

MOUNTAIN LAKE AERO

CLUB RULES

1/11/18

PURPOSE: If we were nazi-authoritarian wanting to be your parents, we would not explain the reasons for the rules! But, explanation is part of the learning process. Like any flight club for larger aircraft, we must have rules.

There are rules on your allowed operational areas, weather minimums, allowed maneuvers, and our own inspection of your safety and attitude (PENDING)

Due to its overlap with X-Sports and fun in high performance flying along with being an unlicensed FAR 103 category where just about anyone can start flying, PPG does have its bad apples and reckless cowboys. The ultralight industry has historically had that cowboy culture, but professional and safe aviation has no room for such people.

Just because you can fly in a certain manner and have minimal regulation does not mean reasonable rules can be thrown out.

Our rules are truly for your own safety and longevity in flight. Not one more rule than required is formed here. There is always a reason behind one.

Good relations with airports and locals, police, not annoying residents on low flight, and mostly in being your mother hen is the purpose for altitude, area, and time restrictions.

We know that your first couple hundred hours of pilot development are also the most dangerous. Young pilots are usually humble and the safest, or so are the very old ones. It is the middle years which can bite you badly. Confidence grows while complacency, weather, proximity to terrain, and itch to hot dog also become issues.

These PPG and PPC aircraft are much simpler than larger aircraft, but they do also have their unique quirks and needs. We continue to engineer toward their safety improvement. Contrary to sales babble, they are not safer than other aircraft. It is what you do with them. They can be safer, or worse than other aircraft.

Flight operations by PPG, PPC, or ultralight also bear some very deadly serious risks in our local area. Winds, turbulence, volatility of winds and weather, violent winds, air traffic patterns, mountain, rotors, coastal fog, storms, power lines, remote terrain you need be prepared to survive among, and especially that big, lovely, massively lethal lake with its own microclimate and winds.

Never let talk of safety and risks scare you too much, but it should scare you sufficiently to appreciate caution. Our local area is an entirely safe place to fly and among the most lovely scenery on Earth, but only if you respect the risks and keep humble as a pilot.

No pilot is greater than the energy of the weather and terrain. An instructor training you in the Central Valley or coastal areas usually will not have the local area experience of our club pilots. Even if you are not a member or renter, visiting pilots are always welcome to chat with our members about the unique challenges and things to watch for when flying Lake County and surrounding areas.

You are interested in this PPG / PPC sport due to ability to fly low and slow, right? Along with that come the hazards of low and slow flight which you can greatly mitigate and near totally eliminate, but only if you care to do so.

ONE-TIME APPLICATION FEE: \$100 (This is for background checks. Credit check applies where renting our aircraft or accessing our facilities).

ANNUAL BACKGROUND CHECK FEE: \$100 (We don't do it just one time. We verify that you aren't falling into trouble, acquiring DUI's, raping children, etc).

RANDOM DRUG TESTING: At-Cost annually (Instructor and tandem or passenger-carrying pilots only).

AEROBATICS & HIGH-RISK MANEUVERS: In regard to reasonable rules for any wild aerobatics and stunt flying in our aircraft, the rules are very simple. A flight instructor must endorse you for each maneuver. You can fly as wild and crazy as you like in our aircraft -- so long as within FAA compliance and courtesy to local area -- but our rules forbid you from just doing that without certification of your competence to do so, and an instructor's advising on your limitations and aircraft. Wing-overs, loops, rolls, foot drags on water, flight to high altitude, flight into the worst of weather and winds.... whatever you like....all is fine by us, but only where an instructor has endorsed your competence for each. To rent our aircraft, you will not come with just an instructor's certification on your PPG2 level, but their endorsement of everything you are allowed, and statement of what is not. We give you a checklist for them to sign off upon. For each new level, you need endorsement...just like with larger aircraft. We make no money off requiring that training. The rental hours are the same to us. It just eliminates the Cowboy Factor and helps keep our renters alive while cutting our liability by having and enforcing policy. Every extreme maneuver or dangerous thing....that is your business and liability, but only if we judge the aircraft is suitable for it, and our approved instructors judge you are reasonably competent to do so safely. This keeps our insurance underwriters content.

