

# NELSON AERO CLUB      Conditions and Rules of Membership

## 1. Access

- No unauthorised access to hangar, apron, airside or bar areas.
- Visitors/Passengers to be accompanied by a licence 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. Re-Fuelling

- No passengers on board while refuelling.
- Earth wire to be attached to prevent static sparks.
- No smoking, using cell phones or other electronics whilst refuelling.
- Deposit drained fuel onto concrete or into the container provided.
- Do not dispose of fuel on grass or asphalt.
- No smoking in the hangar – plane fuel tanks can be full

## 4. General

- 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 Committee or the aircraft owner.
- Motorised equipment used to move larger planes must only be used with the approval of the Committee or equipment and aircraft owner.

## 5. Use of Club equipment or premises and flying Club operated aircraft

- 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 or Part 149
    - Instruction must only be carried out by a CAA qualified Instructor approved by the Committee as a Nelson Aero Club Instructor.
- The pilot must have been checked out or approved by a Nelson Aero Club appointed Club Instructor. This approval can be withdrawn at any time.
- Each flight must be approved before taxi or take-off by a Club Instructor. The approval must be recorded in the Club flight book, diary or on-line booking system.
- 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 \$1,000 + GST.
- 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 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.
- If required, the plane is to be topped up after flight with Avgas to a minimum of 40 litres.
- 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 a Club Instructor or the Committee.
- 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 9am on the day of 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.

.....Signed by the Applicant