

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 operations is safety.
- B. No association rules permit members to operate contrary to the FARs. If an association rule and the FAR 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 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 FAR's 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 the aircraft over 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 log 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. 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 discrepancy 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 maintenance officer or his representative.
- O. Any carriage of a non-club-member passenger in club ships shall require the use of the passenger liability release form. The Utah Soaring Association will make available the form for member use. The form will be read and signed by each non-club-member passenger prior to flight and retained. Non-club-member passengers who are under the age of 18 must also have a parent or guardian sign the same form.

3. Scheduling and Reservations

- A. On weekends, a member may reserve a glider 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 by 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 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 Qualification

- 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 checkouts as outlined in these flight rules.

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 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 a 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. The 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 an 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 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 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 the ability to make accuracy landings by stopping short of and within 200 feet of a designated point.
 - d. Must have a G103 checkout with an instructor. The checkout must include training in PIO avoidance techniques specific to the G103.
 - e. Must complete a passenger checkout with a club CFI-G in order to carry passengers. The specifics of the checkout will be left 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 flight 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 FAR and USA club flight operating rules.

- c. Within 24 hours prior to each solo flight, an instructor must review and approve s 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 takeoff 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 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 Twin II qualifications and policies listed above will also apply to the Twin Astir.
- C. To operate the association Pilatus B-4, a member must meet the following qualifications:
1. Member must hold at least a Private Pilot Glider rating.
 2. Member must have been checked out and approved to act as pilot in command of the Twin Astir (or have logged flight experience in another tail-wheel glider which also has retractable gear).
 3. Member must have previous experience piloting a glider on aerotow with a CG hook. If the member does not have this experience, he or she can meet this requirement by flying with a club instructor in a glider using the C/G hook for aerotow.
 4. Member must complete a ground review of cockpit, Pilot Operating Handbook, and unique flight characteristics (e.g., C/G hook and pitch sensitivity) of the Pilatus with an instructor.
 5. The completion of these items and qualification to fly the Pilatus must be approved by a club instructor and noted in the member's logbook by that instructor.

8. Additional Aircraft Restrictions

- A. With the exception of approved aerobatic flight profiles or momentary recoveries from unusual attitudes (rotor upsets, stalls), any flight maneuver that results 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 the Glider Pilot's Handbook of Aeronautical Knowledge, and Flight Training Manual for Gliders.
- B. For transition students (prior heavier-than-air aircraft experience), following training material must be used:
Russell Holtz: Flight Training Manual for Gliders or
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. The Utah Soaring Association shall receive a copy of the completed training record at the time the student is approved by the instructor for the FAA checkride. The standard syllabus/training record may be revised from time to time by a consensus of the 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 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 her primary instructor.
- E. Each student must sign a liability release and assumption of risk agreement. The form shall be submitted to the 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.

- B. Any member that has not flown a glider for six consecutive months will be required to regain glider passenger carrying currency 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 on line check out 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 checkout 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. 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.