

# FLSC

# Ops Manual

*How to keep your wings manicured*

There just **has** to be a better way to get a-round than this!

*Jonathan Livingstill Seagull  
©2005*

## FINGER LAKES SOARING CLUB

### MEMBERSHIP MANUAL

#### introduction

This Manual, provided to new Regular members of FLS, contains up-to-date information about your airfield, equipment, fellow pilots' flying habits, and FLS itself. You will find it valuable as you pursue flight at Dansville.

Material in this Manual is updated from time to time. You should keep alert to these changes and replace the outdated items in your Manual with them. Also, other informational materials, forms, applications, etc., are kept at the airport and on the web site at [www.flsc.org](http://www.flsc.org). You might want to add them to your manual. With a firm footing on safety, you can have all the fun in the world, and live to tell about it!!

Many thanks to all those members who went before us for writing down the rules as they saw them, and to Ed Seymour, who taught me safety as if it were just a fact of life (which it is) to David Seymour who helped me appreciate perfection in flight, and to the Board of Directors for its review and input.

It's ironic that I should put together an opus about safety. People see me as adventurous and unconcerned about it, but the opposite is true I think. I just don't like to brandish it. As a kid they called me "gruesome Jim" because I loved to talk about accidents that people had. But my interest was not blood and gore, but to make myself an "Ace". If ever I should find myself in the same fix as the poor souls who learned the lesson dearly, I wanted to survive it.

*Jim Rizzo*



**MANICURE YOUR WINGS,  
DON'T CLIP THEM**



### THE AERIE

## WELCOME TO SOARING AT THE DANSVILLE MUNICIPAL AIRPORT!

### GENERAL INFO

**-Our biggest problem is that** Dansville Airport has a heavy fence close to the landing end (threshold) of the runways. **Don't hit the Fence!** For this reason, **when landing, your touchdown spot** (hence "spot landings") **should be adjacent to the FLSC Hangar, or between the northerly and southerly boundaries of the FLSC Hangar.** This is a big cause of accidents, and even has a name, "landing short". Pilots landing short can expect to pay a good natured penalty - one case of Ops Manager's Choice, to be paid at day's end. While done in good spirit, the "punishment" serves as a real reminder of the importance of never landing short of your intended spot; after all, you picked the spot!

-Especially on weekends, DSV airport has significant aircraft traffic (both powered and glider). Pattern altitude is 1,500' MSL (900' above ground (AGL)). **It's hairy for us glider types to thermal below 1,500' MSL** (above Mean Sea Level, or 900' Above Ground Level, AGL) **in the airport power traffic pat-**

tern to the east of the airport and to the west of the airport when the pattern is active.. Power pilots have been known to lose their sense of humor when looking up from their instruments to see a glider unexpectedly in front of them. It's no fun for you either, if they surprise you. Remember the FAA rule (Federal Aviation Regulations) is **"see and avoid"**: its crucial to scan for, be aware of, and not to hit or be hit by other traffic.

-Big rule of thumb is first **Aviate**, then **Navigate**, and finally **Communicate**; **Always fly the glider first**, but if and when you have time, use your radio to tell others your location and intentions, especially of presence in the landing pattern to help resolve traffic conflicts. A few words over Unicorn can keep you friendly and safe.

-Keep Cars from the airport except for moving glider trailers.

-The deceptively beautiful grass area adjacent to the paved runway ("32 Pavement") is an **active runway, "32 Grass"**. You never know when a glider (or power plane) is going to land and we all know how stealthy an approaching glider can be. Ever been hit by one? No? Good!

-Watch for possible **traffic conflicts**. **They can occur anywhere and at anytime, on short notice**. If you're ground crew for a tow, take



Jim Caneen hard at work  
Usually of Good Cheer,  
he can be very effective

special care to look at the pattern and ends of each runway before waving off a tow!! Keeping an ear on a radio can't hurt either.

-The airport manager and FBO (Fixed Base Operator) **Jim Caneen** has the last word in any dispute over airport operations. It's bad form to p him off. Also, he's a good guy and a good friend.

