

SOLAR FLYING CLUB, INC
PART B: Operating Agreement

ARTICLE I – RESERVATIONS

1. Reservations for all flying time must be scheduled using the www.aircraftclubs.com website.
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 a club airplane beyond the time scheduled. To keep the planes available to everyone, you cannot schedule more than four time periods of one day or longer which two of those times scheduled can be on weekends. Weekends are considered Friday, Saturday, and Sunday.
4. Any member who has scheduled the club aircraft who is 30 minutes late in appearing at the club hangar will automatically relinquish his time to a club member who properly schedules the aircraft after 30 minutes have elapsed.

ARTICLE II – RESTRICTIONS AND USE

1. No person, except a member of the club, shall be permitted to fly club airplanes.
2. No person shall operate club aircraft outside the 48 contiguous States, Canada or Mexico.
3. No person shall operate club aircraft unless oil has been replaced within the preceding 40 hours of use, including total time of upcoming proposed flight.
4. No person shall operate club aircraft unless that person is a **Regular** member holding at least a PRIVATE PILOT certificate and a current FAA Class I, II or III airman medical certificate.
5. Members who hold a valid COMMERCIAL PILOT certificate with INSTRUMENT rating and FAA Class I or II airman medical certificate may operate club aircraft in pursuit of Pilot Services.
6. It shall be the responsibility of any member taking a club airplane overnight to have it tied down or hangared, if possible, at the member's expense.
 - a. If overnight hangar storage is not available, aircraft is to be tied down.
7. All members receiving dual instruction in club aircraft must use only qualified and currently rated flight instructors, as long the club insurance company allow.
8. Flight into mountainous areas is prohibited until you have received appropriate mountain training by a qualified CFI (a good source to find a qualified CFI may be the Colorado Pilots Asn.).
9. All flying in any club airplane is to be done in strict accordance with existing Federal Aviation Regulations.
10. After use, members are to see that the plane is left clean and orderly with the windshield cleaned, including removing any evidence of use on airframe (thorough bug removal).
11. Aircraft is to be filled with fuel at the end of each flight as designated per club aircraft. Exception will be if pumps are closed, whereupon a note will be left on the aircraft for the next flight to see. Member is required to coordinate with fuel services to get aircraft fueled.

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ARTICLE III – LOGGING TIME

1. Flying time shall be computed and logged on the aircraft time sheet after each flight with the aid of the meter within the aircraft and never by estimation.
 - a. PA-32-300: HOBBS METER
 - b. C172M: TACH TIME
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 time started and the time finished.

ARTICLE IV – CURRENCY REQUIREMENTS

1. No member shall fly any club aircraft unless they have received a minimum of the following:
 - a. Piper Cherokee Six N195PJ (PA-32-300)**
 - i. Must possess 750 total flying hours, 25 pilot-in-command hours in the Piper PA-32-300 of which 10 of those 25 hours have occurred in the last 12 months or
 - ii. Have successfully completed a Flight Review within the 12 months preceding the intended flight, conducted by a designated club CFI in the Piper PA-32-300 prior to sole pilot-in-command operations of the aircraft if that member pilot has:
 1. less than 750 total logged flying hours or
 2. less than 25 hours as pilot-in-command in a PA-32-300 or
 3. less than 10 totaled logged flying hours in a Piper PA-32-300 in the last 12 months
 - b. Cessna SkyHawk II N9156H (C172)**
 - i. Must possess 200 total flying hours, 10 pilot-in-command hours of which all must be in a C172 within the last 12 months or
 - ii. Have successfully completed a Flight Review within the 12 months preceding the intended flight, conducted by a designated club CFI in a C172 prior to sole pilot-in-command operations of the aircraft if that member pilot has:
 1. Less than 200 total flying hours or
 2. Less than 10 hours Pilot in Command in the same make and model or
 3. Less than 10 hours in the preceding 12 months in the same make and model

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ARTICLE V – VIOLATIONS

1. Federal Aviation Regulations (FAR):
 - a. Membership is automatically revoked and all monetary interests lost if:
 - i. Member willfully violates any flight rule of FAA rules and regulations
2. TIME
 - a. Anyone not returning a club airplane at the time specified on the reservation, without notifying a club officer will be subject to the following if occurring within 12 calendar months of the first offense:
 - i. 1st Offense: Written warning
 - ii. 2nd Offense: Written warning and possible fine
 - iii. 3rd Offense: Written warning and fine
 - iv. 4th Offense: Board of Officer review for possible termination from club
3. FINANCIAL
 - a. For the club to meet its financial obligations, all financial commitments by club members are to be paid by the 25th of each month.
 - i. Any outstanding dues not paid by the 25th automatically grounds the member and will not be permitted to utilize club aircraft until paid
 - ii. Club Treasurer is to report to club board officers of delinquent members
 - iii. Any outstanding dues not paid after 90 consecutive days, member has relinquished membership within Solar Flying Club and is terminated from club.
 1. Any deposit made to club is forfeited
 2. If forfeited deposit is not sufficient to cover any outstanding debt to club, former member will be subject to legal action in collecting outstanding debt.