



## **Advantage Aviation Inc.**

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# **By-Laws and General Rules**

## **By-Laws:**

### Article I - Name

The name of this association shall be Advantage Aviation Inc.

### Article II - Objective and Purpose

The objective and purpose shall be the continued promotion of the highest quality flight training in the finest aircraft in furtherance of interest in aviation.

### Article III - Meetings

Meetings shall be called by the Director if necessary.

### Article IV - Administration

Club organization, promotion, and administration shall be controlled by the Director. Help may be employed by the Director as necessary.

### Article V- Membership

1. Applicants for membership must complete and sign an application. This must be submitted along with the appropriate application fee which is non-refundable. Upon acceptance for membership, and payment of the required monthly dues, the applicant becomes a member in good standing.
2. Monthly dues shall be paid the first of each month by our 'auto charge to credit card on file on the 1<sup>st</sup> of each month' policy, or a check issued and received by the club no later than the 4<sup>th</sup> of the month. If payment is not received via check by the 5<sup>th</sup> day of the month, the credit card on file will be charged.
3. Members may withdraw from the Club at any time by notifying the Director or Accounting Manager in writing.
4. Members who have withdrawn in good standing may rejoin on a space available basis by paying the appropriate membership fee, subject to the Director's approval.
5. The Director may limit the acceptance of new members at any time.
6. Members may have their membership terminated for reasonable cause by the Director at any time.
7. Fees for flight time and flight instruction are payable after each flight. Aircraft flight time is to be paid to the Club. Instruction fees are to be paid to the instructor directly. All members must maintain an active credit card

on file and agree that it can be charged for any after-hours flights or unpaid balances. Otherwise, pilots must maintain an account balance of \$500.

8. All bills are payable upon receipt. Overdue amounts are subject to 2% interest charge per month. Accounts more than 30 days overdue may result in suspension of flying privileges until the account is paid in full.

## Article VI - Insurance and Club policy

Advantage Aviation Inc.'s insurance policy reads as such:

Limits of insurance for bodily injury and property damage liability coverage

OCCURRENCE LIMIT \$2,000,000.00

Sub limit Per person bodily injury \$100,000.00

Limits of insurance for medical payments coverage

Each Person Limit \$3,000.00

Each Occurrence limit \$18,000.00

Deductible : SE: \$3,000/loss  
: ME: \$5,000/ loss

Liability and property damage insurance shall be carried at all times by the club for members and aircraft. This insurance however, cannot, and does not cover all charges for damages. Members causing damages not covered by insurance shall be responsible therefore. Members are responsible for insurance deductibles. Members causing damage are responsible for all costs up to and including \$2000 irrespective of insurance coverage except for an incident / accident resulting from fuel starvation due to pilot negligence or misjudgment in which case member is responsible for all costs up to and including \$5000 irrespective of insurance coverage.

## GENERAL RULES

1. Members shall observe all federal, state, local, and Advantage Aviation Inc. rules.
2. Only Club authorized instructors may instruct in Club aircraft. Instructors must obtain an instructor checkout from the Chief Pilot, or assistant Chief Pilot at the Chief Pilot's sole option, and obtain permission from the Chief Pilot to instruct in each specific make and model of aircraft.
3. Only Club instructors may conduct emergency procedure practice. Only Club MEI's may conduct single-engine practice in multi-engine aircraft.
4. Only Club members may act as pilot-in-command of club aircraft.
5. Members may not take any Club aircraft unless they have received a checkout specific to that aircraft from a Club instructor. In addition, the member's records on file must be signed by a Club instructor for each type of Club aircraft that he/she is authorized to fly.
6. A minimum of 3 takeoffs and landings every 90 days (or an Advantage Aviation instructor's endorsement) is required to maintain currency in any specific complex or high performance aircraft in the Club. If this is not accomplished within the given time, it must be accomplished with a Club instructor before acting as pilot-in-command of that aircraft.