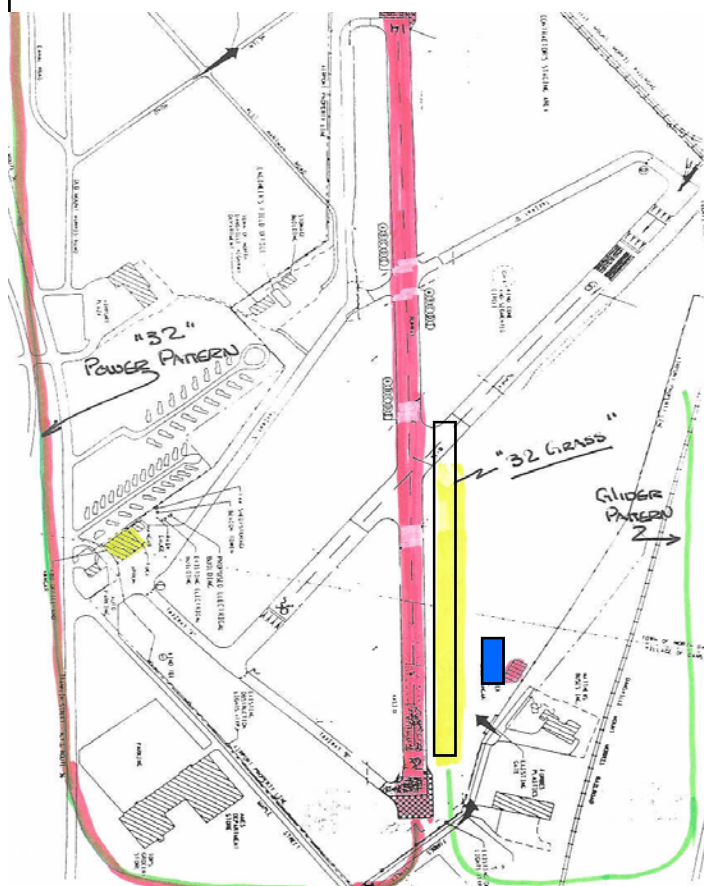
-Field Elevation: 662 feet above Mean Sea Level (MSL) , 42 deg 34 min 10 sec N Longitude, 77 deg 42 min 31.38 sec W Latitude, Unicom Frequency: 123.0, gliders air to air: 123.3. FLSC Telephone: (585) 335-5849. FBO (Sterling) (585)335-2076

## I. Approach and Landing on Runway 32,

**Gliders cant always fly a "pattern"** like power pilots, and you should practice coming in from odd angles from time to time when the airport is not busy. When we can we do this:

As pilot in command (PIC), You are responsible for choosing and landing on an intended safe touchdown spot. Your reputation as a pilot may depend somewhat on whether you make the spot. But the airport is big, so be sure to plan your landing well and away from hurtful stuff.

When approaching "32 grass", gliders normally fly a right-hand pattern (on the east ridge/FLSC hangar side of the airport) with the "downwind leg" going south, parallel to "32"). Power traffic flies a left-hand pattern, so you need to **look for power traffic on base which can ap-**



"32" Threshold is at the bottom of the drawing. Glider traffic is green, and power is red. The pink thing is the runway, and the yellow area is the grass runway we use.

**proach head on.** This can surprise an unaware power pilot. Most often, power traffic will fly a larger pattern but may also **fly parallel to you on final approach.**

To make it easier to see each other (“separation”) and to practice arriving high over potential cross country landing sites, we use “patterns” most of the time. Arrive at the entry at 600’ to 1,000’ AGL so that you can look over the field really well. Non-standard patterns are acceptable when needed to get safely to your touch down spot. When setting up for the pattern, power traffic on final over the town is hard to see ... look at least twice, and use “scanning techniques”!

It's also a good technique not to overshoot your turn to final on any landing, to assure the dead accuracy of your landing, but at Dansville this is particularly important because of power traffic paralleling your final to the paved runway. (“32 pavement” and “32 grass” are active simultaneously). From the power pilot's perspective, seeing you “blow through” her (she might be the girl of your dreams) or his (he might be an FAA examiner or safety officer) final approach is guaranteed to generate a dreaded phone call from FBO, and an argument from the power pilot. Yuk (or as Pooh would say “Oh, help and bother”

#### Grass runway organization

“32 grass” is actually two parallel 100’ wide grass runways. Gliders both take off and land parallel to each other here. Launches will continue immediately to the right of to your landing zone.. **When possible** landings should be made near and parallel to the hard surface. Please stop straight ahead to avoid delay of launches just to your right, and do not turn off. If a glider is following you it is helpful if you land long. If two gliders are behind you land longer. The ground crew will come.

Leave enough room for the rest of the club to continue uninterrupted launch operations to your right. If your intended landing area becomes blocked or a tow plane is staged for takeoff, you can land on grass on the other side of the pavement or on the pavement (or some other place on the 160 acre airport!).

