

Central Iowa Flying Club Inc.

Regulations

May 6th, 2024

*****ARTICLE 1 - RESERVATIONS*****

1. Reservations for all flying time must be scheduled using the "aircraftclubs.com" web site. Reservations in Cherokee 180, except cross country flights or FAA flight tests, should not be scheduled more than twenty-one (21) days in advance.

2. It is the responsibility of the member scheduling the reservation to cancel, as soon as possible, if he/she finds that they are unable to keep reservation.

3. No member shall keep the Club airplane beyond the time scheduled.

4. When a member is late for their scheduled flight, any other member may change the schedule and take the airplane within the following guidelines:

<u>SCHEDULED TIME</u>	<u>LATE BY</u>
0 - 2 Hours	20 Minutes
2 - 4 Hours	30 Minutes
4 - 8 Hours	* 1 Hour
8 - 24 Hours	* 2 Hours
More than 1 Day	* More than 2 Hours

* NOTE: If the plane is scheduled for more than 4 hours, you MUST attempt to call the person before taking it. If you have the plane scheduled and you do not fly or cancel, you will be billed a 1 (one) hour minimum flight time rate.

*****ARTICLE 2 - RESTRICTIONS OF USE*****

1. No flight shall be made by any member of the Club whose bill is not paid current.

2. No person, except a member of the Club, shall be permitted to fly Club airplanes.

3. Any flights out of the country require approval of the Board of Directors and aircraft owner.

4. It shall be the responsibility of any member taking the Club airplane overnight to have it tied down or hangared, if possible, at the member's expense.

5. All pilots receiving dual instruction in Club aircraft must use only qualified and currently rated flight instructors, who are also members of the Club.

A. Instructors holding membership in the Club may not use the Club aircraft or equipment to instruct or charter for hire any person not a member of the Club. Instructors must report monthly to the Club treasurer the number of hours spent instructing in Club aircraft.

B. No member shall use the Club equipment for hire nor shall they rent or lend the Club equipment to any other person. Violation of this regulation shall result in removal from membership by the Board of Directors.

6. No member shall use any of the Club equipment while under the influence of alcohol or drugs. Determination as to whether the member was under such influence shall be decided by the Board of Directors and their decision shall be final. Any member found guilty in violation of this section shall be removed from membership in this Club.

7. Flight into mountainous areas is prohibited until you have received appropriate mountain training by a qualified CFI.

8. No member shall fly any club airplane unless they have received a minimum of the following:

CHEROKEE 180

Member has a...

Student certificate - Minimum of 10 hours of instruction in any Piper Cherokee before solo.

Private, Commercial or ATP certificate and one of the following:

- A. At least 10 (ten) hours in any Piper Cherokee including at least 1 (one) hour dual instruction from a club approved CFI.
- B. At least 3 (three) hours of dual instruction in any Piper Cherokee including at least 1 (one) hour from a club approved CFI.

Exceptions may be allowed by the Board of Directors.

PIPER ARCHER II

Member has a...

Student certificate - Minimum of 10 hours of instruction in any Piper Cherokee and at least 1 (one) hour of dual instruction from a club approved instructor before solo.

Private, Commercial or ATP and one of the following:

- A. At least 10 (ten) hours in any Piper Cherokee airplane plus 1 (one) hour dual instruction from a club approved CFI in each Archer.
- B. At least 3 (three) hours of dual instruction in any Piper Cherokee including at least 1 (one) hour from a club approved CFI in each Archer.

MOONEY —M20 J

Member has a Private, Commercial, ATP Certificate with at least 200 (two hundred) hours total time, a complex endorsement and one of the following:

- A. At least 15 (fifteen) hours of dual instruction from a club approved CFI.
- B. At least 50 (fifty) hours PIC in any retractable gear airplane, 15 (fifteen) hours in this make and model and at least 3 (three) hours of dual instruction from a club approved CFI.

CHEROKEE SIX – PA-32-260

Member has a Private, Commercial or ATP Certificate with at least 300 hours total time, high performance endorsement and one of the following:

- A. At least 20 (twenty) hours of dual instruction from a club approved CFI.
- B. At least 20 (twenty) hours in this make and model and at least 3 (three) hours of dual instruction from a club approved CFI.

These requirements are basic minimums. More time may be required by club CFIs to maintain safety for all members.

ALL AIRCRAFT --- Currency (For your safety): If you have not flown for 6 months you must have a 1 hour flight instructor check-out ride before you fly. These rules are in addition to any Federal Aviation Regulations.

Notes:

- 1. A minimum of one hour checkout is required for each type of plane.
- 2. Any variation of the above must be approved by the Chief Pilot so long as the minimum insurance requirements are met.

*****ARTICLE 3 -- LOGGING TIME*****

- 1. Flying time shall be computed for each flight with the aid of the Hobbs Meter and never by estimation.
- 2. The duration of each flight shall be computed from when the engine is started until the engine is stopped after parking.
- 3. A report of the time flown shall be entered in the logbook of the airplane flown. The log should show the Hobbs time started and the Hobbs time finished.

*****ARTICLE 4 -- PROHIBITED TYPES OF FLYING*****

- 1. All flying in any Club airplane is to be done in strict accordance with existing Federal Aviation Regulations.
- 2. Members shall only operate from FAA approved airports.
- 3. Any and all FAA allegations of infractions shall be reported by the Pilot to a member of the club safety team immediately. (Chief Pilot, Compliance Manager, or Maintenance Director.)

*****ARTICLE 5 -- INSURANCE*****

1. THE CLUB MEMBER OPERATING THE AIRCRAFT IS RESPONSIBLE FOR ANY DAMAGE TO THE CLUB AIRCRAFT WHILE IT IS UNDER THEIR OPERATIONAL CONTROL. Each member must provide the club treasurer proof of insurance coverage for any potential damage to the plane. The current insurance requirements are listed on the rate reimbursement addendum.

Any additional insurance coverage is at each member's discretion.

These amounts are subject to change and can be amended on a vote of the board. The Central Iowa Flying Club board will decide how to proceed if there is damage to an aircraft. The Central Iowa Flying Club does maintain Liability coverage as it is an operational requirement of the DSM Airport

*****ARTICLE 6 -- MEMBERSHIP*****

1. One Membership includes one individual. Additional family members that want to fly must maintain a separate membership.

Group I (Cherokee 180)

\$249 initial membership share

\$39 Monthly Dues

GROUP 2 (Piper Archers, Mooneys and Cherokee Six) (Includes Group I Planes)

\$449 initial membership share

\$65 Monthly Dues

*****ARTICLE 7 -- GENERAL*****

1. It is our mission to provide our club with clean, well-maintained, good-looking aircraft. All members share the responsibility to help CIFIC maintain excellent maintenance of the aircraft at the highest levels. Treat other members as you would like to be treated. Please:

- Clean up the inside of the airplane.
- Fill it up with gas, tie down properly or hangar it and install the control wheel lock. Be sure the master switch is off. Do not set parking brake when tied down or in hangar.
- Report all problems immediately.
- Members are required to wipe down leading edges, front of cowling, windshield and clean up interior after each flight. The penalty for non-compliance is:
 - 1st offense warning email
 - 2nd offense \$35 fine (fine goes to club)

2. Billing...

The Club will accept Visa, MasterCard, and American Express – All monthly billing is to be by Credit Card with pre-authorization on file with the Treasurer for all payments to the Club. Exceptions may be granted by the Board. Rejected credit card or past due statement shall result in removal from schedule until paid current.