



Nelson Aero Club

THE NELSON AERO CLUB (INC)

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 Website: www.nelsonaeroclub.co.nz

APPLICATION/RENEWAL OF MEMBERSHIP

I hereby make my application for/or to renew a membership of the Nelson Aero Club (Incorporated), subject to the Conditions and Rules of the Club as stated.

PERSONAL DETAILS									
Title:									
Family Name:									
Given Name:									
Date of Birth:		Application Date:		Weight in Kg:					
Postal Address:									
Contact Details:	Home:			Business:					
	Mobile:								
	Email:								
EMERGENCY CONTACT									
Name:					Email:				
Mobile:				Address:					
Home:									
PREVIOUS FLYING EXPERIENCE									
Total Flight Time			Cross Country		Night		IFR		
	Fixed	Rotary	Fixed	Rotary	Fixed	Rotary	Fixed	Rotary	
Dual									
Pilot in Command									
I hold a PPL/RPL/CPL/ATPL		I have Ratings for:			Medical Expiry Date:		BFR Renewal Date:		
FLYING INTEREST									
What areas of Flying interest you?									
Private Licence		Recreational Licence		Technically enhanced Aircraft rating					
Night Flying		Mountain Flying		Club Competition Flying					
Aerobatics		Tail Wheel rating		Other (please state):					

In signing this registration form I undertake to pay all fees and charges as they become due.

I am aware that my liability for Subscription continues until I submit my resignation in writing.

I consent to the collection of the attached details by the Nelson Aero Club Inc for the purposes of a membership record and for it to retain use and disclose these to persons and organisations for purposes acceptable to the Nelson Aero Club Inc. We acknowledge our right to access and correction of this information this consent is given in accordance with the Privacy Act 2020.

I confirm that I have read, understood and accept the conditions and rules on this application form.

I confirm that I have read, understood and accept the conditions and rules in the Nelson Aero Club Standard Operating Procedures (SOP's).

Signed Date

If you are under 18 years of age the signature of your Parent or Guardian is required below:

Parent/Guardian Signed: Phone No

Once your application has been approved, you will be invoiced for the subscription fee of \$120 for a Full Member or \$0 for a Youth Member (under 18 years of age). Payment is to be made by Eftpos at reception or by Direct Credit to our Bank. Credit card payments incur an additional 3%. Fees paid after 31st May will be charged pro-rata for the full and part months of membership remaining until 1st January when the full \$120 must be paid and will cover membership through until end March the year following.

NELSON AERO CLUB RULES AND STANDARD OPERATING PROCEDURES

In addition to applicable legislation contained in the Civil Aviation Rules and NZAIP, in relation to safe, approved and proper aviation practices, the following Rules and Standard Operating Procedures apply to all operations originating at the Nelson Aero Club.

BOOKINGS AND PAYMENT

- The pilot agrees to pay the appropriate flying fee, landing fees and instruction fees within 3 working days of invoice by Eftpos, or direct to the Club's account 06-0705-0003770-00. If any fees in excess of \$100 are outstanding at any time, no further flight will be approved.
- If bookings have been made and approved and are not cancelled by 5pm on the day prior to the flight, a 30% fee of the total anticipated for the booking will be invoiced and paid.
- If a plane is booked and a flight has been approved for an overnight period, a minimum charge of \$250 + GST per day is agreed to be paid.
- All flights must be booked through the GOBOKO App.

CLUB MEMBERS/PILOTS

- No business or instruction may be undertaken by a member in opposition to the Club.
- The pilot in command must be a current financial member or approved Instructor of the Nelson Aero Club. Club insurance is otherwise nullified.
- The pilot must be legally entitled to fly the plane and must have:
 - A current and valid licence/certificate/BFR and Medical
 - A valid type rating issued under either Part 91
 - Instruction must only be carried out by a CAA qualified Instructor approved by the Chief Flying Instructor as a Nelson Aero Club Instructor.
- In the case of student pilots, **all** flights must be authorised and the Sign-Out Form signed by an instructor.

In the case of licenced club members, the authorisation on the Sign-Out Form can be signed off by themselves. If in doubt about conditions, or any other advice is wanted, don't hesitate to discuss with an instructor before the flight. This self-authorisation can be withdrawn at any time by the Chief Flying Instructor.
- All flights must be Flight Followed by either an instructor or person who is aware of the procedure to be followed if a flight does not return at the expected time (see next bullet point). A copy of the flight following procedure is in the office and can be photographed to send to the flight follower if required. Details of the flight follower must also be filled in on the Sign-Out Form.
- Examples of the Flight Following Procedure include, but are not limited to: Nelson Aero Club Flight Following Sign-Out Sheet, Airways VFR Flight Plan, ATC, SARTIME, Get Home Safe, a similar app or ADSB tracking with another pilot/family member/freind.
- The Sign-Out Form is in the office and **must** be filled in before any flight.
- The pilot agrees to operate the plane within the law and according to all applicable rules and best practice.
- The pilot agrees to accurately record his/her flight time (Hobbs/Tacho meter reading) in the flight record or online and any significant defects in the Tech Log, and to notify the Club of any defects or other maintenance issues.

