

N611JP Club Rules

Club Rules

The following are the membership regulations of the Warriors Flying Club, a Dutch non-profit Club. Changes or additions to these regulations may be announced from time to time by the owner and published in the Club Website Newsletter. The Club expects each member to be familiar with, and abide by, all Club regulations. Any member, who violates these Member Regulations, or any applicable parts of the Federal Aviation Regulations, is subject to penalty or loss of membership.

General

The purpose of the Club is to rent well-maintained aircraft and provide first-class flight instruction to its members. Only Club members may act as Pilot-In-Command, receive flight instruction, provide flight instruction or otherwise operate Club aircraft. Only the FAA Certificated Flight Instructor who is also Club members and have been authorized by the Operator. The Club does not rent aircraft or provides flight instruction to the general public.

For the convenience of members, there's one way to participate in the Club: members enjoy full Club privileges including those flight operations for which they are qualified and approved for. Memberships pay's 500 euros a year member's club dues.

Application & Termination

Applicants for membership will be charged an application fee and will be required to place on account a 500 euros membership dues on every April every year. The owner sets the amount of the application fee and deposit. The application fee may be waived at the discretion of the owner only. The owner sets the amount of the application fee and deposit. The application fee may be waived at the discretion of the owner only.

Members wishing to terminate their membership in the Club must send written notification or e-mail to the Owner/Operator or before the last day of the month in which they wish to terminate. Once the member's last month's dues and deposit have been credited towards the final balance, any amount owed will continue to accrue interest and late penalties until the balance has been paid in full. Any refund due upon termination will be credited to the member by mail.

Scheduling

To schedule an aircraft the pilot must be a member in good standing. Prior to operating the Warriors Flying Club aircraft, a member must request a reservation on the Warriors Flying Club Scheduling Website. Reservations may be made directly by the member either via the internet, Scheduling Website (<http://www.fliegerbuchung.de>), or via the telephone, **06 21 564528**. (If available) For flights out-side the local area or overnight, the request will also include the destination airport and a contact number where the member may be reached.

Members who are not current or checked out for aircraft are not allowed to pre-reserve aircraft for solo flight until solo flight privileges has been authorized by the Club Operator or the Warriors Flying Club Flight Instructor (CFI)

Please let the Clubs Flight Instructor know if you will be more than 30 minutes late for your aircraft reservation. Aircraft not dispatched within 30 minutes of the scheduled time may be released to another member.

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The Club must be notified of all flight cancellations regardless of reason (poor weather, illness, etc.). Failure to notify the Club at least 24 hours in advance, (to permit rescheduling of the aircraft), may result in a penalty charge of the aircraft rate for the estimated lost flight time up to the daily minimum. The Club will not penalize a member for cancellations due to illness or weather.

Aircraft Charges

Each member is required to record aircraft usage in the aircrafts log. The entry must include the member's name, date, time and fuel of use, and beginning and ending tachometer readings. When entering ending time, if the lowest meter digit has begun to move, the next higher number is to be used. If a member encounters a discrepancy between the previous log entry and the current tachometer reading, it must be reported to the Owner or Club's CFI. If the club CFI is present they will document the difference in the logbooks, and office notification will not be necessary. If the discrepancy is not reported the member may be charged for the entire time.

If the Club aircraft requires maintenance during a rental flight, the member must obtain approval from the owner prior to authorizing any maintenance work on the aircraft. If such approval cannot be obtained, the member must use his or her best judgment in authorizing work, and may be held accountable for expenses for such work. FAA certificated mechanics or repair stations must do any maintenance work performed on Club aircraft. The member must obtain an invoice and/or statement describing all work performed on the aircraft, including the signature and license number of the mechanic or repair station.

It is the member's responsibility to provide original receipts for gas, oil, or maintenance charges paid directly by the member. No credit shall be given for receipts submitted more than 60 days after the rental period.

Aircraft Care

Each member is responsible for Club aircraft in his or her charge at all times and is expected to treat the aircraft with the utmost care. The member is required to report all known trouble, malfunctions, or damage to a Club aircraft by both recording it on a discrepancy sheet and report it to the Owner.

Members will be charged for any damage or abuse not previously squawked. Any aircraft damage found by a member during pre-flight inspection must be entered in the discrepancy sheet and immediately reported to the Owner before operating the aircraft. Failure to identify and report previously unsquawked significant damage (such as bald spots on tires) may result in the member being charged for the damage. Expendable items such as batteries, tires, etc., will be charged on a prorated basis.

Members are expected to conduct their flight operations in a manner that will allow normal climbs, cruises and descents consistent with careful and considerate operation of the aircraft. In particular, descents from altitude shall be planned in a manner to prevent shock cooling of the aircraft engine due to rapid power reduction. No member may knowingly exceed the operating limitations of the aircraft except during an emergency.