You have another option, the opposite

(west) side of “32 pavement”, be aware when you do this that that you're crossing the final approach corridor of “32 pavement”. Watch for power and other gliders on final to the paved runway before crossing the threshold.

**Radio Procedures on 32:** Calls to traffic help other pilots avoid you. Power pilots like this a lot. Your use of the radio will undoubtedly reflect the amount of traffic in the area. When entering downwind and if you have time, call “Dansville Traffic, Glider (870) entering downwind right hand pattern for (32) grass, at Dansville”. You might add calls at other points when necessary to separate traffic. Remember to Aviate, Navigate and Communicate last.

#### ABORTED TAKE OFFS ON 32

A good rule of thumb for aborted takeoffs on “32” is (to pull the release even if the rope broke, and) land ahead of but to the right of your tow plane if the two of you have not broken ground at the 32-14/36-18 intersection. This delayed liftoff is a good indication that the tow is not going well and it's best to abort with airport ahead of you. A late lift off probably means that the tow will get worse, not better. **Check** your spoilers, nasty winds, or be mindful of the tow plane's ability to produce power. It might be better to “relight” as the British say.

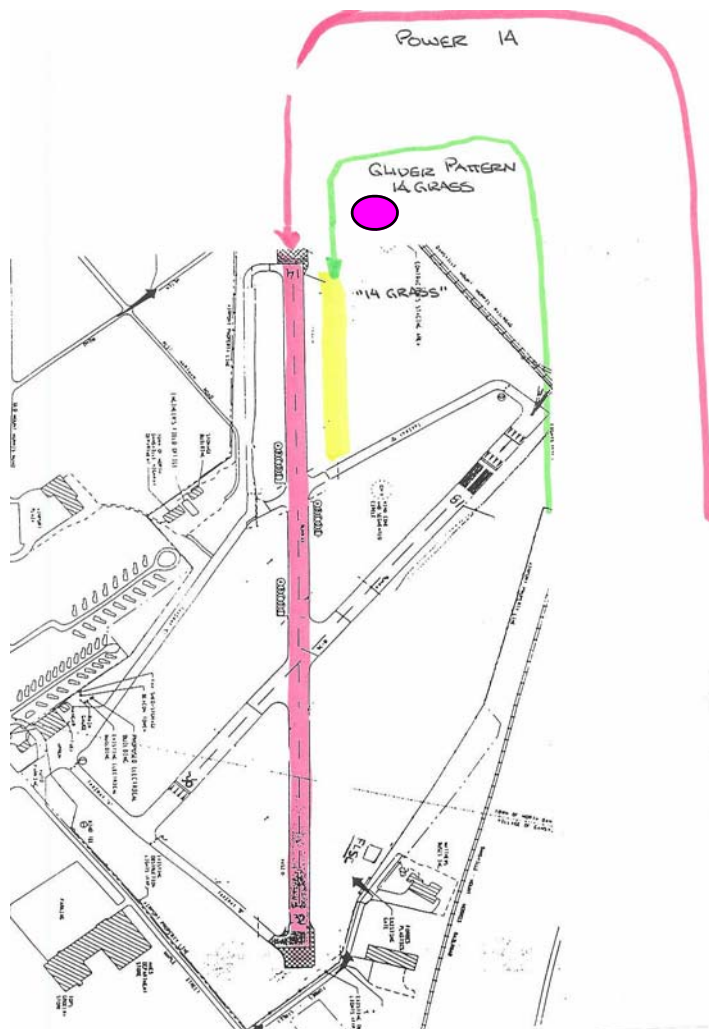
If you do take off successfully but have a rope break or are waved off before you have sufficient altitude (200’ +/-) to turn back towards the runway, there are fields just off the north end of “32”. Some are planted in corn, others grain or grass, but all are preferable to a low altitude turn back to the airport **if the turn cannot be done within your comfort level.** Your club-mates will gladly retrieve you, and with good humor.

It's well worth taking a walk to look at the fields at the north end of the airport.

