

## Flight Operating Rules

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### 1. Definitions

- A. Must: To be obliged and/or bound by imperative requirement. Members must comply with such directives.
- B. Member: A member who has flight privileges as defined in the by-laws.
- C. Instructor: Certificated Flight Instructor - Glider (CFI-G) as approved by the FAA.
- D. Club CFI-G: A Certificated Flight Instructor – Glider who has not only met the requirements of his certificate per FAR/FAA requirements, but has undergone and successfully completed the USA CFI-G club checkout procedures.
- E. Check Out: Instruction given to a member by an instructor for the purposes of familiarizing the member with a particular aircraft or re-currency/initial training requirement such as a particular airport/location familiarization flight(s).
- F. Glider Steward: An individual who has been appointed by the board of directors to be the primary contact or the party responsible for the glider located at a specific gliderport/base of operations.
- G. High Performance Glider: A glider with a best glide ratio of 35:1 or better.
- H. Cross Country Flight: Any flight, which is more than safe gliding distance from the airport at which the flight originates.

### 2. General

- A. Members are expected to be familiar with and comply with all Federal Aviation Regulations applicable to gliders and soaring flight. The primary consideration in all operational decisions is safety.
- B. No association rules permit members to operate contrary to the FARs. If an association rule and the FARs appear to conflict, then the FARs take precedence. However, association rules may set a higher standard than the FARs to fly association aircraft with and without passengers. This applies to members as well as USA instructors.
- C. No association rules permit members to operate association aircraft contrary to that aircraft's flight manual. If an association rule and the flight manual appear to conflict, then the flight manual must take precedence.
- D. Haphazard/careless/reckless airborne and ground handling of association equipment is prohibited.
- E. Aerobatics in association aircraft may be performed only in aircraft certified and equipped for such flight and when all FARs pertaining to aerobatic flight are met. Members conducting aerobatic flight must complete a club-approved aerobatic flight syllabus. The training instructor completing the syllabus prior to operating in such an environment must note a specific aerobatic sign off in the pilot's logbook. The club chief flight instructor must approve a club CFI-G as an aerobatic instructor. The association may place additional restrictions on performing aerobatics on a per aircraft basis.
- F. Thermalling, or attempting to thermal, in the airport traffic pattern is prohibited.
- G. Members are responsible for the safe operation of association aircraft from the moment they remove the aircraft's tie-downs until it is properly secured once again, or they turn over responsibility to another member.
- H. Members are responsible for learning and must comply with local flight rules and customs pertaining to the airport from which they operate association equipment. In the event of an emergency, PIC authority takes precedence.
- I. Members without prior ridge flying experience must receive and log instruction from a certificated flight instructor in the techniques, hazards and specific rules applying to flying ridges. The successful completion of such must be noted in the pilot's logbook.
- J. Members without prior mountain wave flying experience must receive and log instruction from a certificated flight instructor in the techniques, hazards and specific rules applying to flying wave. The successful completion of such must be noted in the pilot's logbook.
- K. A member must record their flight time in association aircraft in the logbook stored in each aircraft for that purpose.
- L. In multi-place aircraft, members aboard such aircraft will determine who is acting as pilot in command before flight, and a protocol for turning over command during flight.

- M. The association board of directors may ground aircraft or pilots, as per the association bylaws.
- N. It is the responsibility of each pilot to complete a full preflight inspection before the aircraft is flown. If you are the first pilot of the day a positive control check must be accomplished during your preflight inspection. The last pilot to fly each aircraft at the end of the day is responsible for returning it to the specified storage/mooring location, securing it and ensuring that the battery is being charged. He/she is also responsible for performing a post flight inspection and ensuring that any maintenance discrepancies are properly recorded in the aircraft maintenance logbook. Good operating practice is to notify the glider steward of any discrepancies as soon as possible after noticing them. If any discrepancy is discovered which would make the glider unsafe for operation, the glider must be "red tagged" with a cautionary flag left inside the cockpit. Such flag will only be removed once the discrepancy is repaired and/or addressed to the satisfaction of the club aircraft maintenance officer or his representative.

