

# RED BARON FLYERS, INC

Effective Date: July 1968

Amended: August 2000

## FLYING REGULATIONS

### ARTICLE I - RESERVATIONS

Section 1. Reservations for all flying time shall be scheduled in advance on the chalkboard provided in the hanger for each aircraft. Posting of flight schedules shall contain time of departure and estimated time of return using military 24-hour clock local time.

Section 2. Reservations, except for cross-country flights shall not be scheduled more than eight (8) days in advance, and upon finding oneself unable to keep such reservation, it shall be the personal responsibility of the member who scheduled such reservations to cancel same as soon as possible. Offenders of this regulation shall be fined by the Board commensurate with the number of times the offender is found to have violated such regulation and the estimated loss of revenue to the corporation.

Section 3. Any member habitually keeping the corporation aircraft over scheduled time shall be subject to disciplinary action by the Board.

Section 4. Any member who is more than thirty (30) minutes late for their reservation shall forfeit the balance of the reserved period to any member desiring it.

Section 5. Any member has the privilege of reserving a corporation aircraft for a period of fourteen (14) consecutive days during any 12-month period, providing said member makes reservation at least one (1) week in advance. Such member shall be charged a minimum of one (1) hour flying time per day for use of the aircraft. Any additional time requested must be with approval of the Board

### ARTICLE II - RESTRICTIONS OF USE

Section 1. No person, except an active pilot member of the corporation, a student pilot member of the corporation, a licensed instructor giving dual instruction to a member of the corporation, or qualified persons making necessary flight tests, shall be permitted by any member of the corporation to fly any corporation aircraft. All flights are to be made within the limits of the Federal Aviation Administration (FAA) certificate of the person piloting the corporation airplane, insurance carrier requirements, corporation policies and the Pilots Operating Handbook (POH) of the aircraft flown.

Section 2. No member shall rent or lend corporation equipment to any other person.

Section 3. No cross-country flight shall be made by members holding a student pilots certificate, unless assigned by a qualified instructor for each cross-country flight. Flying over cities, town, large bodies of water, or hazardous country shall be avoided.

Section 4. No member shall use any of the corporation equipment while under the influence of liquor. Determination as to whether the member was under such influence or not shall be determined by the Board, and their decision shall be final. Any member found guilty of violation of this section shall be expelled from membership in this corporation without the usual necessary vote, and no reimbursement shall be refunded, and there shall be no alternative punishment or appeal of such action.

### ARTICLE III - LOGGING TIME

Section 1. Recording tachometers will be considered standard equipment on all corporation airplanes and will be the primary method of recording aircraft use and computing flying charges.

Section 2. The pilot in command shall make entries in the aircraft log neatly and accurately at the end of each flight. The log shall not be removed from the aircraft except by the Treasurer, or by the person under explicit orders from him, and then only to transfer the usage data while carrying out the duties of the Treasurer.

Section 3. In the event of damage to corporation aircraft and equipment it is the responsibility of the person that has the equipment signed out at the time to pay for the first \$350.00 of damage incurred, regardless of the circumstances.

### ARTICLE IV - INSPECTIONS AND MAINTENANCE

Section 1. It shall be the responsibility of each member prior to each flight to see that the aircraft is airworthy, with all required documents on board as well as all accessories complete and in good working order. Any member may ground an aircraft deemed not airworthy or unsafe. The Maintenance Officer is to be notified immediately. Fuel and oil supplies must be sufficient for the intended flight with a fuel reserve of 45 minutes.

Section 2. There shall be a line inspection performed before each flight by the pilot making any flight. Items to be inspected shall be in accordance with the aircraft POH or checklist in the aircraft. Failure to do so shall be grounds for disciplinary action by the Board. Any defects found in the aircraft's structure or accessories shall be reported on the schedule board and to the Maintenance Officer as the situation warrants. No flight shall be made if such defect may endanger the safe operation of the aircraft as per Section 1. Members shall have knowledge of the cruising speed (RPM) of the engine and this speed shall not be exceeded. All members must complete a check out with a competent instructor in each corporation aircraft. Aircraft parked without a pilot must have the wheels blocked and/or the aircraft tied down and locked. In the event of severe weather the aircraft should be placed in a hanger if possible.

Section 3. No member shall be permitted to attach any object to the aircraft or in any manner make adjustments or repairs unless approved by the Maintenance Officer.

### ARTICLE V - PROHIBITED TYPES OF FLYING

Section 1. All flying in any corporation aircraft is to be done in strict accordance with the existing Federal Aviation Administration regulations, state, local airport, and corporation rules and policies.

Section 2. All corporation aircraft are restricted against slow rolls, snap rolls, inverted flight, and other aerobatics that might cause structural damage. Any member of the corporation in any corporation aircraft shall not perform any aerobatics maneuver prohibited by the limits of the operation of the aircraft. Approved and placarded aerobatics such as spins must not be performed unless that pilot has received proper instruction. Violations of this section are subject to disciplinary action.

Section 3. Student pilots shall land only at registered airports that are approved by their instructor except in an emergency. Violations of this section are subject to disciplinary action.

Section 4. No member shall make landings with the corporation aircraft in any but approved landing fields, unless an emergency occurs. The cost of any repairs or replacements which is the result of damage incurred by taking off or landing from any area other than a designated airstrip shall be paid for in full by the member in charge of the equipment. In the case of an emergency landing the member shall not be held responsible. Damage incurred while landing or taking off from a designated airstrip shall be paid in full by the corporation, with the exception of the deductible portion of the insurance, which shall be paid by the member in charge of the equipment. Extent of liability shall be determined by majority of members.

#### ARTICLE VI - ENFORCEMENT

Section 1. The above regulations and rules shall be policed by the entire membership. All complaints, concerns and suggestions shall be filed with the President, at whose discretion a meeting of the Board may be called, at which meeting action will be taken. Any violation of FAA regulations or the existing policies and rules of the corporation shall constitute cause for immediate grounding, by the Board and any member so grounded shall remain as such until the Board takes further action.

#### ARTICLE VII - CHANGES AND AMMENDMENTS

Section 1. Changes in or amendments to these flying regulations may be effected only by the unanimous vote of the Board of Directors or by a majority vote of the active membership of the corporation at a regular corporation meeting.

Section 2. The Secretary in expeditious fashion shall distribute any changes or amendments to these Flying Regulations to the membership. Each and every member shall receive a copy of the Flying Regulations and By Laws and is required to read and be familiar with them. Each member shall attest to this fact in a signed document to be kept on file with the Secretary.