#### “14 Grass”

If you are landing north to south on “14” (toward town) the operation is also along the east side of the airport, but with left hand traffic patterns (the downwind leg executes northward, parallel to “14”). The opposite side of the runway





Same drawing, except that the yellow area is "14 grass" the glider runway on the north end of the Airport

(west side) has a swale (*Sounds like one of those dragons off the edge of the earth, but is Probably from the eastern countries where it is still in use; "a low place or depression possibly wet or marshy" Oxford English Dict. ) and cannot be used for landings; you don't want to catch a wingtip or other vital glider part here for sure.*

Notice that **glider and power traffic share the same left-hand pattern for "14"**, (on the east side of the airport). Since power traffic flies a wider pattern than gliders be sure to look around your normal path and also above and below you. You never know what's hiding under the nose of your glider. Radio use helps if you've time.

**Radio Procedures;** same as for 32 & optional according to the traffic density in the area. Include Where you are, Who you are, what you

intend to do and a repeat of where you are (many miss initial words).

At the approach to "14 grass", just to the north east, about 50' are a house and telephone pole, (designated by a red oval in the diagram on page 2). Good practice is to fly so that you do not have to go over the house or tree or pole (the owner complains and besides it's to the left of your approach to the grass

If you do go over the house, be sure you fly higher, and land down field, or use a slip to shorten your distance AFTER the obstructions. We have plenty of runway (3,600 ft) so that it is not a problem to land down field, but this makes great cross country practice to use slips. Tow pilots should know that the pole & wire like to catch tow ropes. The lines do not extend over the threshold as a convenience to the power pilots.

Also to the left of runway "14 pavement" (right of "14 grass") approach are two VASI light boxes. These are large orange rectangular boxes just to the side of the pavement about 1,000 feet from the threshold. These things hurt people who hit them, really mess up a glider, and replacing looks expensive.

On "14 grass" we use the same three tiered area usage scheme as on "32 grass". The 100' width closest to the pavement is the active landing area (please stop straight ahead), then the next 100' width adjacent is the active take off area, and to the west of those two runways is the staging area for aircraft and people.



Lookee Here!

A power plane. Notice the immense amount of power. They share our airport. They fly differently than we do. They don't get to look out as much as we do, Poor guys. This one is David Seymour's WACO, out in Colorado.

When departing runway “14” to the South, make sure that you start your takeoff run, well-back of the threshold on “14”, especially on hot days. **You will be taking off toward the town and there are few landing options**, which get slimmer until you turn to the east (left). Your instructor will show you how to do this safely, but be sure to ask about fields available on this take off. If the tow has started a left turn, there are some good fields in the vicinity of the school. They may be too far away until you turn.

### **RUNWAY “18/36”**

Generally, gliders use runway “18/36” only in high wind (wave) conditions. The runways are shorter and point into ridges on both ends. In the rare event that wind conditions in Dansville strongly favor these runways, turbulence and downwash from the hills make tows and landings exciting to say the least. Liftoff will be normal, but your climb rate will be severely reduced once out-bound (you will be in the downwash of the west ridge).



Tom Demetreu

High wind tow from this runway should be made with an experienced FLSC tow pilot. Two placed launches from this runway are not recommended unless there is a reasonable wind. Talk to an instructor.

Landings may be made on the grass on the east (left) side of “36”. If “14/32” is active (and it usually is), use care in planning your pattern and landing. (Even more than usual!)

When moving gliders around on the staging area or onto an active take off or landing area, **Stop, look and listen** (where have we heard this before?) in advance of crossing all taxiways and runways, and note runway markers, taxiway lights and other hazards at all intersections. Ask club mates when you are on the field to show you subtleties so that you know the correct way to move around.

Well, this is a start, but less than you need. Have someone walk you around the airport so that

you can see all these points for yourself (“practice, practice, practice” Karl Streideck or Maurice Richard, I think)

## **FIELD OPERATION RULES** REVISED 2007

### **I. INTRODUCTION**

These operations “rules” are designed to assure safety; If one of them appears to create a conflict, go with what is safest. We value our minds, and thinking is what makes flying attractive to some extent (you do after all have to think your way out of squeezes, and anticipating them and practice is how to survive them). We hope, by outlining rules, to maximize safety, equipment utilization and to help soaring fun. When the operation is not under pressure, you can have fun and not be concerned so much, but when busy, the rules keep movement safe and efficient. Likened to an aircraft carrier, it begins to make sense.

All members should know these rules. If you are concerned about violations, bring them to the attention of a field Instructor(s). (S)he will determine how to handle them.

Of course if a dangerous condition needs immediate intervention, members should “help each other” to avoid damage or injury. A nice “here let me help!” does wonders. Don’t be critical, just help out, and bring the development to the attention of an instructor, who will decide if intervention is necessary. (Don’t be discouraged by what seems like a lack of response. An important part of intervention may be letting time go by to defuse things!)

