

Penn Yan Flying Club Flight Rules

Effective February 19, 2021

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. Members must obey Federal Aviation Regulations (“FARs”) at all times. PIC is responsible to determine that airworthiness requirements of aircraft are current and that all required documents are on board prior to any flight.

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 an Active Member of PYFC. Pilot must have logged an initial club check out in make and model and be approved to act as PIC by a PYFC instructor. No Member may fly any PYFC aircraft until checked out in make and model, and the checkout recorded in PYFC records, by a PYFC Certified Flight Instructor (CFI). No PIC of any PYFC aircraft shall operate that aircraft (solo) from the right seat unless checked out in the right seat, and such checkout recorded (and signed by the CFI) in the pilot’s logbook.

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 nighttime since receiving a Private certificate and demonstrated competence in radionavigation under actual or simulated IMC 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 the aircraft-based airport (KIUA or KPEO) or use any airport, other than the following airports: KGVQ, 5G0, 0G7, KIUA, KPEO or towered airport. Pilots must be signed off by a PYFC CFI for each airport of intended night landing.

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:

A successfully completed check-ride administered by a Designated Pilot Examiner in a Club aircraft shall equate to a flight review or proficiency check in that aircraft.

ALL PILOTS of more than six months of 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 or completed one WINGS credit online course is deemed equivalent to one PYFC Safety Meeting.

ALL PILOTS-If a pilot has not flown a PYFC aircraft in the previous 6 calendar months, the pilot must have a proficiency check with a PYFC CFI before acting as PIC.

ALL PILOTS-If a pilot has not flown a specific PYFC aircraft in the previous 12 calendar months, the pilot must have a proficiency check with a PYFC CFI before acting as PIC of that aircraft.

STUDENT PILOTS—Current CFI signoff in make and model as required by FAR 61.87.

OTHER PILOTS—Within the last 12 calendar months, a Flight Review in the Club’s most complex or TAA that the pilot wishes to fly 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 checks 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—No member may fly IFR unless, within the last 12 calendar months, they have logged an IPC per FAR 61:57(d) by a PYFC-designated CFII in the most technically advanced aircraft the pilot intends to fly.

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7-FLIGHT INSTRUCTORS Only holders of Flight Instructor certificates who are Active Members of PYFC and hold a current PYFC flight review 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, flight following utilized when available, and closed for any flight leg over 50 nautical miles for each leg of any Student Pilot solo cross-country flight, and any flight over 75 miles for all other pilots.

Any reservation and dispatch for a cross country trip exceeding 75 nautical miles will include the final destination airport being entered in the remarks of the currently used computerized scheduling system. (MyFBO)

9-NON-KPEO OPERATIONS

No pilot may land a PYFC landplane at any place other than an airport shown on a current US published aviation charts without approval of the Flight Safety Board. Approved landing sites will be posted.

No member may take a PYFC aircraft outside of the continental US without prior permission of the BOD. Certain permits and licenses that may be required are at the responsibility and expense of the pilot. Flight over Canadian airspace, with no intention of landing, does not require BOD approval.

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. No club aircraft may be used to generate income.

11-INITIAL FLIGHT INSTRUCTION-- A prospective Member must submit a membership application (marked provisional) and fee paid and then may receive up to 3 hours of tach time flight instruction.--A Prospective Member must mark the application for Active Membership application and fee paid to PYFC before continuing beyond 3 hours of instruction and must become an Active Member before checkout or solo.

12-AIRCRAFT EXPENSES PYFC will credit Members for the cost of fuel used to calculate the rental rate at PYFC and oil purchased for PYFC aircraft on trips, provided that a sales ticket with the PYFC tail number is submitted. PYFC does not reimburse costs of parking, ramp fees, tiedowns, or hangar rent, or any cost not associated with the direct operating cost used to calculate the aircraft rental fee.

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 in MyFBO as a "Squawk", both for correction and to properly assign accountability. Pilot financial responsibility for damage is defined in the Bylaws.

Definitions:

BOD refers to the Penn Yan Flying Club Board of Directors

FSB refers to the Penn Yan Flying Club Flight Safety Board

PIC refers to Pilot in Command

PYFC refers to Penn Yan Flying Club

CFI refers to Certified Flight Instructor

ATC refers to Air Traffic Control

FARs refers to Federal Aviation Regulations

IPC refers to Instrument Proficiency Check

IMC refers to Instrument Meteorological Conditions

IFR refers to flight in the air traffic control system with an activated instrument flight plan.