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Off-taxiway operations are prohibited for any reason except aircraft parking. Aircraft operations on gravel or other non-paved areas are to be undertaken with the utmost care and concern for the aircraft and surroundings. Members will be held accountable for the total cost of any damage caused by off-pavement operations, i.e., propeller, paint, etc.

At the conclusion of the flight, the aircraft is to be returned to its assigned parking place and properly secured with tie-down ropes or chains. All control locks, pitot tube covers, and other aircraft protective devices must be replaced. The aircraft interior is to be left neat and clean with all personal belongings and trash removed. In addition, the aircraft ignition and master switch must be turned off. Failure to turn the master switch off will result in the appropriate charge.

Animals are NOT permitted in the aircraft. Members will be charged the full expense for cleaning or damage resulting from the transport of an animal.

Smoking is NOT permitted at any time in the aircraft or on ramp areas near the aircraft or hangar.

Responsibilities

Foremost among the concerns of the Club is that all flight and ground operations be conducted in the safest possible manner. Each member is expected to practice safe and courteous flying program consistent with all airport, state and federal aviation regulations. This includes conforming to local noise abatement procedures.

The Club strives to maintain its aircraft to higher standards than required by the letter of the law and to therefore provide the membership with well-maintained, airworthy aircraft in compliance with FARs. It is; however, the responsibility of the pilot-in-command to ensure that the aircraft that will be operated are, in fact, airworthy, meets the member's flight requirements, has all of the required operational equipment, and has all required aircraft documentation. Due to circumstances beyond the control of the Club, such as unforeseen maintenance or the delayed return of an aircraft by another member, there may be occasions where aircraft are removed from service or otherwise made unavailable on short notice. When these situations arise, the Warrior Flying Club will do everything possible to provide all members info on the website. The Warriors Flying Club cannot be held responsible for any inconvenience or expense incurred by the member.

In the case of an accident or incident involving a Club member who is operating a Club aircraft; that member may not exercise his or her privileges as pilot-in-command in a Club's aircraft until he or she has the approval of the Operator or club's Flight Instructor. If a Club aircraft is involved in an accident or incident, the pilot-in-command of that aircraft shall be responsible for all costs associated with returning the aircraft to the Club.

It is the member's responsibility to return aircraft to the appropriate Hangar. If the member is unable to do so, any costs incurred in recovering the aircraft will be charged to the member. These costs may include, but are not limited to, the rental charge for a ferry aircraft and the cost of the ferry pilot.

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Members are responsible for any personal costs associated with a flight wherein the aircraft experiences mechanical difficulties; however, the cost of returning the aircraft to the Club will not be charged to the member unless the member is found responsible for the difficulty.

Aircraft Checkout & Currency Requirements

Every member must demonstrate his or her knowledge and abilities in the aircraft he or she wishes to fly, to the satisfaction of a designated Club flight instructor. The checkout will consist of, at a minimum, a review of aircraft systems, ground handling, and flight maneuvers for which the aircraft and the pilot are certificated.

A member may be required to submit to a checkride by a Club flight instructor any time it is deemed necessary by the Owner. Any member may request a review or re-check by a different instructor if the member feels there is a difficulty in completing the required checkout.

In order to act as pilot-in-command of a Club aircraft a member must log at least one full hour of flight time and make at least 3 takeoffs and landings to a full stop in a Club aircraft of the same make and model, within the preceding of 90 days.

A mountain-flying checkout will be required for any member who wishes to take a Club aircraft to any airport with an elevation higher than 2,000 ft. MSL, or over mountainous terrain higher than 8,000 ft.

Flight Operations

Members are expected to exercise caution when starting or operating aircraft near other aircraft, vehicles or people. Members are requested not to drive or park their vehicles on ramp areas except temporarily to unload baggage. Club aircraft are to be taxied slowly; at a speed no faster that one could still stop with a loss of brakes, on all ramp areas, or at any airport. No member may taxi an aircraft through or into a tiedown. When parking an aircraft the pilot should stop on and parallel to the taxiway centerline and push the aircraft back into the tiedown using a tow bar, if provided. When two moving aircraft are on the same taxiway, and aligned in opposing directions the arriving aircraft is re-quired to shutdown and push back out of the way.

All pilots and passengers in Club aircraft must briefed and use all furnished restraining devices provided in the aircraft during takeoffs and landings.

Only the Warriors Flying Club approved flight instructor' may fly from the right seat, Flight Instruction students may apply for a right seat checkout during there instructional period.

No primary student touch-and-goes are allowed in Club aircraft on any runway less than 800m unless accompanied by a Club flight instructor.

Except in emergencies, operations on dirt, sod, or gravel runways - or at any air-port that is not listed in the AIP - requires prior approval by the Club Operator or the Club flight instructor. In addition, it is the responsibility of the member to obtain proper

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permission from the airport operator/owner prior to using any restricted or private use airport.

Commercial use of Club aircraft is not permitted. Members may not conduct "for hire" operations of any kind.

Operator:
Jan Prikkel

CFI / CFII
Mario L. Nienhuis

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