In the event of a dispute or interpretation of rules, the Operations Manager must make the decision, and may consult with whomever (s)he pleases. Members shouldn’t quibble with each other over perceived violations. Remember your hyper-critical fourth grade teacher? Nobody wants to fly with them. The Operations Manager has discretion to consult with any member, but the decision is final.

### **II GENERAL**

Flying must of course, be done in accor-

dance with Federal Aviation Regulations; Your instructor will familiarize you with them but each pilot should have a current "FAR/AIM" book. These are available from a number of sources, including the FBO at DSV, and there is likely to be a copy in the instruction room. We know it's not exactly favorite "light" reading but you must be at least familiar with parts 61 and 91. A copy is kept in the OPS trailer for reference. Most of this material comes from there, interpreted for DSV!

Safety is important. In the spirit both of safety and fun, members should point out unsafe operations to the OPS manager or an instructor on the field as soon as possible. If no certified glider flight instructor (CFIG) or ops manager is present



Ann Lafford and  
Linda Evenski

on the field, report the incident later either orally on the field, or on a safety form available at the ops office or on the net (flsc.org) by mail, E-mail, or telephone. If intervention is required, good manners and a kind spirit are priceless.

### Security of Aircraft

**You own the aircraft.** The security of your equipment rests with you, the pilot, from the time you take charge of the equipment until you return it properly secured or to another **qualified pilot member of FLS**. This responsibility applies to all FLS equipment, like weights, cushions, etc. (You know, just like we were taught in kindergarten :-)

You (PIC) are responsible for conducting a pre-flight inspection and documentation required for safe legal flight. (Is the machine in annual?)

No FLS sailplane may take off without a current, rated and experienced FLS member on board. Pilot logs are subject to review by the OM.

Maneuvers are limited to those for which the aircraft is rated (See the Pilot Operating Handbook (POH); you must be thoroughly familiar with the POH before solo in an aircraft; (for instance, which aircraft on the field can you injure yourself by slipping? Don't know?) and in compliance with FAA regulations (which require POH familiar-

ity and check out before you solo any aircraft).

Review of the POH from time to time (Spring Check Ride?) is a good thing to do.

Students mayn't soar below 1,000' AGL, and licensed sailplane pilots below 600' AGL, nor may anyone soar in active traffic patterns, for avoidance reasons. (Had enough yet? We do want to have fun, but accidents are nooooooo fun!)

Pilots, wing runners, tow plane monitors, golf cart drivers, tow pilots, instructors, and operations managers all have specific and important parts to play. There is a constant balance between safe, efficient operation and enjoyment of the activity. As you grow as a pilot, safety issues will become second nature, but need review often, so read on!

### III. Responsibilities of Operations Manager

The Club schedules an Operations Manager (OM) to govern the operation each flying day. OM's primary duty is to conduct the operation safely and efficiently. The Ops Manager is **responsible for directing the operation, and assuring safe operation of the day**, to assign tasks to make sure that the safety and efficiency is maintained.

Your Ops Duty will start promptly at 9:30 am. Arriving a little early is a plus. Your job is to direct the activity of others and to make sure it all happens safely. You must not do any work. Better to leave the task undone, and spend the time looking for a responsible member to do it. The short version is that you direct people to get the machines out of the hangar, supervise them all day, keep the operations logs and notes, direct the return of the machines to the hangar, and then enter log times in the aircraft log books.

A member must respond to an operational request made by the Operations Manager. I know this is repetitive. Following is a list of tasks **by priority**:

Ops Manager's Area of Operation is:

1. Tactfully **manage personnel** responsible for launch and retrieval operations



## 2. Keep a **safe and efficient operation**

3.\*\* **delegate an instructor intervener) in unsafe conditions** or incidents. Intervene only if you have been schooled in the practice.

Tasks to meet these areas of operation follow:

1. Discourage other members from tactless criticism of persons who make mistakes, We all make mistakes so let's deal with each other in a constructive way. Leave the critiques to the professionals, our CFGs?
2. Consult with the Tow pilot (remember the tow pilot can veto a decision here, because he or she may be uncomfortable with the downwind takeoff or other parameter) and designate the magnetic runway heading of operations and suspend operations (in consultation with the tow pilot, instructor, or other necessary person (FBO?)) when conditions warrant. (Usually this involves high and/or gusting winds, limited visibility or ceiling, or impending storms). Also, Direct all aircraft to a tie down or hangar when operations are suspended. Airplanes may blow away if left out in adverse weather.