WATER BODIES: There are altitude and proximity rules we have in regard to lakes and mountains. Proximity to water and shoreline is banned under certain wind speeds, and unless both floatation gear and pilot are ready for ditching in water to our satisfaction. Though low & slow flight are the joy, there are altitude minimums per area, time of day, and your experience level. Reason for this is because water is one of the most lethal threats to PPG and PPC pilots. If the wind blows you over the lake faster than you can return, you may not have enough fuel to glide to the other shoreline and will end up in the water. Without floatation gear (beyond just a life vest), the aircraft is rapidly sinking and dragging you under tangled in lines and wing like a fishing net. Hard impact with water from even altitude can also render a pilot unconscious. So, no "foot drags" or playing on or near the water unless:

- a) Floatation gear equipped.
- b) Demonstrating to the club completion of our PPG/ PPC Water Egress Program is required for instructors and tandem carry. (See: Water Addendum for details)

PILOT LOGBOOKS: Verifiable pilot logbooks are also a requirement. From the day you start flying and all times with us, you will keep pilot logs. One reason for that is because many pilots are full of crap. Everyone is a 10,000 hour Airline Transport Pilot and former F-15 pilot in General Aviation until you actually background check them! There are many un-rated pilots, pilots with licenses in other countries, pilots who have grown sloppy on logging, etc. All the same, when with us or renting from us...you will keep logs. You will thank us for enforcing this habit over the years.

SUBSTANCES / INTOXICATION POLICY:

Repetitive DUI history is not acceptable, and exemption will be made for only one past or active incident in rare cases, which moves the member to Probationary Membership. In that case, the club requires delivery of your current DMV printout once monthly or prior to any flight.

Medical or other marijuana use is not acceptable here, especially not around any youth members.

Any form of chronic insobriety, severe mental or physical health issues are not allowed for obvious reasons of flight safety.

Other than those of associate schools, any flight instructors (TI), Tandem Trainees (TT), or PPC pilots carrying passengers and operating within our club, with our aircraft, are subject to random drug testing. We have a system of randomness generation for all members.

The reason for the strict drug policy is because our area is a High Intensity Drug Traffic Area (HIDTA) with a tremendous substance abuse problem. Meanwhile, California has recently legalized marijuana while it is a huge crop and culture in this and surrounding counties. It will continue to spread in commonality. Everyone from youth to adults will sometimes be showing up to our club, wanting to fly, and while smoking a joint! Its effects last for hours, and even days. It does alter behavior, judgment, and sanity of users (paranoia, anxiety, apathy, excess sedation, visions), and that is not up for debate with us. Flight to altitude and the stresses of flight also increase intoxication levels beyond that on the surface or without stress.

If you are carrying just one other passenger, that party can be a student or someone who has no clue as to your competence and safety in carrying them around. And, in making PPG more affordable to everyone, that also potentially opens the door to everyone out here. If we set no policy, soon pilots would be flying around stoned!

Therefore, a reasonable drug & alcohol policy has to be set and enforced.

"Don't Ask; Don't Tell" is our policy for solo flyers. As long as you are sober in our presence, with the aircraft, and not under the influence of any substances around other club members and youth....it's not our business what you do outside our view. Yes, Stan understands the infrequent users can be perfectly fine in life. He understands there is good alternative medicinal value to marijuana. He understands that some of the chronic users even lose intoxication and it becomes more like smoking cigarettes to them -- perfectly sober -- but, as a classical homeopath he is also well aware of its problems witnessed at the clinical level. It is not our business what you do at home and outside view of club members, but you are forbidden to smoke marijuana or encourage it around youth or in sight of club members here. We do not ask, and you do not tell us until it becomes more relevant. We are not your mother. Our presumption is that you are adult enough to be sober in solo flight and to manage your alcohol or other consumption. Short of random drug testing for all members (which would be excessive intrusion and cost), we have no way of knowing what you do outside our view. However, if you do engage in any form of marijuana use, the rule is you should allow that to clear from your system for a minimum of two weeks before considering flying. Don't bother to fly while dopey, hung-over, and these general advisories also are in regard to prescription drugs.

The line of relevance we draw is on the carriage of an innocent passenger or students, and any time you are expected to uphold a much higher standard as a senior member, such as instructor pilots. If we see it; If we know about it; If we smell it; If you are evangelizing it by action or

example to others and youth....that is not acceptable for even the hobby / solo pilots. Out you go until quitting. We won't test you unless you are using our club and aircraft, accessing our members, or bringing outsiders to potentially be your passengers or students.

