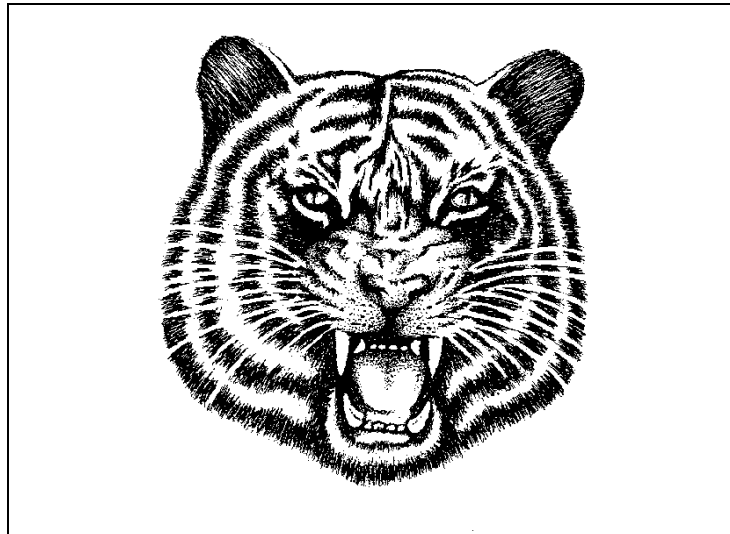


# **MEMBERSHIP & FLIGHT RULES**



**TIGER FLYING CLUB, INC.**  
**MARTIN STATE AIRPORT**  
**BALTIMORE, MARYLAND**

**2016**

## TIGER FLYING CLUB MEMBERSHIP AND FLIGHT RULES

Welcome to ***Tiger Flying Club***. In order to promote an effective organization, safe flying, and Club harmony, TFC has Membership and Flight rules for the safe and efficient operation of the organization. By joining the Club, you agree to abide by these rules.

### MEMBERSHIP RULES

**M-1. New Membership.** A person becomes a member of ***Tiger Flying Club*** by signing a membership agreement and paying one month's dues. After receiving the agreement and dues, the Treasurer or other Club officer will issue access to the Club scheduler.

**M-2. Club Aircraft.** The Club has a *Cessna 172M, N9107H*, with a maximum of seventeen (17) certificated or student pilots.

**M-3. Fees.** *Monthly dues and hourly charges* shall be set by the officers of the Club so as to cover all operating expenses while maintaining the non-profit status of ***Tiger Flying Club***. In 2016, the monthly dues are \$110.00 and the hourly charge is \$80.00 per Hobbs hour.

**M-4. Getting Started.** Upon signing the Membership Agreement, a new member shall contact the Chief Flight Instructor or Assistant Chief Flight Instructor (ACFI) to obtain keys to the Club aircraft and to the hangar. A new member who is already a certificated pilot shall also contact the Chief Flight Instructor or ACFI for a check-out in the Club aircraft.

#### **M-5. Scheduling Aircraft.**

(a) Members reserve the airplane through the on-line, **[AircraftClubs.com](http://AircraftClubs.com)**, web site on a first-come, first-served basis.

(b) Members may reserve the aircraft for only one (1) "overnight" (24 hours or longer) period during any ninety (90) day period. Overnight reservations may not last more than seventy-two (72) hours. There will be a minimum charge of 2 (two) Hobbs hours for each 24-hour period, and a minimum charge of 1 (one) Hobbs hour for each fraction thereof beyond the initial first day. If actual flight time exceeds the above minimums, the member is charged the actual flight time. There is a 1 (one) Hobbs hour cancellation charge for reservations of 24 hours or more if the reservation is cancelled **less than 12 hours before the proposed start time**. Pilots may make an appeal to the officers for an exception to the above rule in cases of unusual circumstances.

(c) Members may have a maximum of four (4) reservations at any time.

**M-6. Insurance.** The aircraft is insured for \$200,000.00 per seat and \$1,000,000.00 to third parties outside the aircraft. The deductible for the aircraft in motion is \$1000.00. Only TFC members are covered under the policy.

**M-7. Club Meetings.** Club membership meetings may be held at the President's discretion.

**M-8. Bill Payment.**

(a) *Timely payment.* As a non-profit club, the success of Tiger Flying Club depends upon each member's sense of financial responsibility. The Treasurer will send out monthly bills on or about the tenth day of each month. Bills are due and payable by the last day of the same month. Failure to pay by the last day of the month or to make satisfactory arrangements for complete payment may result in the suspension of flying privileges. If a member's account is sixty (60) days overdue, the member's flying privileges will be suspended until payment has been made or unless acceptable arrangements have been made with the Club treasurer. Continued failure to pay may result in removal from the Club. If a member's account is thirty (30) days overdue, the member may be charged a \$25.00 late fee. For each additional thirty (30) days that the account is overdue, an additional \$25.00 dollars late fee will be assessed.