3. Interpret and apply operating rules, resolving disputes over application of rules.

4. Designate personnel to adequately assist launch and landing operations.

Appoint FLSC sailplane wing runner, tow plane monitor and others as needed, to each launch. Assign retrieval personnel (possibly as the responsibility of the next pilot on list since that pilot has an interest).

5. Designate a tactful member, when necessary, to keep the flight line clear of all obstructions, including observers, children, puppy dogs, parked cars, airplanes,
6. \*Be an enthusiastic host to guests.
7. \*Maintain and administer flight priority lists for sailplane and tow plane use.
8. \*Maintain the daily Operating Log accurately and completely. (Sample page 21)
9. \*Arrange the launch queue and re-arrange it as required after aborted launches.
10. \*Issue Ride certificates to purchasers. Coordinate rides, maintain balance between guest and member use (see Section 14, Priorities)
11. \*Collect fees from Guests, Juniors and 3-flight Introductory Members, and fill out cash log if needed (pg 21)
12. \*Enter all receipts into the Cash Receipts Log

(Sample page 22)

13. \*Total each aircraft time from the operations log (pg 20) and enter total for each sailplane in its respective logbook (in the ops office filing cabinet) at day's end. Sample page 23
14. \*Supervise damage free storage of equipment at day's end.
15. Submit receipts with cash log to the receiving Treasurer (Envelope is in the metal trailer with postage).
16. Arrive on time and have operation ready to go at 9:30 AM
17. If unable to make assigned duty, arrange a substitute. Call an alternate and arrange to exchange duty (members helping members).
18. \* Put "Ride" signs at the driveway/road intersection in AM, take them down at night and return them to the hangar!
19. Solicit or appoint solicitor for new members!.
20. As if this were not enough, you should know "Priorities" on page 13. Review of the manual before or even during duty is not prohibited.

---

\*(These tasks are easily delegable, but OM is responsible for their performance. (Seems like supervision alone is responsibility enough, but OM is responsible for the designee's performance too! YIKES))

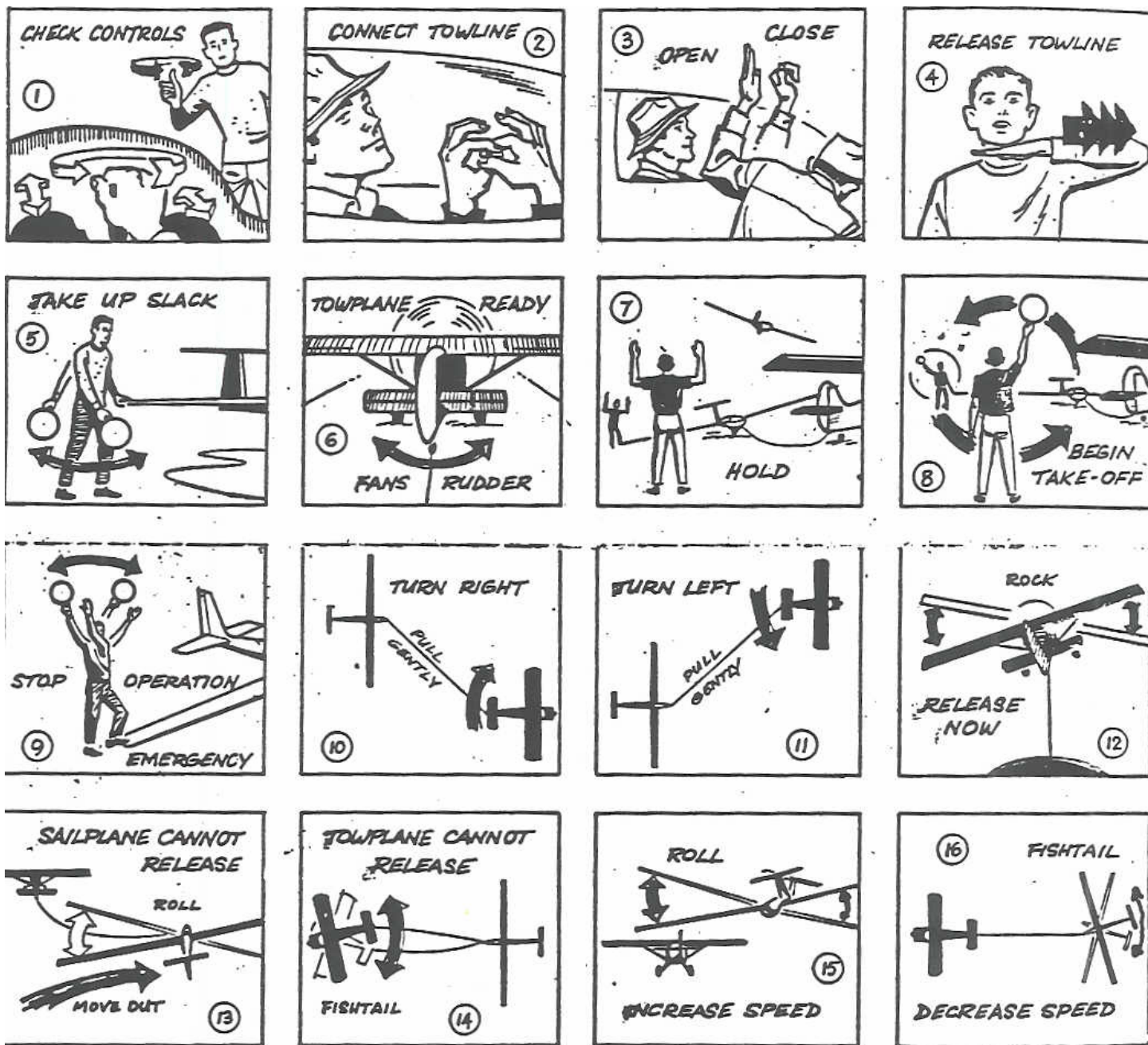
**WOW!** Can you tell this is a busy & responsible role? Don't worry, you don't have to go it alone. The first few times you will have a lot of help, and it will become second nature soon. Talk to your buddies, read this manual from time to time and bring it with you to the field.