PRESCRIPTION LIST / CERTIFICATION: In regard to prescription drugs, some of them and the side effects of non-narcotics can greatly hinder your flying safety well beyond any alcohol or marijuana. Though PPG and PPC have lower flight medical standards than other classes of aviation, we do not. We require an updated list of all prescription drugs you may be taking which have any mental and physical side effects related to fatigue, emotion, vision, or other issues which may impact your safety. These are not grounds for banning your rental, but are to provide a mechanism for your advisory, constant attention to side effects, consideration of potential medicine change, etc. For example, some blood pressure and pain killer medicines while legal for driving a car do cause fatigue, exhaustion, and a system needs to be in place to at least remind you to self-check. We don't intrude upon your medical privacy, but require your self-certification that you have been reminded on these issues and counseled on potential influences of any active medication. If you do not wish to state the medication or condition, that is fine. We have a checklist of effects you will certify are under control.

Higher standards for instructors and tandem carry: On prescriptions, we lump you in basically the same class as marijuana and liquor as a solo pilot – your business and privacy – but, should you be involved in instruction or passenger carry, we hold you to First Class Aviation Medical Standards (instructors) and Second Class (tandem), and then some. Because you can potentially lie to an FAA medical examiner, we also require submission of a statement from a doctor who has tended you in the last three years.

POLITICS / RELIGION / OTHER

ATTIRE & BEHAVIOR: Marijuana leaf hats, weed t-shirts, upside down American flags, and anything Stan says is banned....is banned....but Stan does not like to be a tyrant. Tattoos, nose-rings, Che t-shirts, Fidel Castro t-shirts, NRA hats & shirts, political attire, religious attire, sloppy clothing, whatever.....we don't regulate that unless you are a Senior Member, Instructor Pilot, or doing any form of mentoring of youth and contact with new members. More neutral and professional is the requirement there. When you are a customer, things are more of your business. When you represent the club in any way to the public, that becomes our business.

EVANGELICALS & ARGUMENTS: For sake of peace among really divided times, political and religious evangelization of members or public is also banned, the same as is solicitation of anything to members or public through the club without club consent.

Individual and group prayer?....Not a problem.

Discussion of your politics or religion where asked or casually?...Not a problem, but keep it friendly.

Wear of crucifixes or whatever your religion happens to be?...Not a problem. It's a free country. The Cross, Stars of David, Islamic Crescent, Pentagrams, rainbow flags, or whatever... are fine among your clothing, decorations, or whatever belongs to you. But, you must not be an annoying recruiter and drama-maker by it. Stirring drama with others is the yardstick. We do not accept talk of someone being “offended” about anything another says, wears, or on personality and values clash. Likewise, we do not accept pushing belief systems upon others where that is not appreciated. *“Live and let be! Leave people alone to be themselves,”* is the rule.

Want to read your Bible or whatever with anyone who shares your beliefs?....Your business. Stan is very Christian friendly and tolerant of all political views, but he is not friendly to all denominations, all religions, all politics, and certainly not in recruiting he or others. Just don't push it nor politics where people do not want to hear it any further.

The American Flag / Anthem / Prayer: We don't formally engage in any flag ceremonies, anthem, Pledge of Allegiance, or prayer period sometimes found with organizations and clubs. However, at times, our pilots and members may fly the American flag over parades, veteran funerals, or participate with other organizations where flag protocols, anthems, and opening prayer are more common. Any member will maintain good manners in regard to anyone praying from any religion about anything. Don't like it....just ignore it. It doesn't last forever. In regard to the American flag and Anthem, any form of intentional disrespect is cause for membership termination. We do not accept kneeling at the Anthem as “respectful” by our members. Take that politics elsewhere. Any pilot or member seen doing it or encouraging with members is out. Stan does not care if you are his best friend or family, it is not acceptable here or on anything for which the club participates officially.

Drama Rule: Where it exceeds 5 minutes talk time and stirs drama between members, anyone extending the talk time beyond 5 minutes when asked to just shut up goes to Probation, Suspension, or Ejection.

That may sound overly parental and annoying as if we were managing children, but it will keep the peace, and people do often behave as children on these issues! How many of you have fought with family and friends over politics and religion in your lives? Don't do it here!