(b) *Fuel Credits.* A member who purchases fuel away from Martin State Airport should furnish a receipt to the Treasurer and make the corresponding deduction in payment.

(c) *Special Charges.* Landing fees, hangar fees, engine pre-heat charges and similar charges are the responsibility of the member incurring such charges.

(d) *New Members.* New members will have their first month's dues prorated for the remaining days of the first month of membership.

**M-9. Suspension - Termination.** A violation of any Membership or Flight Rule by a member renders him or her liable for temporary suspension or permanent exclusion from the Club. This shall include any act of negligence or any intentional acts which are unsafe or illegal. A violation of Membership rules shall be determined by the officers (President, Vice President, Chief Flight Instructor, and Treasurer). A violation of Flight rules shall be determined by the Flight Investigation Panel as set forth in Rule F-22.

**M-10. Rules Changes.** The Club Officers will report any proposed rule changes to the members for review and comment. Proposed rule changes shall be reported by email to each member and will become effective upon adoption by the Club Officers.

**M-11. Club Officers.** 2016 Tiger Flying Club officers are:

- President**.....Tom McMullen
- Vice President**.....Chris Hegeman
- Treasurer**.....Chris Descoteau
- Chief Flight Instructor** - Will Harris
- Chief Maintenance Officer** - Ed Moorhead

**M-12. Flight Instructors** who are authorized to use Club aircraft for personal use are subject to Rule M-5. Such personal use should be in reasonable proportion to the amount of instruction given to TFC members.

## **FLIGHT RULES**

**F-1. "THE GOLDEN RULE".** All members of the Club shall comply with all Federal Aviation Regulations, State, airport, and Club rules while operating TFC aircraft.

**F-2. Check Out.** All student pilots and certificated pilots must be checked out and approved for solo and PIC flight by an appropriate Certificated Flight Instructor who is a member of TFC.

**F-3. Flight Reviews and Currency.**

(a) TFC requires that members have four (4) take-offs and landings or "touch and goes" and a minimum of one hour of flight time recorded as PIC within the preceding 90 days in order to be PIC in N9107H. If a pilot does not meet this requirement, he / she will be required to take a "Currency Review" flight with an authorized Club CFI. Currency may be attained in non-TFC aircraft, provided the member reports the details to any officer.

(b) All pilots must be in compliance with all applicable **FAR** recency of experience and all other applicable requirements before operating the Club aircraft. A copy of all current medical and pilot certificates must be supplied to the Chief Flight Instructor or the ACFI.

(b) *Grounding.* If the requirements in rule F-3 (a and b) are not met, said member is "grounded" from operation of Club aircraft until these requirements are met. Members will continue to be "grounded" until the Chief Flight Instructor or ACFI determines that the member is approved to fly.

**F-4. Cross-Country Flight.** *FAA Flight Plan.* Any member making a cross-country flight of 50 nautical miles or more from MTN should file a flight plan with the appropriate Flight Service Station. Members are not to fly the airplane on a cross-country trip knowing the weather may prevent them from returning safely at the scheduled time.

**F-5. Pre-Flight Inspection.**

(a) *All members must perform a thorough pre-flight inspection* of the aircraft, including a visual inspection of the fuel and oil quantities. Any damage or discrepancies not reported by the pilot prior to flight may be the responsibility of that pilot. If a condition is discovered which may affect the airworthiness of the aircraft, the member should note on the sign-in sheet that it is grounded due to a particular problem and report same immediately to the chief maintenance officer or other Club officers. The aircraft shall not be flown until cleared by the maintenance officer.

(b) *Bin.* The aircraft has a bin with two quarts of oil, headsets for each passenger seat and other items. Members must note any missing item.

(c) *Log.* Each member must review pertinent information contained in the aircraft log before flight and must log beginning and ending flight time.

(d) *Cold Weather.* Below 40 degrees F., the aircraft engine *must* be pre-heated. Snow, ice, or frost *must* be removed from the aircraft prior to flight. Do not take off or land unless you know the runway is free of ice and snow.

#### **F-6. Aircraft Documentation.**

(a) *On-Board Inspection.* Each member is responsible to inspect the aircraft documents and to ascertain that the airworthiness and registration certificates, appropriate operating limitations information, and weight and balance information are current and on board the aircraft prior to any flight. If any of these documents are missing, the aircraft must be grounded.