## IV. SAILPLANE PIC AND SOLO STUDENT RESPONSIBILITIES

The Area of Operation is to assume responsibility for the sailplane while having fun with it!

The tasks comprising this area are;

1. Check with OM, Instructor or bulletin board for WX, TFRs and Notams.
2. Assure the sailplane's integrity: pre-flight the craft, **clean the canopy, calculate weight and balance, and check the towrope** (oft neglected tasks that you won't see on the checklist, but no less



### STANDARD AMERICAN SOARING SIGNALS

important: see an instructor for – what else – instructions!) (Also, pilots should plan ahead so they are not rushed at the last minute, and do not hold up operations. Pull up to the flight line when ready (not before) to keep from obstructing the line).

3. Help the passenger get ready to fly before the tow plane arrives.

4. Brief Passenger on seat belt use and exit routine per FARs.

5. Confirm the presence of a line person and a tow plane monitor.

6. Use standard SSA signals (above) throughout: e.g. when ready to launch give “thumbs up & rudder-waggle,” “ready-for-takeoff” signals.

7. On tow, when losing sight of the tow plane, **release immediately!** Do not wait for tug to come back. (He will die first).

8. After landing, move the sailplane off the active runway as quickly as possible to permit safe takeoff and landing of other sailplanes.

9. Post-flight: clean bugs and debris off glider



10. Stay with the sailplane after landing until the ship is tied down or handed off.

11. Report equipment problems to the Chief Aircraft Mechanic (CAM).

## **V. WING RUNNER RESPONSIBILITIES**

Area of Operation is to monitor safety on the flight line and assist in efficient launches.

The tasks in this area are;

1. As always, exercise judgment regarding the advisability of take off, and to double check conditions for a safe launch.
2. Advise pilot of repairs, knots, frays or tangles in the tow rope.
3. Relay special pilot instructions, to the tow pilot or refer pilot to radio communication (e.g. pilot 3,000-foot tow, or will "box the wake")
4. At the pilot's request, hook up the sailplane.
5. Note and report to pilot any sailplane and tow plane problems, such as open brakes or canopy

not latched; ask pilot if brakes are open intentionally. Feel free to tactfully ask, "Can I take the tail dolly off?", if you see the pilot has forgotten. (Guess how we know about this) or Ask pilot to open, close and lock air-brakes.

6. Advise pilot of "downwind" condition.

7. Lift the wing

upon pilot's signal and signal tow plane to take up slack, if acceptable.

