

High Flying Club Operating Rules

Revised December 2025

MEETINGS

Meetings are held in person and online on the third Saturday of each month at 9:00 AM via Zoom or at SMD, and usually last 1 hour. Members, potential members, and guests are encouraged to attend.

CHARGES/FEES

Flying Charges (4/2024)

Six 40784 75.00/hr. - dry
Arrow 2825K 75.00/hr. - dry

Dues (05/2024): \$200.00/month

Membership Deposit (12/2020)

Deposit: \$5,000.00 (12/2025). The deposit is payable in two installments.

A \$1,250.00 deposit refund is available after 40 months of membership. A member with less than 40 months of membership may receive a \$1,250.00 deposit refund if they identify a replacement member who meets all club requirements. (12/2025) **A late payment penalty** of 1% of the unpaid balance will be charged monthly to any member whose bill is not paid by the last day of the month.

Fuel: Add fuel after every flight, to the tabs for mains, and fill the tip tanks. If the six is not fueled properly when you take it, indicate clearly on the fuel receipt who is responsible for the bill, and note it in the logbook at the hangar to indicate how the charges should be reconciled at the end of the month.

DELINQUENT ACCOUNTS

All dues and flying charges are due by the end of the month in which a bill is issued. Failure to make payment by this time may result in forfeiture of flying privileges and membership. (8&9/91) If a member's bill is over one-half of his refundable equity and is over 30 days old, the membership is subject to forfeiture (including all equity) after a notice is mailed and if no suitable arrangement for payment is made within 30 days.

CLUB APPROVED INSTRUCTORS (04/2004)

Ron Dick 260-402-2923 rdick@embarqmail.com

A certified flight instructor approved by the club must conduct all dual flight requirements. If you wish to use a non-approved instructor, submit their name and qualifications at a regular club meeting for approval prior to using. The pilot in command (either you or your instructor) must meet the current club and insurance requirements for the plane flown. (See pilot in command requirements below)

FINDERS FEE (10/94)

(10/94) A\$50 finder's fee will be credited to the member's account for new member referrals resulting in membership.

NEW MEMBER/CHECK RIDE

Prospective members must submit an application before being presented to the club for approval. New members are required to take a "check ride" with a "club approved" instructor before membership is finalized.

PILOT IN COMMAND REQUIREMENTS (10/09)

To be eligible to fly any club plane a member must:

1. Have a current and valid Private, Commercial, or Airline Transport Pilot Certificate as required for the plane flown.
2. Have a Current and Effective Medical Certificate.
3. Meet all FAA regulations.

4. Satisfy the FAA's Flight Review Requirements.
5. Satisfactorily complete a check ride with a club-approved instructor.
6. Meet the club's and the club's Insurance policy requirements specifically as follows:

It is a condition of our insurance that when in flight the aircraft will be operated only by a pilot maintaining a private or more advanced pilot certificate who is a member of the named insured flying club and who has demonstrated to the named insured's appropriately certificated flight instructor the piloting skill required for the aircraft being flown. The club requires a minimum total pilot-in-command time of 150 hours. Further, the pilot in command must have:

- A) 25 hours in the same make and model being flown; or,
- B) 10 hours of dual flight instruction in aircraft of the same make and model being flown while accompanied by an appropriately certificated flight instructor.

SCHEDULING

The plane use must be scheduled before flight online at:

<http://www.Aircraftclubs.com>.

If a plane is scheduled for 4 hours or less, and is still in the hangar one hour after the sign out time, you can consider the reservation cancelled, however try to contact the member that has scheduled the plane before leaving. If the plane is scheduled for more than 4 hours, but is still at the field, departure may have been delayed due to weather at SMD or the destination. In this case you must contact the scheduling member before taking the plane. If the plane is still in the hangar after 24 hours, and you can not contact the scheduling member, you can consider the reservation cancelled. If you have scheduled and delayed your departure for more than a few hours, you should schedule a NEW departure time in order to extend the 24-hour period. If a flight is cancelled at any time for any reason, the scheduling member must cancel the reservation at <http://www.Aircraftclubs.com> immediately. If there is a standby reservation, please call the member that is on standby. (05/2004)

Each member is allowed to schedule the aircraft for a maximum of three active reservations at any one time, only two of which may include a day on the weekend. Total active reservations for any one member may not exceed 336 hours (14 days). (12/15/18)

With board of directors' approval, members may sign up for more or longer blocks than the above allows.

LOGGING TACH HOURS

Record the tach time before starting the engine and after the engine is shut down (at the hanger not while getting fuel). Before entering in log, make sure your tach time in is the same as the previous tach time out. If not leave a blank line in the log, and make a note. Otherwise, you may be charged for ½ the un-logged time.