There are no boards. No democracy here. No collective decisions. Final say is at Stan's call.

See, we have pilots already bickering and strained in relations due to politics, mostly. Pro-Trumpers and Anti-Trumpers split down the middle almost like a civil war. Conservative, pro-Trump pilots. Evangelical liberal pilots grumbling near daily on Trump. Hostility between flag kneeler advocates and traditionalists. Nobody really argues on religion as much as politics. But, this can have a definite impact upon cockpit Crew Resource Management, instructor-student relations, and member to member relations. It can rapidly become a poison to an organization because people these days do not intellectually and peacefully debate. Everything is so tied to emotion, demagogues, bias, and is very provincial with no compromise. It's almost to Civil War levels of families and neighbors at each other's throats.

Remember, you come here to our Flight Dojo to focus upon flying. The crap from your home life, family stresses, job headaches, brat children, politics, media brainwash....you must leave it at home.

You come to our dojo to refine your aviator skills and enjoy our aviation art, and nothing more.

You make true friends, brothers, and sisters here, and you must not destroy that by arguing with them on politics and religion. Not in the dojo. Not anywhere near the aircraft and about to fly. Outside is

your business, but not recommended.

It is not just about drama mitigation, but that pilots have to compartment emotions and thoughts. If you cannot govern your emotions, then you shouldn't be flying that day. You also shouldn't be flying where recently losing a loved one, going through a divorce, or fresh out of any argument at home or anywhere....and, religion & politics discussions only encourage heated arguments! Where politics infects our dojo, that rapidly excludes about 30% to 50% of people who would otherwise enjoy flight and be valuable members. It denies the local area one more potential pilot for Search & Rescue, mentoring youth and newbies, and also costs us revenue.

Rarely on a pre-flight checklist is consideration of what's going on in your own head, but it's the central autopilot! State of the Brain impacts your decision-making, perceptions, awareness, and reaction times. Not having your head clear and totally focused on just flying...that will get you killed at some point, and possibly others.

YOUTH & PERSONAL RELATIONSHIPS POLICY

- Club dues exist for minors, but are discounted.
- Parental permission is required at all times.
- Drinking, marijuana, and criminal history are not allowed. "Bad" kids will be reviewed on a case by case basis, but may not continue being bad.
- We aggressively screen out, prevent, and will not have any perverts here (same as does Civil Air Patrol). All members and instructors potentially in significant contact with minors must be first background cleared or present similar credentials (law enforcement, CCW permits, etc). We background check anyone before allowing in our shop, club, or rental anyhow and that is covered in the one-time application fee.
- In addition, any interactions with minors must never be or even appear inappropriate. That means presence of at least one other adult, parents, public settings, group settings, or within surveillance camera view are the only acceptable interactions.
- Both instructors and any minor students must complete daily logs -- similar to security logs -- describing what was done, learned, and times. **The only excusable private times with a minor are when flying aircraft with date and time records upkept.** Overnight trips are forbidden. Where flying a minor or dealing with them privately in any form, the parent or guardian must be nearby in supervision. Rare exceptions must be approved by the club and be of good cause while security logs must be kept.

This youth policy is for a few reasons:

1) We are not some Michael Jackson Neverland Ranch here. Kids usually find our shop and people very cool and would love to hang out with us constantly while some parents actually will seek to dump their children on us like a cheap day care center or after school program, which is not acceptable. We are all basically big kids with big toys, but members have to take care not to become like freaky Pied Pipers attracting children. Even innocently doing so bears suspicion these days. All it takes is one druggie parent of ill-character to smell that some of our pilots are wealthy, and next thing you've set yourself up for potential money grab and suspicion.

2) Should there be an injury, a parent or legal guardian should be present.

3) The policy encourages greater family support of the minor's flight development, parental involvement, and ensures the safety of minors while protecting our members from any suspicion.

4) Though our pilots are happy to mentor youth in aviation, normal grown men and women have better things to do than spend too much time with kids who are not their own. It is entirely proper to be suspicious of any adults who actually want to spend time with youth. Who in their right mind wants to bother?! We all like being kind to kids and giving them an aviation spark, but there is no reason to be alone with them at any time. This policy is not negotiable. Just too many sexual predators in the area and growing in society these days. Where making aviation more accessible and affordable to youth and adults, that also opens up potential influx of a bottomfeeder crowd and criminal element.

