

FLIGHT RULES, Penn Yan Flying Club (2004)

- 1-PILOT RESPONSIBILITY** Every Member is responsible for exercising reasonable and prudent precautions to ensure the safety of all operations, whether or not required by a specific regulation.
- 2-RESERVATIONS** Flying time may be scheduled in advance. Reservations will be held for 15 minutes. Multi-day reservations are considered cancelled for all days unless used or rescheduled by noon on the first day.
- 3-CHECKOUT** The Pilot in Command of any PYFC aircraft must be a Member approved by a PYFC instructor. No Member may fly any PYFC aircraft until checked out, and the checkout recorded in PYFC records, by a PYFC Certified Flight Instructor (CFI).
- 4-NIGHT INITIAL CHECKOUT** No Member may act as PIC at night unless he has received an initial night checkout from a PYFC CFI who has entered the checkout in PYFC records. No Member is eligible for night checkout who has not logged at least 10 hours of cross-country time and 5 hours of night time since receiving a Private certificate and demonstrated competence in radio navigation under actual or simulated IFR conditions as part of the night checkout.
- 5-NIGHT LIMITS, NON-INSTRUMENT PILOTS** At night, pilots who are not both instrument-rated and instrument-current may not exceed a 60 NM radius from Penn Yan airport or use any airport, other than Penn Yan, which does not have an operating control tower.
- 6-RECURRENT TRAINING** No Member who has not accomplished the following, as applicable, and had each signoff recorded in PYFC records by a PYFC CFI may act as Pilot In Command or as a Flight Instructor in any PYFC aircraft:
- ALL PILOTS of more than six months membership: Within the last 12 calendar months attended a PYFC or FAA Safety Meeting. For this purpose, attendance at three PYFC Safety Sessions on regular meeting nights is deemed equivalent to one PYFC Safety Meeting.
 - STUDENT PILOTS—Current CFI signoff in make and model as required by FAR 61.87.
 - OTHER PILOTS—Within the last 12 calendar months, a Biennial Flight Review administered by a PYFC-designated CFI Per FAR 61.56 in an airplane.
 - RETRACTABLE GEAR—Within the last 12 calendar months, a proficiency check in a retractable gear aircraft.
 - TAILWHEEL AIRPLANE—Within the last 12 calendar months, a proficiency check in a tailwheel airplane.
 - NIGHT FLIGHT---Either: Hold an instrument/airplane rating and be instrument-current per FAR 61.31, or
 Within the last 12 calendar months, a night/instrument check as required for initial night checkout.
 - IFR FLIGHT—Within the last 12 calendar months, an IPC per FAR 61.56 by a PYFC-designated CFII.
- 7- FLIGHT INSTRUCTORS** Only holders of Flight Instructor certificates who are Active Members of PYFC and who have been recommended by the Flight Safety Board and accepted by the Board of Directors may act as instructors in PYFC airplanes.
- 8-FLIGHT PLANS** Flight Plans must be filed, activated and cancelled for any flight leg over 100 nautical miles, and for each leg of any Student Pilot solo cross-country flight, except when essentially continuous radar service is utilized.
- 9-OFF-AIRPORT LANDINGS** No pilot may land a PYFC landplane at any place other than an airport shown on a current federal or state aeronautical chart without approval of the Flight Safety Board. Approved landing sites will be posted.
- 10-CLUB BUSINESS** PYFC aircraft may be used for business pertaining to PYFC at the discretion of the President. Under such approval, the Member flying will pay half the normal hourly rate.
- 11-INITIAL FLIGHT INSTRUCTION** A prospective Member may receive up to 3 hours each time of flight instruction, but must submit an appropriate application and fee before continuing beyond that point, and must become a member before checkout or solo.
- 12-AIRCRAFT EXPENSES** PYFC will credit Members for the actual cost of fuel and oil purchased for PYFC aircraft on trips, provided that a sales ticket made out to PYFC is submitted. PYFC does not reimburse costs of parking, ramp fees, tiedowns, or hangar rent.
- 13-DAMAGE** Any accidental damage which grounds a PYFC aircraft must be reported to the Chairman of the Flight Safety Board and to the President of PYFC immediately. Discrepancies discovered in preflight must be recorded on the “Squawk Sheet”, both for correction and to properly assign accountability. Pilot financial responsibility for damage is defined in the Bylaws.