - e. Qualities of professionalism, maturity, responsibility, currency, experience, and demonstrated knowledge.
7. Purchases in the name of the Club may be made by the Board member responsible for that area of Club operation. All such obligations, other than emergency, will be cleared with the treasurer. The appropriate Board member will approve purchases in his area of responsibility by initialing invoices prior to payment by the Treasurer. In the absence of the appropriate Board member, any other Board member having knowledge of the propriety of the purchase and the receipt of the goods or service may endorse the invoice so that prompt payment may be made. Individual members may not obligate the Club without prior approval of the Club. (8/78)
 8. Any member needing to purchase parts for or have work performed on Club equipment, in an emergency or on a cross/country flight, may do so in his own name. Upon presentation of a receipted bill for such parts or service, he shall be reimbursed or given credit by the Club. (8/78)
 9. Any member who is ninety days in arrears of any money due the Club shall be suspended and be denied the use of any Club equipment. The suspension shall be renewed each ninety days, and after one hundred eighty days in this suspended status, the member shall be declared by the Club as resigned and shall forfeit all rights and privileges. (4/06)
 10. Membership dues are payable on receipt of invoice, not later than the twentieth of the current month. (4/06)
 11. Any assessments of inactive members shall be paid in full at the time the member is admitted to inactive status. (8/78)
 12. Initial assessment for spouse members (nonrefundable) is \$50. Dues shall be the same as for active members. Spouse members have privileges for dual instruction only. (8/79)
 13. DELETED (2/11)
 14. A member shall be exempt from dues for the month following the attainment of a new pilot license or rating, and presentation of evidence of this achievement to the chief pilot. (8/79)
 15. Aircraft time and related expenses may be charged to the Club for club-related subject to Club review. (8/79, 2/11)
 16. DELETED (2/11)
 17. When a certified pilot joins the Club, his capital share payment shall be held by the Club, and the capital share of the applicable resigned member not repurchased, until the new member passes a flight check by a Club-approved instructor. If a Club-approved instructor notifies the Club that the new member's checkout is not proceeding satisfactorily, the Board shall determine the action to be taken. Options include: (10/86)

- a. Discussions with the new member and flight instructor(s) involved, and possible assignment of another instructor;
- b. Termination of membership, with all capital share payments (but not dues or hourly charges) returned to the new member.

18. Initial assessment of a member is \$500 plus the capital share, \$500 to be non-refundable.

FLIGHT RULES

1. No member may fly a Club airplane, solo or otherwise, unless he has flown a light airplane as pilot in command within the preceding 90 days. To re-establish his recency of flight experience for Club purposes, a member must pass a flight check with a Club-approved flight instructor. (4/06)
2. No member (except a pre-solo student member) may fly a Club airplane unless he has a current medical certificate, complies with biennial flight review requirements, and has previously passed a flight check (with written documentation) with a Club-approved instructor in the same type aircraft. (4/06)
3. No member may fly Club aircraft in weather for which he is not currently qualified, or in aircraft which he suspects of malfunction. If, in order to adhere to this rule, a member must leave Club aircraft and resort to other transportation in order to return home, the Club will, upon Board approval, cover the cost of returning the aircraft to its home base. Members are expected to schedule enough time to accommodate reasonable weather delays. (10/86, 2/11)
4. Grounding of any member for violation of Club or FAA Regulations shall be mandatory.
5. Each member is responsible for a complete pre-flight check of the airplane. Defects or discrepancies should be noted on the flight log. Major defects should be reported to the Maintenance Officer at once, and if sufficiently serious, the member should take all necessary precautions to ground the airplane until corrective action has been completed.
6. Overloading of aircraft is prohibited. It is the responsibility of each member to know the authorized loading and loading distribution requirements of each aircraft.
7. All landings shall normally be at public airports. Prior approval may be obtained from the Chief Pilot or by Club ruling for landing at recognized private airports. Off-airport landings are prohibited except in an emergency.
8. Each flight of a student pilot shall be under the direct supervision of a Club-approved flight instructor.
9. Under no circumstances may any member instruct another person in Club aircraft unless he is a Club-approved flight instructor.
10. No member except a member who is a Club-approved instructor may permit a non-member:
 - a. To fly the aircraft from the left seat
 - b. Make take-offs or landings from either seat

Such activities shall only be permitted to occur during demonstration flights for potential new Club members.
(3/11)

11. No member shall operate Club aircraft outside of the 48 contiguous United States or Canada without approval of the chief pilot. (2/11)

SCHEDULING RULES

1. Maximums.- To insure maximum aircraft utility for all, no member may have more than the following maximum number of future reservations in the web site www.calsnet.net/nasaairs at one time: (4/06)
 - a. Flights (to 6 hours) : Maximum of 4
 - b. Trips (to 7 days) : Maximum of 2
2. Minimums.- Members on cross-country trips are expected to log enough hours to accumulate a minimum of one hour for each day gone (or fraction thereof). For example, a trip lasting 6 days has a 6-hour minimum. A member failing to accumulate the minimum on a cross-country trip will be assessed at the current hourly rate for each hour not flown. Compliance with these minimums shall be computed at the close of each quarter and appropriate assessments made. For this purpose, the total number of days gone during the quarter and the total flight hours on such trips shall be used. No charge shall be made for a period for which the member presents evidence satisfactory to the Club that flying was prohibited by weather or other circumstances beyond the member's control.
3. Any flight in which a Club aircraft is away from the home field for more than four hours shall be considered a cross-country flight. (8/78)
4. Reservations.- Members should reserve only the time actually required for a flight or trip, indicating the starting hour and the ending hour. For a non-local trip, the destination (e.g., Chicago) should also be indicated.
5. Cancellations
 - a. Members must release all unused schedule time upon returning from a flight or trip. Reservations which will not be used (because of weather, etc.) must also be cancelled explicitly; no one should assume that inclement weather will prevent use of the aircraft by other members.
 - b. Members must adjust their reservation times if there will be a delay in starting. If a member is more than one hour late for a flight departure, or more than two hours late for a trip departure, the aircraft reservation time may be reassigned to other members. In the event a member is late for a trip departure, he will be contacted before his aircraft reservation time is released.
 - c. Members must report to any Officer if there will be a delay in returning from a flight or trip. Delayed returns should be reported promptly to prevent any undue anxiety, investigation, search, or delayed departures. (4/06)