5) Further, some of our pilots are married, some are single, some are young. In most cases, PPG pilots will tend to be charming, cocky, athletic, single males in their 20s to 40s. It is bad to have horny young bucks and not neutered men mixed with any underage female students who will often be flirting with them. Even with male minors these days. Our pilots and members also need be protected in a day where you can just accuse anyone of sexual harassment or worse and they are instantly guilty with no trial.

Therefore, the rules are very simple and old-fashioned:

a) **Chaperones of some form are required where there exists any minor;**

b) **On relationships:** Because it degrades the Instructor-Student relationship and drama can permanently destroy a junior pilot's path and interest, any form of relationships between instructors and students beyond professional are forbidden, even where adults. Instructors may not teach their own family or develop romantic relations through our club, nor may they prey upon our junior pilot pool. Adults may not date or be family at least until the student is graduated or transferred to another instructor. These rules are vital because instructor abuse of student relationships we have seen before at the flight school level (40s male CFI giving free lessons to very good-looking 20-ish females, and vice versa). Relations between adults are completely fine and not club business, but it may not ever interfere with the training environment. Most such lusty relationships do not last long anyhow, and next thing you know there's drama, mutual animosity, discomfort to other members, impact upon flight training quality, and damage to the junior aviator who entrusted senior aviators to be more professional.

These policies should facilitate a safe, trusted, professional atmosphere for all members to enjoy. These relationship rules do not apply in the more rare case of couples as members or instructor-students, but it is usually poor practice to be teaching family anyhow (as they all hold you in contempt!).

When in doubt, ask: What is in the best interest of the student pilot, and are you deviating? Does anything deviate from a strict focus on the flying and aviator development only? If so, whatever it be, there's a problem right there. Not to be nazi, but, without rules, people go crazy these days. Students -- whether young or old -- are innocent baby eagles we push into the sky, and there must be no foxes invading the nest. Their seniors must be trustable mother hens.

FOR THE YOUNG ONES (Teens to about age 30s)

- **Rule #1: Don't bullshit us on what you know, have done, or can do.** We don't usually say it right away and often see how far you will go with the con job, but we do read you like an open book and detect lies extremely well. We smell it in you before you even make the lies. This is the problem Stan has seen with your generation way too often: Delusional overconfidence and undercompetence. Whether they come from single-parent homes, two parents, a life of poverty or wealth...there is something going on in the system today which has badly shaped the younger generation over previous. Too many video games, too much watching others do things on YouTube and projecting that to yourself as "experience", too much parent and school system focus on your self-esteem. Participation trophies for last place. Berets handed out to every donut-munching obese graduate from Army boot camp. Medals on everyone and praise expected for simply doing their duty. Concern over being "sensitive". You name it.
- We are not here to destroy the dreams or delusions of youth, but to help you live out your dreams, if you truly want that for the right reasons. Anyone teaching anything from our club truly cares about your well-being and making you into aviation people better than we have been or ever will be. That is the joy of teaching. But, it starts with an honest look at yourself, assessment of your true capabilities and deficits, the work and studies you need to DO, skills and understanding you need to acquire, and daring to actually DO rather than talk and continue living in delusion. It is hard work, not play. Not posing. Even where doing what you love professionally, there are times when it is frustrating, not at all easy, and certainly no fun. Passion is important, but that alone does not carry through nor magically transform a poor educational foundation. We can transform an honest, eager, humble, 7 year-old kid with everything going against them -- poverty, poor education, bad parents -- into budding aviators of great potential, but there is really nothing we can do (or care to do) for even the smartest among them at older ages where they are dishonest, believe they know everything, and bullshit us. So, don't walk that bad character course. Don't deal in lies and self-delusions. DO as you say. Learn to deliver. Living a life of all talk will cost you in the end on success, relationships, business, and can also be terribly lethal in aviation. Where that has been your way, don't stress over it. Just be something different. Learn and focus upon being somebody different. You will go far like that. Like that, yes, you can accomplish anything. By the other course, no, and it will leave you empty inside. What you need is true self-confidence based in real achievement. Nothing does that better than learning to fly. Beyond mere drones, actually making your First Solo in any manned aircraft. There, the bullshit strips away fast.
- Bullshit usually originates among posing at being able to DO something, yet being afraid to try. That is fine and normal. We can teach you how to overcome and compartment fear and anxieties, and build in you a true aviator's careful confidence as foundation. Most aviators mask over their fears and present boldness for ego's sake or psyching themselves up to DO what scares them. That is normal, but it is also vital to know yourself, your present limits at all times, and to carefully push them. So, bullshit others as you like, but never professors trying to help you get somewhere while keeping you safe, and never yourself. That is really the first rule. In time, even your present bullshit and delusions can become reality if you move away from TALK and actually work at the DO part. It is always a fine line between dreams and delusion. Dreams worked upon honestly are accomplished, but delusions always just fade to nothingness and regret. Anything less than 100% in aviation -- testing and performance -- is simply not acceptable. If you score 97% on an FAA exam, we don't care of your self-esteem. We focus on that 3% you somehow missed. The FAA doesn't make you retest, but we cover it.

