

HENNIKER FLYING CLUB, INC.
RULES
(Final – September 2021)

1. Club members are required to obey all Federal Aviation Regulations and all other federal and state laws and regulations. Members are reminded that it is the pilot's responsibility to conduct the flight in a safe manner.
2. Prior to flying any Club aircraft, a check flight by the Club President or the President's designee is required of any new member holding at least a private certificate at the time of joining.
3. Prior to flying any Club aircraft as PIC, members must have submitted to the Club Secretary copies of their current medical certificate, current BFR, and logbook endorsements for the aircraft they plan to fly.
4. Instructors of members holding less than a private certificate need the approval of the Club President or Safety Committee before the member flies N1983V.
5. In order to fly the Club 182 as PIC, a member requires a private certificate with high performance endorsement, unless the member is otherwise legally qualified to fly a high performance aircraft. In addition, the pilot must meet any other requirement imposed by the Club's insurance provider. As of the date of these rules, the insurance provider requires 10 hours of total logged time in make and model for those with less than 100 hours total time, and five hours of total logged time for those with 100 hours or more of total time.
6. If a Club member has not flown the same make and model of a club aircraft for 90 days, the member is required to take a check flight with a CFI before flying as PIC in that aircraft. The endorsement of the CFI indicating the completion of the flight shall be entered in the member's logbook. A member who is current as to the Club's (or other) 182 shall be considered current as to the Club's 172.
7. Except for instruction, the Club aircraft may not be used for any commercial purpose. The Club aircraft may not be used for instruction of any person not a member of the Club.

8. The Club aircraft shall be started on a hard surface and operated on a hard surface whenever possible. Any damage to aircraft resulting from operations on other than macadam or concrete will be the responsibility of the pilot in command to the extent that the damage is not covered by Club insurance.

9. Unscheduled flights in the traffic pattern are permitted provided the member monitor the Concord CTAF.

10. The maximum amount of time allowed for any one scheduled flight is one day, except that each member is entitled to take one cross-country flight of nine consecutive days, and one flight of three consecutive days per calendar year. For purposes of scheduling, a day is defined as a 24 hour period

11. A member may only schedule two future, non-consecutive time slots in addition to the nine-day cross country and the three-day weekend trip.

12. Other flights of more than one day may be taken during the week between 12:30P.M. Monday and 12:30 P.M. on Friday for up to 36 hours with the approval of a majority of the membership.

13. All expenses incurred as a result on a flight, except fuel, are the responsibility of the Club member. The Club member may request reimbursement for expenses related to repair and maintenance of the aircraft, which request will ordinarily be granted, unless the expense is deemed to be beyond the scope of normal maintenance and repairs.

14. After using the aircraft, the Club member shall:

a. Refuel the aircraft if the flight has been longer than one hour as indicated on the tachometer. If the aircraft has not been refueled after a flight, the next pilot to use the airplane shall refuel it before hangaring it.

b. Complete the tach sheet, logging destination airports, flight time in tenths of an hour, and noting any aircraft maintenance issues in the aircraft notebook provided for the purpose.

c. Notify the Maintenance Officer or President of any maintenance issues, and make note of the issue on the tach sheet.

d. Clean the aircraft, specifically including the windshield, cabin floor, and leading edges, and secure the aircraft.

15. 100LL is to be used in both aircraft. Use a self-service pump whenever one is available. Charges for fuel will be reimbursed at the actual cost not to exceed the self-service price of fuel in Concord. If, for any reason, the aircraft cannot be refueled on termination of the flight, the pilot must make arrangements to have it refueled as soon as possible.

16. Aircraft maintenance is conducted only when authorized by the Maintenance Officer. Emergency repairs on a cross-country trip are reimbursable provided the repairs are authorized by the Maintenance Officer. If the Maintenance Officer is unavailable, emergency repairs may be authorized by the President, the Vice-President, the Secretary, or Treasurer, in that order.

17. Advise the Maintenance officer when the time for an oil change is approaching. In addition, use the maintenance binder in the aircraft to note any maintenance issues.

18. Maintenance flights will not be charged to the member flying. Maintenance flying is defined as any flight conducted for the purpose of moving the aircraft to or from a maintenance site. It also includes a test flight or necessary test flights or a runup for test purposes. All maintenance flights must be approved and authorized by the Maintenance Officer.

19. Use caution when operating the hangar doors. Be sure that the area in front of the door is clear before opening or closing. Also be sure to disengage and clear the two side latches as well as the center post before opening.

20. The hangar door shall be fully closed, and the access door locked, whenever the hangar is unattended. This rule does not apply when a buildup of ice prevents the door from fully closing.

21. When hangaring the aircraft, the winch is to be used, unless sufficient help is available to push the airplane into the hangar safely.

22. Smoking is not allowed in Club aircraft or in the hangars.

23. Complaints alleging violation of these Rules or the Club By-Laws shall be made to the Safety Committee or to the President for referral to the Safety Committee.

24. When any such referral is made, the Safety Committee, after due consideration and deliberation, shall determine what, if any, sanction is appropriate. Sanctions may include, but not be limited to, private reprimand, suspension, and expulsion.

25. A member who has been sanctioned by the Safety Committee may appeal the sanction to the full membership. In reviewing any matter before it, the membership may impose a lesser or greater sanction.

26. Expulsion of a member requires a majority vote of the membership at a legally constituted meeting of the membership.

27. Each member shall maintain an email address for notification of schedule changes and official HFC business. The Club will not be required to provide notification other than by email, unless prior arrangements have been made and authorized.

28. Only the Treasurer or the Treasurer's designee is allowed to remove the tach sheets from the airplanes.

29. **Cold weather definition:** Any time the surface temperature is at or expected to be less than or equal to 32 deg. F (0 deg. C).

The engine blankets or cowl covers as appropriate will be used any time the aircraft is parked for an extended period.

Engine Heat - If the engine cylinders are not warm to the touch, it is required that the engine be preheated by:

- an external electrical source to use the installed engine heaters
- or
- a hot air source compatible with the club aircraft
- or
- both

for a sufficient time as determined by the pilot in command.

Cold weather equipment to be kept in the club aircraft during cold weather operations:

- Engine Cowl Covers
- 100 foot extension cords to facilitate using the installed engine heaters.
- This equipment can be removed at PIC discretion, but must be returned to the aircraft when flight is complete and back in hangar.

30. Touch & Go's Not Allowed in Club Aircraft

Adopted: November 21, 2002

Amended: September 16, 2021

Voted as Official Rules September 16, 2021

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