

## **DRAFT Operating Rules of the Matamata Aero Club**

Whoever wants to fly a MAC owned plane agrees to the following:

1. The pilot in command must be a current, financial member of MAC. (The plane is not available for general hire.)
2. The pilot must be legally entitled to fly the plane and must have
  - a. a valid license/certificate,
  - b. a current BFR,
  - c. a current medical, and
  - d. a valid type rating issued under either part 91 or 149.
3. The pilot has been checked out and approved by a MAC committee appointed check-pilot (currently Rainer K). This approval can be withdrawn at any time.
4. Each flight must be approved prior to take-off by one of the committee appointed approvers (currently Anna D, Rainer K, Case G). The approval is recorded prior to flight in a book or on-line.
5. The aeroplane is insured for damage to the hull and third party liability. The pilot in command must accept liability for any fines, fees, and damage not covered by the club's insurance, in particular the insurance excess of \$1,000.
6. The pilot agrees to operate the plane within the law and according to all applicable rules.
7. The pilot agrees to accurately record his/her flight time (Hobbs meter reading) in the book or on-line and to notify the maintenance contact (012 910 185) of any defects or other maintenance issues.
8. If required, the plane is topped up after flight with 95 octance Mogas (or Avgas if away from MA) to have a minimum of 40 liters on board.
9. The pilot agrees to pay the appropriate flying fee within 3 working days into our flying account 38-9015-0170169-02. If any fees in excess of \$200 are outstanding at any time, no further flight will be approved.
10. If bookings have been made and approved and are not cancelled by 8:00am on the day of flight a fee of -tbd- is charged.
11. If the plane is booked and a flight has been approved for an overnight period, a minimum flight charge of -tbd- is expected.

How to get a rating:

Part 61: PPL pilots get their rating from a GA instructor who is eligible to issue a rating on the particular microlight type under Part 91 rules. The rating is recorded with CAA.

Part 149: Microlight pilots get their rating from a microlight instructor who is eligible to issue a rating on the aircraft type under Part 149. The rating is recorded with the relevant microlight organization (SAC cost \$0).