- **Rule #2: Good is never good enough.** Whatever you do....whatever you profess....whatever you try at doing....focus on being the best around and having no equal. There is always someone better, someone smarter, someone more capable but, for you, be full-throttle at everything you dare touch. That will set you on the road to true confidence and capacity while only caution will be your barrier.
- **Rule #3: Always teach what you know to at least one other.** Pass it along freely, as others have passed to you. It is not a favor you do them, but sharpens you. The process of teaching amplifies your game and forces you to know material and demonstrate. Knowledge and skills are never as refined in the absorption and use phase as where escalated to the level of teaching and conveyance. Teachers are not all-knowing gods and not “masters” of a dojo, but just fellow students at a higher grade level. Where you or they do not know something, the correct answer is always: *“I don’t know, but let’s find out!”* As in the martial arts, a true teacher takes pride in helping good students to become greater at anything than they will ever be. Why bother to teach what you know to others and even freely at times? Because there is so much impact one person can make in the world, but each you impact goes on to impact many others. It has an exponential effect. One student we help today goes on to become a fighter pilot, astronaut, school teacher also teaching on aviation, doctor, who knows. From a dozen helped, thousands are impacted. From those thousands, more thousands over time impacted. With modern media tools, tens to hundreds of thousands more with time. Over your lifetime, more good done and more students helped in some form than you can count, remember, or ever know. There is force multiplying magic to teaching which is not found in any other profession. Who would know of Ip Man and Wing Chun or all the rise of Kung Fu in the West if not for Bruce Lee as once his student?

Student populations output over time are a bell curve -- the far left and right go nowhere; the bulk goes somewhere; the peaks make history. Only the best at what they do make history. Most never impact history that greatly, but, in the conveyance of knowledge and helping others to develop their skills, with numbers small or large, one of the future generations always does in some form.

Learn to keep count. One nice tool is to use coins or keep a photo album. Tape the name of someone you have considerably helped to a penny. Tape a name to a nickel where more seriously helped. Tape a name to a dime where having majorly helped someone in life. Tape a name to a quarter where having saved a life. Keep that as your treasure chest. Count it only in secret. Try to keep up the counting. In time and the more you DO, you will forget or not have time to count. You can’t remember all the names nor take the time to take photos of them all, but upkeep as much count as you can. As you walk through life, many will always try to seduce you with money. Others will gloat their perceived or vast wealth over you as their glory, but you will at least have your little bag of coins set aside to look at now and then, and find your dignity in that. Aviation & Space can make you poor at times -- even homeless -- and you can always part with the pocket change in that piggy bank if really hurting, but you’ll still have that list of names to remember, and even some very good friends to call upon when in need. The coin bag makes a nice paradox in a world where money is often everything, yet really amounts to nothing. Where you have achieved just four quarters, some dimes, nickels, and pennies....the value of a dollar fluctuates with time, but your own pocket change there becomes priceless. In old age and as your time draws near, you may not even remember everything but the weight of coins will still be there to remind you of what you once were, and, at the very least, you won’t transform into some miserable old geezer. The miserable ones never kept count or really even assembled much change. Where you never show that bag to even family or friends -- just a secret between you and God -- there is much you will learn in just doing that.

(Other rules – PENDING; Flight rules, insurance, etc.)