7. Unless prior approval is obtained from the Chief Pilot, the pilot-in-command shall fly in the left seat only.
9. Any malfunction, trouble, or damage MUST be listed on the squawk sheet and reported immediately to the dispatcher, Chief Pilot or Director.
10. Unless authorized by the Director, no landings on dirt, gravel, grass, unapproved, or private runways.
11. Careless procedures or abuse to aircraft beyond normal wear and tear is chargeable to the Club member responsible.
12. Only Club management may authorize maintenance on Club aircraft. Members may charge fuel and oil costs. Credit to members' accounts will be given for all valid fuel and oil receipts, but must be received within 30 days of flight to insure proper credit. Receipts received after that time, are subject to management approval prior to credit being issued. To insure reimbursement, members should contact the Club for authorization and instructions concerning any mechanical problems that may occur away from Palo Alto airport.
13. Touching the propellers is limited to preflight inspection and straightening props to horizontal after flight. Before touching any prop check that the mags and master switch are off, with the keys in sight. "Treat all props as hot!" No hand propping to start aircraft unless authorized to do so by the director.
14. Members will be charged for battery recharge and other costs resulting from them leaving the airplane master switch on after flight.
15. Aircraft must be returned on time. Aircraft are to be tied down properly or chocked correctly, all litter removed, control locks installed, seat belts neatly stowed and covers or windshield screens replaced after each flight.
16. Aircraft taxi speed should be kept low at all times. The nose wheel shall be kept on the centerline of the taxiway until engine is shut down and aircraft are to be pushed into tie down spots.
17. All flight time and account numbers must be logged legibly in the aircraft's tach books.
18. No student solo touch and goes are permitted on runways less than 3000 ft long. No student solo flight allowed after sunset or before sunrise or outside of Club hours unless an instructor is present at the Club and authorizes the flight.
19. A destination must be given to the dispatcher when scheduling any cross-country flight. In addition, any flight in excess of 2 days requires a complete flight itinerary to be filed with the Club.
20. Unless prior arrangement has been made with the Director, members will be required to pay for a minimum of 2 flight hours per 24 hour period that the aircraft is scheduled. Example: A member taking an aircraft on Friday evening, returning it Sunday evening, will be charged 4 hours flight time or the actual flight time flown, whichever is greater.
21. Members may be charged for habitual tardiness or failure to show for scheduled appointments.
22. Scheduled aircraft should be canceled immediately if the flight cannot be made. This can be done in person or by phone 24 hours a day. At least 1 hour's notice is requested for short flights and 24 hours for aircraft scheduled for longer than 4 hours. Aircraft may be re-dispatched after 30 minutes if unclaimed by original member.
23. A minimum of 3 takeoffs and landings in any Club aircraft every 90 days ( 60 days for tailwheel and Cirrus) or an Advantage Aviation instructor's endorsement is required to maintain currency in the Club. If this is not accomplished within the given time, it must be accomplished with a Club instructor before acting as pilot-in-command in any Club aircraft.

24. A member must be given a mountain checkout from an authorized Club instructor prior to landing at any airports higher than 2000' in the summer and 3,500' in the winter. Any cross-country flight into mountainous terrain above 6,000' will also require a mountain checkout regardless of landing. The member, from then on, may only exercise his or her mountain flying privileges in Club aircraft of equal or greater horse power of the one used for the member's mountain checkout.

25. Unless approved by the Director, no landings on runways above 3500' in airplanes of 160 hp or less with more than 2 people or airplanes of 180 hp or less with more than 3 people.

## **CLUB AIRCRAFT CHECKOUT REQUIREMENTS**

### **SINGLE ENGINE:**

1. Fixed gear  $\leq$  200 HP, checkout with club CFI / 90 day currency
2. Fixed gear  $\geq$  200 HP, minimum 5 hour checkout if  $\leq$  10 hour make and model
3. Retractable gear  $\leq$  201 HP , Minimum 150 hours TT  
Less than 20 hours retractable, minimum 5-hour checkout in type  
20 hours or more retractable, checkout in type
4. Retractable gear  $\geq$  201 HP, Minimum 250 hours TT  
Less than 30 hours retractable, minimum 5-hour checkout in type  
30 hours or more retractable, checkout in type
5. Turbocharged aircraft, 250hours TT and an instrument rating
6. Cirrus SR22, 250 hours TT and 10 hour Make and Model

## **CLUB AIRCRAFT CHECKOUT REQUIREMENTS CONT...**

### **MULTI ENGINE:**

1. 25 hours of dual training obtained at Advantage Aviation  
Minimum 400 hours TT  
Minimum commercial / multi / instrument checkout  
Checkout in type
2. Training obtained other than at Advantage Aviation  
Minimum 750 hours TT and 50 hours multi-engine  
Less than 5 hours in type, minimum 5 hours  
5 hours or more in type, checkout in type