(b) *Maintenance Logs.* Engine and airframe logs are kept by the Chief Maintenance Officer or the Chief Flight Instructor and are available for inspection by any member by arrangement.

(c) *Check Ride.* The Chief Maintenance Officer or the Chief Flight Instructor should be advised of check rides which require aircraft maintenance logbooks.

#### **F-7. Aircraft Damage.**

(a) Members who discover or cause damage to the Club aircraft as a direct result of the operation of the aircraft, must report the damage to the Club President, CFI, ACFI, or Maintenance Officer immediately. Failure to report any damage may result in the member being liable for that damage and termination of membership.

(b) In the event that a Club member has been found liable for aircraft damage pursuant to Rule F-20, the member is responsible for the deductible amount as required by the insurance company.

(c) Any time a member is found to be grossly negligent in the operation of TFC aircraft, or causes damage as a direct result of a deliberate act, that member will be liable for the entire cost of the damage.

**F-8. Commercial Restriction.** Club aircraft cannot be used in commercial activity. Members may receive flight instruction from CFI's who are also members of the Club.

**F-9. Night Flight Restriction.** Except in emergencies, no member may fly a Club aircraft between sunset and sunrise without a night check out with a certified flight instructor approved by the Chief Flight Instructor.

**F-10. IFR Flight Restriction.** Except in emergencies, no member may fly under IFR without a check out with an appropriately certified instrument flight instructor.

**F-11. 100 Hour Restriction.** Members with fewer than one hundred (100) hours total time shall not fly when the visibility is less than five (5) miles and the ceiling is lower than three thousand (3000) feet.

**F-12. Smoking Restriction.** Smoking is prohibited in the Club aircraft and within the hangar at all times.

**F-13. VFR Restriction.** Members who are NOT instrument rated shall not depart the traffic pattern of any airport when the visibility is less than five (5) statute miles and or the ceiling is less than one thousand five hundred (1500) feet AGL. Non-instrument rated pilots may leave the airport traffic pattern under these conditions only when another member, who is instrument rated, is on board the aircraft. In such cases that member becomes pilot-in-command.

**F-14. Aerobatics prohibited.** Aerobatic maneuvers are prohibited except those designated by a certified flight instructor in accordance with training guidelines.

**F-15. Airport Restrictions.**

(a) Except in emergencies, TFC aircraft shall be flown from and landed on only those public-use airports depicted on current sectional charts. Any private airport that a pilot wishes to land on must be approved by the Chief Flight Instructor.

(b) Except in emergencies, student pilots may only land at airports approved by their instructor.

(c) All members must be familiar with all airports of intended use and their runway lengths and must determine through the proper use of all applicable charts, tables, and data that the aircraft can be flown to and from that airport safely.

**F-16. Maintenance.**

(a) *Restriction.* No member (except the maintenance officer or his assistant) may perform maintenance on Club aircraft (other than small corrections to non-critical components).

(b) *Observed Problem.* If a member observes a maintenance problem, the member should report it to the President, Chief Maintenance Officer, or Chief Flight Instructor.

(c) *Aircraft Washing.* For each aircraft washed, one hour of free time on that aircraft will be credited to one member involved in the washing by agreement of those involved.

**F-17. Flight Instruction.**

(a) If a certified flight instructor is on board the aircraft acting in the capacity of instructor on that flight, he becomes the pilot-in-command if the member is ineligible to serve as PIC.

(b) Only those flight instructors who are current members of TFC may instruct in Club aircraft. Payment for flight instruction is a private matter between the instructor and member.

**F-18. Non-Cub Members May Not Act as Pilot in Command Except in an Emergency.**

**F-19. Common-Sense Planning.** All members are required to use all available and appropriate charts, tables, and data to insure a safe flight, including computation of weight and balance to determine that weight and center of gravity will be within limits during all phases of flight.

**F-20. Post-Flight Cleanup.** After flying, it is the pilot-in-command's responsibility to insure that the aircraft is left free of trash, is properly secured in either a hanger or tie down position, is topped off with the proper grade of fuel, and that the master switch is shut off with the yoke properly locked if appropriate.

**F-21. Suspension - Termination.** Members who fail to comply with any of the above flight rules may be suspended and/or terminated from the Club as directed by the Club officers.

**F-22. Flight (Safety) Panel.** The Flight (Safety) Panel is made up of the Club President, Club Vice-President, Chief Flight Instructor and two (2) Club members selected at random who have nothing to do with any incident being investigated. The member being investigated has the right to be heard.

## **NOTES**