

DHESC Flying Section : Rules of Operation

Issue 37 – 17 April 2025 : Add HSM as Check Pilot : Filename Rules37

Part A - General

- 1) The by-laws of the De Havilland Employees' Sports Club (DHESC), especially Article 9, apply to the Flying Section. One purpose of the Flying Section is to give its members the opportunity to learn to fly (when possible) to obtain a Private Pilot Licence or a Recreational Pilot Permit. Flying by licenced pilots is also encouraged. Some advanced training may also be possible. Any aeroplane owned or operated by the Flying Section may be flown only by members of the Flying Section or by an authorised Flight Test Examiner.
- 2) The Section Executive Officers must be members of the Section, and are elected by the members for a term of 1 year. The Flying Instructors and the Chief Maintenance Engineer (CME) are not elected by the members, but they are members of the Executive. The Flying Instructors (as a group) have only one Executive vote.
- 3) The Flying Section Executive is responsible for all Section rules. Any rules which affect flight training must be acceptable to the Flying Instructors. A current, dated, copy of these rules must be kept in the club aeroplane. All previous Flying Section rules are superseded by this document.
- 4) Flight training shall only be provided by members of the Flying Section who hold the appropriate qualifications.
- 5) All Flying Section members must be current members of the DHESC, and must have completed the DHESC-FS Release from Liability Form.

Part B - Flying Section Administration and Fees

- 1) To become a member of the Flying Section, the annual Section fee must be paid. The only exception to this rule is that Aircraft Maintenance Engineers (AMEs) or apprentice AMEs who are enrolled by the CME to work on the aeroplane, and who do not fly the aeroplane, shall be entitled to Section membership without payment of the Section fee. AMEs & apprentices must be members of the Sports Club.
- 2) When fuel (or oil) is purchased for our aeroplane, any receipt(s) should be given to the Section Treasurer and then these expenses will be reimbursed. All other fees incurred on any trip (eg landing fee, hangarage) are normally the responsibility of the pilot in command (PIC) with no reimbursement.
- 3) The annual Section fee, the hourly rental rates for the aeroplane and the remuneration paid to officers of the club, AMEs and Flying Instructors, are all determined by the Flying Section Executive Committee.
- 4) Any FS member who flies as PIC in the club aeroplane at Brampton must be a member of the Brampton Flying Club (BFC), as an Associate or Family Associate.

Part C - Flight Operations

- 1) A licenced pilot who has not flown as PIC for 12 months in a Flying Section aeroplane, OR who has not flown as PIC for a period of 30 days, must have a checkout flight before flying as PIC in a Flying Section aeroplane. The 30 days limit changes to 60 days for licenced pilots with more than 100 hours of total flight time, and changes to 6 months for designated Check Pilots, and changes to 12 months for Flying Section Instructors (with FIR). Currency Transfer :- PIC flight time on any C-172 counts for currency on our C-172M. A Flying Section Instructor may rule, in individual cases, that PIC flight time on other specific types is acceptable for retaining currency on our C-172M. Our insurance policy now does not cover pilots over 70 years old flying PIC, except by specific approval from the insurer prior to flight, and so pilots over 70 must not fly PIC in our aeroplane unless this approval has been obtained (through the FS Executive) and insurance is in effect.
- 2) Checkouts shall be provided by a Flying Section Instructor; or by a CPL holder who is approved as a Check Pilot by a Flying Section Instructor and approved by the Executive. For more information on checkouts contact -

Check Pilots	Ben Beale	437-245-6272 (work)	905-775-8777 (home)	289-231-4189 (cell)
	Bruno Marchesan	416-373-5038 (work)	905-605-2773 (home)	647-200-9875 (cell)
	Hal Sabeti-Mehr			647-876-0957 (cell)
Instructors	David Lye			416-802-7922 (cell)
	Tiago Dos Santos	416-271-7393 (work)	905 417-5890 (home)	416 669-9037 (cell)

- 3) Aeroplane bookings for training and recreational flights are made on a "first-come first-served" basis. A training flight shall not take priority over any other booked flight, except in the case of a Flight Test. Except for PPL & RPP training, a pilot may not at any time have more than 3 bookings for future flights; only one of which may exceed 5 hours (or overnight).
- 4) Any booking by a licenced pilot, except for VFR flights within Canada for periods of 5 hours or less, requires the specific approval of a Flying Section Instructor. See separate policy note (FLTOK-2024) for details.
- 5) If you add oil, note this on the Oil Consumption Log, which is kept in the Tach Sheets binder.
- 6) If you find that our aeroplane is not airworthy, due to a physical snag, enter the snag in the Journey Log. Also, make an entry in the online Status Log, which will automatically inform Alan Vincent, our Chief Maintenance Engineer (CME) & others. If you wish, call Alan as well (home 416-445-1418, cell 647-216-7291).
- 7) If you find a defect, but you are sure that it does not make the aeroplane unserviceable for day VFR flight (eg bulb blown, interior trim damage, defect in non-essential instrument) then simply note the problem on the Tach sheet, and the online Status Log, to inform the CME. If in doubt follow procedure of (6) above.
- 8) Before flight, the PIC should check that the radio works properly. Brampton has an ATF on 123.3 with a UNICOM in operation most of the time. If the UNICOM is closed, broadcast to traffic.
- 9) If a pilot is delayed in returning to base, and will exceed the period booked, the pilot should, if possible, arrange for the online booking system to be updated.
- 10) Before night flying as PIC in our Flying Section aeroplane, a pilot must have had a night checkout. For night currency, a pilot must have flown at night (PIC or checkout) in the previous 6 months. For Check Pilots this time limit is 12 months, and for Flying Section Instructors (with FIR) it is 5 years. Pilots must of course also comply with rule C-1 above.
- 11) The Pilot in Command is responsible for making the appropriate entries in the Journey Log and Tach Sheet.
- 12) Always secure the aeroplane properly after flight, using control lock, pitot cover, chocks and ropes. The tiedown location is very exposed to the wind, and damage can result if the aeroplane is not secured properly.
- 13) In the event of an "off-airfield" precautionary landing or forced landing, the first priority after landing is the health & safety of all involved. Second priority is the security and safety of the aeroplane (mixture lean, fuel off, mags off, key out, master off). Then, phone the CME, or one of the Instructors, to report the situation, see Items (2) & (6) of this Part for phone numbers. If the aeroplane is damaged, a written report will be required.