### **3. Scheduling and Reservations**

- A. On weekends, a member may reserve an aircraft for up to 2 hours before turning it over to another waiting member. A member may continue to use the aircraft after the 2-hour period if there are no waiting members. The member may verify via radio that there are no waiting members. If the verification cannot be made by radio, then the member must land and verify in person that there are no waiting members. On weekdays, a member may reserve an aircraft for up to 4 hours, unless other arrangements have been made.
- B. If a member reserves an aircraft, then fails to take the aircraft at the reserved time, the reservation is void and another member may take the aircraft.
- C. Members are issued an ID and password for the online reservation system (aircraftclubs.com) once they are established as a member. Members are expected to update the online reservation system as soon as practical if they intend to cancel or change their reservation.

### **4. Pilot Qualifications**

- A. Only club members may operate association aircraft as pilot in command.
- B. Only instructors approved by the board of directors and designated as club CFI-Gs are permitted to instruct members in association aircraft. (See Section 10 for approval policy.)
- C. A member may operate association aircraft only if they are in compliance with all relevant flight operating rules of the Utah Soaring Association, the FARs (Federal Aviation Regulations) and have received required check outs as outlined in these flight rules.
- D. A member who has not acted, as pilot in command of a glider for 45 days or longer must undertake a check out with an instructor. This requirement does not apply to instructors (though they must meet all FAA currency

requirements in order to carry passengers and/or provide instruction). As a point of clarification, in order to comply with applicable FAR's (part 91) all pilots must perform 3 take offs and landings within the last 90 days prior to carrying passengers. Furthermore any carriage of passengers in club ships shall require the use of the passenger liability release form (available on the club web page). The form is to be completed prior to each flight and stored in an appropriate place.

### **5. Airport Qualifications**

- A. Prior to operating as a PIC from any club sponsored airport, each club member must successfully complete a specific airport check out instructional session with an approved club CFI-G. The particular syllabus is left to the discretion of the CFI-G. The instructional session may include a familiarization flight. The successful completion of such must be noted in the pilot's logbook.

### **6. Cross Country Flight Qualifications**

- A. A member undertaking a cross-country flight in association aircraft must hold a minimum of a private pilot glider certificate.
- B. A member undertaking cross country flight in association aircraft must have logged a minimum of 10 hours glider cross country time, or have a signed off cross country check out with an instructor. This training will be so annotated in the pilot's logbook. The member must pass the SSA written closed book cross-country (bronze badge) exam as part of the check out.
- C. No member will attempt a cross-country flight in association aircraft unless an appropriate glider trailer and tow vehicle with crew is available.
- D. A member attempting cross-country flight in association aircraft is responsible for ensuring that the aircraft is returned to the airport and made ready for the next day's operations in a timely manner, unless other arrangements have been made with the association. Any difficulty in complying with this directive must require direct and timely communication with the appropriate glider steward.

### **7. Aircraft Qualification**

- A. To operate the association Grob G103 Twin II as a PIC (Pilot in Command), a member must meet the following qualifications:
  - 1. To operate from the front seat (other than solo student operations)
    - a. Must hold a minimum of a private pilot glider certificate.
    - b. Must have two flights of at least 2.0 hours duration solo or as pilot in command in gliders.
    - c. Must demonstrate ability to make accuracy landings by stopping short of and within 200 feet of a designated point.
    - d. Must have a G103 check out with an instructor. The check out must include training in PIO avoidance techniques specific to the G103.
    - e. Must complete a passenger check out with a club CFI-G in order to carry passengers. The specifics of the check out will be left up to the discretion of the club CFI-G. The successful completion of such must be noted in the pilot's logbook.
    - f. A member not meeting these criteria may fly dual with an Instructor.

