

RULES & REGULATIONS Sarasota SeaBreeze Flyers, Inc.

Definitions: The terms listed below shall have the following definitions throughout these Rules & Regulations (RR).

Flying Club: Sarasota SeaBreeze Flyers, Inc.

Member: An individual who possesses a membership interest in the flying club.

Founding Member: An original, founding member of the flying club.

Associate Member: An individual who is a member of the flying club, but who does not possess any right to operate the flying club's aircraft or have any voting rights.

Rules and Regulations: Rules and Regulations of the flying club.

Bylaws: Bylaws of the flying club.

Aircraft: Aircraft owned or leased by the flying club.

Pilot: An individual holding a pilot certificate.

Article I: Membership Requirements

In order to operate any aircraft, a pilot must be a member in good standing. A pilot must be at least 18 years of age in order to be a member of the flying club. Any individual who has an interest in aviation may join the flying club. However, in order for a member to operate any aircraft, the member must meet the minimum eligibility requirements set forth in these rules and regulations. An individual may join as an associate member so long as he participates in the activities of the flying club as determined by its Officers.

Article II: Eligibility Requirements

In order to operate any aircraft, a member must meet the following minimum requirements:

1. A member must meet the minimum requirements of any insurance policy held by, or for the benefit of, the flying club, including, but not limited to: minimum flight time in make and model, minimum instructional time (or dual time) with a certified flight instructor; and, if required, a check ride with a certified flight instructor.
 - a. Members with less than one hundred (100) hours as PIC must have ten (10) hours of instruction with a certified flight instructor in a Cessna 182. Members with more than one hundred (100) hours as PIC must have five (5) hours of instruction with a certified flight instructor in a Cessna 182.
 - b. To maintain currency, members must log at least one (1.0) hours of Hobbs time as PIC within any sixty (60) days in a C-182, **C-182RG**, **C-206**, or **C-210**, otherwise a check ride or one (1) hour dual instruction will be required by a certified flight instructor.
 - c. Members are encouraged to attend one safety seminar or equivalent every twelve (12) months.
2. A member must meet the minimum currency and proficiency requirements set forth in the Federal Aviation Regulations applicable to the particular flight.
3. A new member must obtain a check ride with a certified flight instructor familiar with club aircraft type and glass cockpit (if applicable).
4. A member must hold a valid medical certificate or an appropriate waiver.
5. A member must otherwise be in good standing.

Non-members are not permitted to operate the flying club aircraft except as specifically allowed by the

Club insurance policy.

The flying club reserves its right to require a member to sufficiently demonstrate knowledge of the aircraft and a proper ability to operate the aircraft as a condition precedent to allowing a member to continue operating the aircraft.

Article III: Operation of Aircraft

1. A member shall, at all times, operate the aircraft in accordance with any insurance policy held by, or for the benefit of, the flying club and pursuant to the Federal Aviation Regulations applicable to the particular flight and not inconsistent with any mandatory, applicable local airport rules and operating procedures.
2. Before operating any aircraft, every member shall perform a preflight inspection in accordance with the pilot's operating handbook and consistent with the guidelines issued by the maintenance officer. If a condition is discovered during the preflight inspection which warrants grounding the aircraft, the member shall make the proper, written notation on the appropriate form supplied by the maintenance officer and shall immediately contact the maintenance officer or one of his assistants to report the condition so that the aircraft can be grounded. Additionally, the member shall post a conspicuous, written notice on the aircraft advising other members that the aircraft has been grounded. Also, a written squawk should be placed on the appropriate electronic bulletin board on the scheduling system as well as an email to all members. Otherwise, if the condition does not warrant grounding the aircraft, the member shall notify the maintenance officer or one of his assistants as soon as possible after the completion of the flight.
3. An aircraft shall not be started unless a member or a certified FAA approved mechanic or flight instructor is at the controls of the aircraft.
4. A member shall, at all times, operate the aircraft within its operating limitations and in accordance with the pilot's operating handbook.
5. Smoking is strictly prohibited in and around any aircraft.
6. The member will only operate the aircraft to those landing areas which are officially designated as airports.
7. Use of the club aircraft for commercial purposes is prohibited.
8. Members will plan his flight to land with at least one hour of fuel on board. Members are encouraged to file a flight plan if flying more than fifty (50) miles from their departure point.
9. At the completion of every flight, each member shall conduct a post flight inspection of the aircraft and shall also wash the leading edges of the aircraft and clean the windscreens with water or a solvent approved by the maintenance officer. Only up and down strokes are to be used while cleaning the windscreens. Any discrepancies noted during the post flight inspection shall be communicated to the maintenance officer or one of his assistants as soon as possible. Each member shall insure that the aircraft is returned in a clean condition and refueled at the completion of every flight. A member who leaves the master switch on is subject to a \$25.00 fine or the expense of restoring the battery which ever is greater.