AIRCRAFT COURTESY (6/96)

Fill the Six main wing tanks to the tabs and fill the tip tanks. After securing the plane, clean the interior, remove all trash or foreign objects, empty ashtrays, clasp seat belts over seat.

If your plans are changed, and you will not be using a plane you have signed out, cancel the reservation on line as soon as possible (even if the weather is poor, an IFR pilot may need the plane). If you are unable to return a plane when it is scheduled, consult online schedule and call any member that would be affected.

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MAINTENANCE PROBLEMS

Record all maintenance problems in the log and online and report to maintenance officer. If a problem exists that would prevent safe flight, be sure to leave a note in the plane that cannot be missed as to the problem, and place a squawk in the online schedule that the problem exists so that others do not sign out the plane. Make notations on the squawk board for problems the maintenance officer needs to know about. If there is a problem with the plane, check the sign out log on the Internet, and call anyone that has plane signed out in the near future. If a club plane cannot be returned to Smith Field when scheduled because of mechanical or instrument problems, contact the maintenance officer. The member is responsible for returning the plane when it can be returned. The club is not responsible for travel expenses incurred. The maintenance officer and board of directors will determine if the club will help in returning the plane to Smith Field.

OIL

The member using the plane at the time an oil change is due is responsible for notifying the maintenance officer to have the oil changed. Contact a maintenance officer if there are any questions.

Recommended Oil Levels

40784 9 quarts

Do not overfill.

Make sure the Engine Log book shows the oil change.

CLUB OFFICERS & BOARD OF DIRECTORS (9/2013)

		Cell
President	Ron Dick	402-2923
Secretary	Clifford Clarke	403-5855
Treasurer	John Ocken	312-1101
Maintenance	Ron Dick	402-2923

The Board of Directors consists of:

President, Secretary, Treasurer, Maintenance, Membership, previous year's President, and any other club member elected to the Board. Elections are held during the regularly scheduled October meeting. All members are expected to participate from time to time in club chores, either as an officer or otherwise.

FAMILY MEMBERSHIPS (4/98)

Family memberships:

1. Family Memberships will be allowed as long as they do not adversely impact our insurance or ability to recruit new regular members. For example, an increase in rates or reaching a limit on the number of insured pilots will be allowed.
2. Must be the spouse or dependent child of a current regular member.
3. Must be approved by a vote of the regular membership.
4. Additional equity balance and dues are not required.
5. Are encouraged to attend and participate in meetings and all club activities, but have no voting rights (1 vote per family).
6. May be terminated at any time by a vote of the majority of regular members attending a regular monthly club meeting.

PILOT CERTIFICATION and MEDICAL SHEETS

Initial check ride, medical, biennials must be documented and kept current.

INSURANCE

It is the responsibility of each member to comply with the club's current insurance policy. Policy copies are available upon request.

Check current policy to verify coverage in: Alaska, Canada, Mexico and Bahamas (Mexico requires Mexican coverage) well before going to these destinations. Additional area coverage is available on individual basis. Insurance is reviewed annually. For a copy of the current policy, contact the club's insurance agent.

SAFETY BOARD

In the event of an accident or incident that causes damage to any aircraft, other than normal wear and tear, the Board of Directors shall appoint a Safety Board to investigate the facts, conditions, and circumstances causing the damage and to recommend to the Board of Directors any action the Safety Board deems appropriate. "Damage to aircraft" would include any damage resulting from misuse or mishandling of aircraft during repositioning to or from a hangar, damage caused by children or any other visitors accompanying a member in or around Club property, or any other unusual damage.

The board of directors, upon review of the findings of the Safety Board, shall offer to all parties involved in the incident the opportunity for a hearing. After the hearing, or if such hearing is waived by all parties involved in the incident, The Board of Directors shall decide the financial responsibility. The decision of the Board of Directors shall be final.

The board of directors shall not impose financial responsibility on any one member if the damage is a direct result of mechanical malfunction. The Board of Directors may impose financial responsibility should a member be in violation of FAA Rules or Club Rules stated in either the by-laws or the operating rules. The party responsible shall be liable for the full amount of damage not covered by insurance.

The deductible accident clause payment will be the responsibility of the member pilot in the event of an accident unless the Safety Board finds the accident a direct result of mechanical failure of the aircraft or its components beyond normal control of the pilot.

LEAVING CLUB, EQUITY REFUND

Any member wishing to leave the club should provide a thirty-day notice in writing and return keys to the club treasurer.

MEETINGS (6/96)

The minutes of the meetings are the record of club decisions.

DISSOLUTION OF CORPORATION ASSETS (7/96)

The High Flying Club, Inc., herein referred to as the "Club", was incorporated September 12, 1972 as a Non-Profit Corporation. In the event of dissolution of the Club, all Club assets will be liquidated, if funds are available, all membership deposits due will be refunded. Any remaining assets of the Club will be given to charity as determined by the Board of Directors.