

OPERATIONAL RULES OF THE BDX GROUP

EDITION 1 – JUNE 2017



INTRODUCTION:

1. The Druine Condor EI-BDX is owned by the Brian Douglas Trust.
2. The aim of the Brian Douglas Trust is to operate the Rollason Condor, EI-BDX for the promotion of recreational flying, the educational benefit of aviation and to preserve the aircraft for the enjoyment of future generations of pilots.
3. The aircraft is registered to the Brian Douglas Trust/BDX Group. Trustees: - John Finnan – Noel Maher – Maria O’Dwyer - Charles O’Shea – Aidan Power. The Trustees operate the group in accordance with the aims of the Brian Douglas Trust.
4. The BDX Group’s chief pilot is the CFI of the Wexford Flying Club based at ILAS field, Peter Tawse.
5. The Aircraft is a factory built, NON EASA (Annex 2) aircraft, operated on a Flight permit administered by the Irish Light Aviation Society (ILAS).
6. The aircraft is based at ILAS field (EIIIF).

MEMBERSHIP OF THE BDX GROUP

7. Persons wishing to apply for membership of the BDX Group are required to be members of the Irish Light Aviation Society (ILAS) and in good standing.
8. Membership of the BDX Group is at the discretion of the Trustees of the Group and no explanation is required or will be given for acceptance or refusal.
9. Membership of the group is for the Calendar year and members accept liability for an equal share of the excess on the insurance policy in the event of a claim being made for an event that takes place during that calendar year.
10. Members of the BDX Group agree to operate the group's aircraft in accordance with the aims of the Brian Douglas Trust.
11. The rules of the BDX Group will be reviewed from time to time based on operating experience.

BOOKING SYSTEM & RECORD KEEPING & PAYMENT FOR FLYING

12. The aircraft shall be booked via the website www.goboko.com. The minimum booking slot is one hour and the aircraft should be on the ground 10 minutes before the end of the booked slot.
13. All flights must be 'booked out' on the sheet provided by ILAS in the clubhouse on the airfield. In addition, arrival times should be added to this record on return. It is important to record the number of movements in this record (A movement is a take-off or a landing).
14. All flights must be recorded on the technical log kept in the aircraft. Please also record the quantity of fuel and or oil uplifted. Defects are to be recorded in the tech log and reported by mobile or text message to the group's chief pilot, Peter Tawse on 087-1255241.
15. The cost of flying is calculated from the tach time by moving the decimal point two places to the right. Tach time of 0.68 = €68. You may record off blocks to on blocks times for your log book. Payment is either by directly lodging to the groups bank account (Wexford Flying Group IBAN IE04 AIBK 9334 1423 065027) or by cash/cheque placed in the groups safe (please include the amount paid, flight No and your name on the envelope provided). Start tach time is the finish time entered for the previous flight.
16. Where fuel and or oil is uplifted away from ILAS, the group member should retain the receipt and return it with payment for the flight. The cost of fuel and or oil uplifted in this manner may be subtracted from the cost of the flight.

OPERATING RULES OF THE BDX GROUP

17. The group's aircraft will be operated in daylight, visual meteorological conditions and in sight of the surface at all times. No flight over unbroken cloud or beyond gliding distance from land.
18. The aircraft will also be operated in accordance with the conditions and limitations specified in the flight permit which will be kept on board the aircraft.
19. The A Check (pre-flight at the beginning of any day's flying) will be recorded in the notebook provided in the aircraft.
20. The group's aircraft will be operated in accordance with the flight manual but in any case may not be operated in surface wind strengths in excess of 20kts. The demonstrated maximum crosswind component is 12kt.
21. The pilot in command of the group's aircraft must be a member of the BDX Group and have authorisation from the Chief pilot for the operation of the aircraft. A list of members authorised to fly the Condor will be kept in the aircraft.
22. Members are required to ensure that they have provided the chief pilot with details of their current pilot licence and aviation medical certificate before acting as pilot in command of the group's aircraft.
23. FLIGHT FOLLOWING: ILAS field is an unmanned airstrip and therefore the pilot in command shall send a text message to the airfield co-ordinator Aidan Power 087-6765207, before departure from and on arrival back at ILAS field. Departure details to include: Pilot in command - POB¹ - Destination - ETA back at ILAS. Arrival message to include: Pilot in command – ATA at ILAS. In the absence of an arrival message, the airfield co-ordinator will initiate action for a missing aircraft no later than 30 minutes after the ETA at ILAS field.
24. The Pilot in command will occupy the left hand seat unless s/he holds a valid flight instructor rating including authorisation from the Chief pilot to act in that capacity in the group's aircraft.
25. A member of the BDX Group who has not flown an SPA², SEP or TMG within the preceding 90 days will require re-authorisation from and possibly a check flight with the group's chief pilot.

¹ POB People on board

² SPA Single pilot aircraft – SEP Single engine piston – TMG Touring motorglider

26. The group's aircraft may be used for flight training including type familiarisation, tailwheel difference training and refresher training.
27. A member of the BDX group, authorised to operate the aircraft, may bring a guest as a passenger. A member intending to carry a passenger under the age of 18 will require the signed permission of the parent/guardian.
28. All members are required to sign for their copy of the pilots notes and to operate the aircraft in accordance with the procedures contained within that document. However intentional spinning is not approved unless accompanied by an instructor authorised by the chief pilot.
29. The group's aircraft operates using AVGAS and W80 engine oil.
30. The aircraft will normally be left in the hangar with full fuel. 4 x20 litre Red Gerry cans clearly marked with the aircraft registration are provided, should the aircraft require refuelling during any given day.
31. The pilot in command should ensure that there is always a reserve of 3.5 imperial gallons or 15 litres remaining in the tank on landing. A realistic endurance from a full tank, before considering diversion or reserve fuel is 90 minutes flying time.
32. The payload available with a full fuel load is 183kg (403 lb). A total of 28 stone between the two seats assuming no baggage.
33. The aircraft will not be operated from a runway of less than 550m length. Note: The aircraft may require more than 550m in some circumstances and it is the pilot's responsibility to calculate the required distance to ensure take off can be achieved with an adequate safety margin.
34. Group members are reminded that the aircraft is not equipped with a transponder and therefore cannot be guaranteed access to Controlled Airspace (CTR/CTA).
35. Any licensed airfield may be visited subject to a runway length (or TODA) of 550m or more.
36. Use of unlicensed airfields/airstrips is restricted to the following unless specifically approved by the group's chief pilot: ILAS field – Kilrush Airfield – Ballyboy Airfield – Navan Airfield. This list will be reviewed at regular intervals. Suggestions welcome from group members.

EMERGENCIES:

37. In the event of an accident or incident involving the Condor EI-BDX, the pilot in command or if s/he is unable, then the operator shall contact the Irish Air Accident Investigation Unit – 01-6041293 or 01-2411777. If possible the pilot in command will also text Aidan Power (Trustee & ILAS field co-ordinator) on 087-6765207 or the Group's Chief Pilot Peter Tawse on 087-1255241.
38. In addition to legally mandated reporting of accidents/incidents to the AAIU, it is an ILAS and IAA requirement that such accidents/incidents involving an aircraft under ILAS control must be reported to a member of the ILAS Committee at the earliest possible opportunity, and thence to the IAA within 72 hours by the Chairman, Permit Secretary or Honorary Secretary.
39. In the event of a forced landing in a field the incident should be reported to the group's chief pilot, Peter Tawse on 087-1255241. The aircraft may not be flown out of the field without the specific approval of the group's chief pilot.