2. To operate as a PIC from the rear seat -
    - a. Must meet the qualifications to operate from the front seat.
    - b. Must complete a rear seat PIC check out and interview (review of qualifications) with a club CFI-G. The specifics of the check out and interview will be left up to the discretion of the club CFI-G. However, the checkout must include a minimum of three flights, one of those must include a rope break (weather permitting). The successful completion of such must be noted in the pilot's logbook.
  3. To operate solo as a student:
    - a. Must pass the FAA written test.
    - b. Must meet and comply with all appropriate FAR and USA club flight operating rules.
    - c. Within 24 hours prior to each solo flight, an instructor must review and approve a flight plan, to include the proposed tow altitude, flight route, and restrictions on weather and other conditions. An instructor must be present to evaluate flight conditions, and to observe the take-off and departure of every solo student flight.
    - d. Solo flight may not commence if the approved restrictions are not met, or are likely to be exceeded during the flight (e.g. changing weather conditions). Each solo flight must conform to the approved flight plan. In the event conditions make this impossible or imprudent, the flight shall be discontinued as soon as is practical.
    - e. Solo flight must take place within gliding distance of the departure airport.
    - f. The first three solo flights must be supervised from preflight to landing by an instructor at the airport.
- B. To operate the association Grob Twin Astir, a member must meet the following qualifications:
1. Members must complete a Twin Astir check out with an approved club instructor prior to acting as pilot in command of the Twin Astir. The successful completion of such must be noted in the pilot's logbook.
  2. All other Grob 103 Twin II qualifications and policies listed above will also apply to the Twin Astir.

## **8. Additional Aircraft Restrictions**

- A. With the exception of approved aerobatic flight profiles or momentary recoveries from unusual attitudes (rotor upsets, stalls), any flight maneuvers that result in inverted flight and/or high speed, high G recoveries are prohibited.

## **9. Flight Training**

- A. For students without a current private pilot certificate, The Russell Holtz flight training material must be used, including Glider Pilot's Handbook of Aeronautical Knowledge, and Flight Training Manual for Gliders.
- B. For transition students (prior heavier-than-air aircraft experience) the following training material must be used:
1. Russell Holtz: Flight Training Manual for Gliders or
  2. Tom Knauff: Transition to Gliders

- C. A standard syllabus and training record must be used to document each student's progress. When both the student and instructor are satisfied that an element of the syllabus has been successfully taught and learned, they will both indicate such on the training record. Utah Soaring Association shall receive a copy of the completed training record at the time a student is approved by the instructor for an FAA check ride. The standard syllabus/training record may be revised from time to time by a consensus of currently active club instructors. The training record is available on the club flight training web page.
- D. Before endorsing a student for solo flight, an instructor shall ensure that the student has flown at least once with an instructor other than his/her primary instructor (the instructor that has provided the majority of the student's training). Before endorsing a student for the FAA private pilot practical test, an instructor must ensure that the student has flown at least one additional time with an instructor other than his/her primary instructor.
- E. Each student must sign a liability release and assumption of risk agreement. The form shall be submitted to Utah Soaring Association before training begins. The current form is available on the club flight training web page.

#### **10. Check Out Policy**

- A. All members (other than USA designated instructors operating in accordance with 10.E) are required to accomplish a check out each season prior to flying solo or carrying passengers in a USA glider. The specific syllabus of that check out is left up to the discretion of the club CFI-G. It is highly recommended that a minimum of one "rope break" be included in the check out (weather permitting). Additionally, as part of this annual evaluation, the member must physically present his pilot certificate for inspection.
- B. Any member that has not flown a glider for six consecutive months will be required to regain glider passenger carrying currency (FARs and club FORs) with a USA designated instructor.
- C. During the check out, the instructor will determine that the member is proficient to operate club gliders.
- D. Members must notify the board of directors upon completion of a check out by completing the online checkout form or other means approved by the board of directors. In addition, all members must annually update their emergency contact information with the BOD prior to commencing flying. This will be done on the Aircraft Clubs website, or by other means approved by the board of directors.
- E. Notwithstanding paragraph A above, a designated USA instructor may fly solo in order to establish currency. Club CFI-Gs are highly encouraged to set the example for other club members and undergo a spring check out as well.

#### **11. Instructor Approval**

- A. The USA chief instructor is appointed or reappointed by the board on an annual basis.
- B. In order to obtain instructor privileges in club equipment, an applicant must

- first make application to the board. Once approved by the board, the candidate must pass a proficiency check administered by the club chief flight instructor.
- C. The chief flight instructor will maintain a list of currently approved instructors. He or she and/or the association board of directors will periodically review the list, and may revoke the approval status of any instructor for any reason at any time. If and when a club instructor has his certification as a club CFI-G revoked, all members of the BOD will be confidentially informed.