



Rules and Regulations

Introduction

These rules and regulations are laid down by the committee from time to time for the efficient and safe running of the club and its aircraft. All members shall be deemed to have acquainted themselves with these rules and regulations and acknowledgement thereof is made by signing the flight authorisation sheet.

General

The pilot in command of an aircraft shall be responsible at all times for the safety of the aircraft, its content and any passengers or cargo. The pilot in command shall ensure that he/she complies with all air regulations. If any doubt exists in this regard, clarity should be obtained from the club's instructors or committee members.

Aircraft

The aircraft shall be left in a clean and tidy condition after each flight. Keys and club headsets should be returned to the clubhouse. Ensure the master switch is off when leaving the aircraft.

All snags or damage must be reported on the flight authorisation sheet and written on the snags board in the clubhouse. Serious snags must be reported to the committee member responsible for the aircraft or directly to the aircraft owner.

Fire extinguishers, first-aid kits, strips, maps and airsickness bags should only be removed from the aircraft in an emergency and replaced afterwards.

After the last flight of the day, the pilot in command must ensure that the aircraft is locked, securely tied down and the flight controls locked.

Authorisation

Only current paid up members of the club may fly the aircraft unless otherwise authorised by the Chairman or Vice Chairman. All pilots must maintain currency in terms of the current regulations or undergo a dual check with an instructor as necessary.

All flights must be authorised by an instructor in the case of a student pilot. Students and pilots may only fly with instructors approved by the CFI. All over-border flights must be approved by the CFI.

Folio sheets must be filled in by the pilot including fuel and oil uplifts. Hobbs meter readings must be filled in accurately on the authorisation sheet and any discrepancy will be borne by the pilot. If the Hobbs meter reading is halfway between two numbers, the higher reading shall be recorded.

Bookings

Bookings not cancelled timeously and "No Shows" may be subject to a charge determined by the committee and imposed by the Chairman or Vice Chairman at their discretion.

Financial

The committee determines hire rates for the aircraft from time to time. Fuel is included in the hire rate and all flights must be paid in full at this agreed rate. If fuel is purchased on behalf of the club, the treasurer should be contacted to arrange for re-imburement. Re-fuelling of the aircraft is at the discretion of the pilot in command before or after a flight.

Parking fees at Lanseria are included in the hire rate. Landing fees and other charges at Lanseria as well as at other airfields are the responsibility of the pilot in command.

Membership subs are determined by the committee and are to be paid annually or pro-rata in the second half of the year.

All flying is on a deposit or pay as you fly basis.

Effective January 2010