**BOOKING CSFC AIRCRAFT FOR OVER-NIGHT TRIPS**

**RULES AND PRINCIPLES**

We on the CSFC Board encourage our members to take advantage of the privileges available from their pilot licence. Going further afield to places not so readily accessible by other means and staying overnight is one advantage of the coveted PPL. However we have responsibility to ensure equitable availability across the whole membership, plus for our friends in Skytrek. Hence we place some limits on over-night trips as follows.

1. In any one calendar year we will normally limit such trips to 10 nights in total. Those can be single or multiple nights up to one long duration expedition for the full 10 nights. Agreement to any such trip is on a first come, first served basis and is at the discretion of the CSFC Board.
2. In every case you must initially seek authority from the Board. Initial contact can be via Brian (our CRI) Ken (treasurer) or Tom (membership).
3. Assuming we give the go-ahead you must also check with Skytrek who may have their own reasons for wanting to limit/deny your request. If so we may intervene on your behalf BUT because of the mutual respect and cooperation we need to maintain with Skytrek, we may not push to overcome any Skytrek limitation/refusal.

Once a trip is authorised the following rules apply.

1. We expect a minimum of two tacho hours to be flown for each weekday of the booking and three for each weekend day or public holiday. Those amounts will be invoiced before the trip and must be paid before the aircraft will be released. Hours above the minima will be invoiced as normal after the trip.
2. For a single overnight booking we will usually invoice at our normal “wet” rate for the membership category of the pilot(s) – standard or gold. The hirer/pilot should ensure any fuel purchased away from Rochester has CSFC on the invoice, as that is needed before we reimburse the pilot/hirer. On longer bookings we will normally use a “dry” rate agreed at the time and based on the then price of fuel at Rochester. For “dry” rentals we will use the tech log to assess the amount of fuel needed to bring the tanks back to the level at the start of the trip and invoice (or refund) the hirer appropriately.
3. It is the hirer’s responsibility to fit in with hour-based maintenance checks. For example if, after a booking has been accepted, a 50-hour check becomes due such that the booking needs to be changed, neither CSFC nor Skytrek is liable for any costs or disruption incurred. Furthermore it is the hirer’s responsibility to take account of the hours being flown during the trip such that the next check is achieved on time.
4. Any unexpected maintenance required during the trip must first be reported to CSFC (Brian) OR Skytrek and the action to be taken agreed first with Brian/Skytrek. Unless the issue arose from an action of the pilot, the cost of the maintenance/repair will be borne by CSFC. However that is the limit of CSFC liability and although Board discretion will be used, it is possible that the minimum (2 or 3) tacho hours per day will still be applied.
5. If the planned return is delayed by weather or other factors outside the pilot’s control, CSFC will use its discretion and may waive the minimum tacho hours for the extra/delayed days. As soon as it seems likely that a delay will occur, contact CSFC (Brian) or Skytrek. Please do NOT allow “get-home-itis” to win if flight safety might be compromised.