Article IV: OCONUS Operations (Outside Continental United States)

Flights outside of the continental United States are only permitted as described in the insurance policy. Members are to review insurance provisions for flights outside of the continental United States. Thereby, the member is responsible for determining whether the aircraft is properly equipped and otherwise holds the proper documentation authorizing aircraft operation.

Article V: Scheduling

Members desiring to use flying club aircraft, must reserve the aircraft by using the computerized scheduling system. Members may obtain proper scheduling procedures from the scheduling administrator. The aircraft shall be scheduled in ½ hour increments. In the event a member is unable to undertake an intended flight, the member shall cancel his flight reservation as soon as possible. Likewise, if a member returns the aircraft more than two (2) hours early, the member shall cancel the remainder of his reservation so that other members may operate the aircraft. In any event, a member who reserves an aircraft for flight but fails to appear for the flight for at least one (1) hour after the flight was scheduled to begin, loses his reservation to any member who desires to use the aircraft. Members shall make a reasonable effort to return the aircraft no later than the applicable reservation times, given any

mechanical difficulties, sickness, or weather situations. In the event a member believes that he will be returning late, the member shall make reasonable efforts to notify the next member who had reserved the aircraft for flight.

Article VI: Documenting Flight Time

Members shall accurately document their flight time as determined by the Hobbs meter in the aircraft on the form approved by the maintenance officer. The flight time shall be rounded to the nearest tenth of an hour. In the event the Hobbs meter is not functional, the member shall multiply the tachometer time by 1.2. It is each member's responsibility to confirm that the prior member accurately recorded the flight time on the flight log. In the event that there is a discrepancy, the member shall note the discrepancy on the flight log, otherwise the member shall be responsible for the discrepancy.

Article VII: Fee Schedule

Members shall pay fees, costs, and expenses as established by majority vote:

1. There will be no dues for associate members.
2. Club credit cards, stored in the aircraft, should be used for fuel payment when away from home base. If unable to use Club credit card, members will be reimbursed for fuel with presentation of a receipt to the treasurer within ninety (90) days of fuel purchase.
3. Oil expenses should also be put on the Club credit card. If unable to use credit card, expenses shall be reimbursed upon presentation of a receipt or other written proof evidencing an oil purchase to the treasurer within 90 days.
4. Except as indicated above, tie down fees, hangar fees, landing fees, engine preheat fees, U.S. Custom charges, tolls, and any other charges, expenses, or fees incurred at an airport or facility other than the aircraft's home base, is the responsibility of the member. If any questionable items are presented by a member, the flying club may vote to determine whether the particular expense should be reimbursed to the member upon majority vote as that term is defined in the bylaws.
5. In the event that an emergency aircraft repair is necessary, and the emergency aircraft repair affects the airworthiness of the aircraft, a member has the authority to approve an emergency aircraft repair up to \$250.00, otherwise the member shall obtain authorization from the maintenance officer, or one of the officers of the club, prior to authorizing any repair in excess of \$250.00. In the event the member fails to obtain the proper authorization, the member shall be responsible for the expense to the extent it exceeds \$250.00.

Article VIII: Violations

Compliance with the rules and regulations and bylaws shall be monitored by the members. In the event of a violation, a witnessing member shall attempt to resolve the violation with the violating member in an informal conference or discussion, unless the violation is of such a significant nature which requires notification of an officer, director, or flight instructor. If the violation is repeated, an officer, director, or flight instructor shall be notified. The flying club may take action against a member who violates these rules and regulations or the bylaws in accordance with the provisions as set forth in the bylaws.

This version of the Rules and Regulations supersedes any previous versions.

Acknowledgment of Member

I, the undersigned member, hereby approve the foregoing rules and regulations. I acknowledge that I have read and reviewed the foregoing rules and regulations in their entirety and that by signing below, I hereby agree to abide by the rules and regulations.

Signature of member

Date

Printed name of member