



MID ISLAND FLIGHT SCHOOL

SINCE 1946 - A DIVISION OF MID ISLAND AIR SERVICE, INC.

\$60 STUDENT PILOT FLIGHT RULES

1. All Students are under the direct supervision of Mid Island Air Service's instructors. All students must receive dual every 30 days and must have a current solo endorsement in their log book within the proceeding 90 days in order to fly solo.
2. Instructor approval must be obtained prior to any student solo flight, and a logbook endorsement must be made by an instructor prior to each solo cross country flight. The student must carry his/her logbook and student pilot certificate/medical on each solo flight.
3. Solo flight will be allowed to depart when surface winds are less than 22 knots and forecast to remain less than 22 knots for the entire solo flight. Visibility must be at least 3 miles for local solo flights and at least 7 miles for cross-country solo flights at the departure airport, enroute, destination airport and for the return flight. The crosswind component is not to exceed 12KTS. (SportStar Xwind 5KTS, surface 15KTS max).
4. Dual flights will be allowed in the pattern when the visibility is at least one mile and at least 3 miles for out of pattern flights. Dual flights will be allowed to depart when gusty surface winds are less than 25 knots.
5. Prior to taxiing on the ramp or taxiways, the student will determine that the taxi paths are clear of obstructions. Prior to leaving the ramp area, radio contact is to be established on the proper ground frequency. Taxi speed will not exceed 10 MPH.
6. Students will familiarize themselves with the locations of ramp fire extinguishers so that in case of a fire upon starting the engine, a quick extinguishing can be accomplished.
7. When an aircraft has made an unscheduled landing on or off airports, the student will call Mid Island's base dispatcher for instructions prior to departure.
8. All pre-flight discrepancies will be reported to dispatch for corrective action prior to departure. All other discrepancies will be noted in the aircraft flight log.
9. All aircraft will have gust locks in place or control wheels strapped and aircraft firmly tied down when not in use. Rudder gust locks will also be used.
10. One hour of fuel reserve is necessary for local and cross-country flights.
11. The student will exercise conscientious and continuous surveillance of the airspace in which the airplane is being operated, to guard against potential air collisions. In addition to "see and avoid" practices, he or she is expected to use VFR advisory service at non radar facilities, airport advisory service at non tower airports or FSS locations, and radar traffic information service, where available.
12. Flying below minimum safe altitudes as outlined in FAR91.119 A, B and C, is prohibited.
13. Practice area will be that airspace within a radius of 10 statute miles of the base airport, excluding the airspace within Class C or D airspace. Flight maneuvers assigned by the instructor will be performed within the approved practice areas only.
14. All stall maneuvers will be performed at an altitude of not less than 3,000 feet AGL and only after performing clearing turns.
15. All aircraft shall be flown at power settings 65% or less as determined by the proper power chart for the particular aircraft and altitude, expect for take-off and climb out.
16. All landing and/or parking fees will be the responsibility of the student pilot during their solo cross country flights.
17. Students are expected to purchase fuel at all destinations on their cross country flights. Receipts will be turned into dispatch upon return and the flight billed out dry.
18. Students will file a flight plan for all cross country legs even if using flight following.
19. Students are expected to show up for their lessons, rain or shine, unless notified by their flight instructor or dispatcher. Failure to cancel lessons 24 hours in advance or a no-show will result in a charge equal to one hour of ground.

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