GENERAL GROUND RULES

1. Access

- No unauthorised access to hangar, apron, airside or bar areas.
- Visitors/Passengers to be accompanied by a licenced pilot whenever airside.
- Gates either side of the Club hangar to remain closed.
- No children unless closely supervised.
- No unrestrained animals.

2. Aircraft Movements

- No plane is to be taxied onto the tar-seal or concrete apron.
- If the apron is busy, keep clear.
- Propellers-
 - Always pass behind an aircraft with its engine running or beacon light flashing.
 - Make eye contact with the pilot of any aircraft before approaching.
 - Propwash can dislodge glasses, hats and handheld equipment.

3. Hangar

- Aircraft wings, flaps, tails and propellers have sharp edges. They are easily damaged and can also damage you! Take care.
- Aircraft in the hangar are not to be moved without the express approval of either the Chief Flying Instructor, Club Instructor or the aircraft owner.
- Motorised equipment used to move larger planes must only be used with the approval of the Chief Flying Instructor or aircraft owner.
- No smoking in the hangar – plane fuel tanks can be full

4. Use of Club Equipment, Premises and Aircraft Requirements

- The aircraft is insured for damage to the hull and for third party liability. The Pilot in Command accepts liability for any fines, fees and damage or third-party liability, not covered by the Club's insurance, and in particular the insurance excess of \$1,500 + GST.
- Landings/take-offs from unlicensed aerodromes or other places are prohibited, unless authorized by Chief Flying Instructor.
- The plane is to be returned from use clean, both internally and externally.
- Planes are to be left with control locks in place, tied down and secured, unless approved by the Chief Flying Instructor. Control Locks should still be used if the aircraft is hangered. No preflights should occur while the aircraft is inside the hangar.

GENERAL FLIGHT OPERATIONS

- No flight is to be conducted lower than 1500 feet AGL, unless authorised, exceptions include normal take-off and landing procedures, FLWOP and properly authorised low flying in a designated Low Flying Zone.
- All solo aircraft conducting FLWOP practice must go around at no lower 800ft AMSL over the Lower and Upper Moutere valley floor.
- All Cross-country flights must be properly planned using the latest available Meteorological information which has been obtained from the New Zealand Meteorological Service.
- No pilot is to enter Instrument Meteorological Conditions unless he/she is the holder of a current Instrument Rating and is flying a serviceable, fully-equipped IFR aircraft with the specific approval of an instructor.
- All daytime flights must be planned to terminate not less than thirty minutes prior to published Civil Evening Twilight unless a Night Rating is held.
- No manoeuvre or exercise, aerobatic or otherwise, in which a pilot has not been fully briefed, instructed and fully cleared to the satisfaction of the Chief Flying Instructor, is to be attempted. Passengers must not be carried on any aerobatic flight without the express permission of the Chief Flying Instructor.
- No aircraft is to formation fly with another aircraft without the express permission of the Chief Flying Instructor. Note: The Nelson Aero Clubs definition of formation flying is any aircraft within 2 nautical miles and/or 500ft of another aircraft except within a circuit and using normal circuit procedures.
- No aircraft is to be flown in any manner which causes or could be likely to cause an incident or accident. No aircraft is to be flown in a manner which may cause undue distress to passengers, any other aircraft or any person or animal on the ground.

AIRCRAFT REFUELING

1. Aircraft Refueling Procedures

- A fire extinguisher is stationed by the fuel pump.
- No passengers on board while refueling.
- Earth wire must be attached to prevent static sparks.
- No smoking, using cell phones or other electronics whilst refueling.
- Deposit drained fuel onto concrete or into the container provided. Do not dispose of fuel on grass or asphalt.
- Ensure fuel cards are not left on pumps or forgotten on cross country flights. They must be returned to the key-ring pouch. Do not clip the cards to the tacho sheet or leave in the sun, as it can damage them.
- After refueling do not leave aircraft parked in the vicinity of the pumps
- After a flight if required, it is the responsibility of the pilot to either fill the tanks for a minimum of 2 hours flight or to full. On completion of the last flight of the day there should be a minimum of 50lts in the C152 and 80lts in the C172. This reduces the likelihood of condensation occurring in the tank.

2. Aircraft Oil

- Only "50W-50" (C-172) or "W100" (C-152) are approved for use in Aero Club aircraft. Oil levels in Cessna 152 aircraft must be kept between 4.5 and 5.5 litres and in the C172, between 6 to 7.5 litres.
- Supplies of aircraft oil can be found in the hanger.
- Ensure any fuel and oil used is recorded on the tacho sheet, in the appropriate column. This allows the Aero Club to keep track of aircraft oil usage.