8. Check for other sailplanes or power traffic landing or taking off before complying with launch request. Watch cross-runways and patterns.
9. Give the "go" signal after the rudder waggles.
10. Use standard SSA hand signals.
11. Assist pilot and passenger in entry to sailplane and securing seat belts. Remark on weight and balance if appropriate. One time I remarked "Boy you are the smallest passenger I have seen in years!" Then it occurred to me that it might be

out of balance! It was, but no one had noticed!!!

12. Keep upwind wing low in event of crosswind.

13. (To sum up, the hook-up procedure is as follows: (on runway "32") the tow plane will approach the left wingtip and will roll across - but may not stop- within 20-30 feet of the glider to be towed, so that the line person hooks the towline & walks it back to the glider. When the tow plane is about 180 feet in front of the glider (rope a little slack), the hook-up person gives the stop signal by holding up both arms (or a hat in raised hands because the hand alone is difficult for the tow pilot to see). Hold rope-connecting rings up for pilot to see. Only proceed to connect glider when pilot specifically says, "Ready for hook-up." Proceed with normal hook up and run the wing.)

### **V. A. Winch operation on the ground**

When the winch is in operation, the Wing Runner must be sensitive to a few more things. The winch is operated by a winch operator at the other end of the airport. The operator communicates with the pilot through a radio. The wing runner becomes a primary safety link with respect to airplanes in the air (hanging rope danger) and people in front of the glider and near the rope. When the rope comes back from the winch, remove it from the car after the car reverses to loosen the rope. Lay it on the ground about 20 feet in front of the glider, and present the pilot with the parachute and strop (if the pilot has not already secured it). It should be lain from the strop to the glider. Do not hook either end into the system until the pilot hooks up the glider (it's his neck) and enters the glider. When the pilot is in the cockpit and just before he radios the winch that he is preparing to launch, hook the winch end of the parachute to the winch line.

Then take your position on the wingtip, and assist the pilot in preparation. A reminder to close and lock dive brakes or spoilers is helpful. Traffic checks, downwind condition, use of judgment and other responsibilities as with aero tow are the same.

The pilot will radio the winch that **"ASK 21 two aboard preparing for launch"**, and the winch operator will confirm the call, repeating the parameters. He then prepares the winch..



The glider pilot, when ready to go, issues a radio message to the winch operator that **“ASK 21 is ready”**. The Winch will acknowledge the call and ask the glider to **“standby”**. At this point the winch will announce over Unicom (123.000) **“Dansville Traffic, winch launch in progress runway XX grass at Dansville”**, then informs the glider that the **“winch is ready to launch”**. If the pilot is ready (He can still say “standby!” but should be ready to go at this point) the glider will issue a call to the winch that it should **“take up slack”**, and after the glider starts to roll issues the command **“Slack is out, Go Go Go!”**. While these calls are taking place, the wing person should disallow pedestrian traffic in front of the glider, until the winch operator announces **“Dansville Traffic Winch Launch complete”**

## VI. INSTRUCTOR RESPONSIBILITIES

Area of Operation is to grow the club by providing instruction and encouragement to new members, students and standing members who want to advance their proficiency (“enhance the organized self” FOI!!! *Can you believe I can quote that thing?*) Narrower, but no less important that the Ops Manager, whom we all love dearly, no doubt.

### Instructor Tasks are:

1. Prepare lesson Plan for each student.
2. Review or monitor student check of WX TFRs NOTAMs; (enter results on grease pencil board for later arrivals; who knows, even the tow pilot may rely on you if (s)he trusts your work?).
3. Quiz students on reading material appropriate for this lesson to assure review of Operational and Aeronautical knowledge
4. Assure that scheduled students appointments are timely kept. (this is the “no tickie no laundry” rule; works good if you made an appointment, or instruct and have a badge flight pending!)
5. (shift officially ends at 12:30 PM).
6. Remain beyond instructional period if required to assist in providing passenger rides or further instruction, and you have no date with destiny (*the boomerang award!*)
7. Honor the instructional flight 45-minute limit,

and make sure your student gets the 15 minute instruction and evaluation time.

8. Provide a useful, constructive, relevant, fulfilling, comprehensive, entertaining, timely and effective critique of Student performance: fill out logs and Training Syllabi. I’m still looking for more adjectives.
9. Be available for ground ops consultations.
10. Authorize students' flights as appropriate
11. Identify passengers who show talent and encourage them to join! *This is delegable, right?*
12. Fly when you enjoy it, and enjoy it when you fly! Honor the **IMSAFE** checklist. \*

## VII. TOW PLANE MONITOR DUTIES;

Assist and assure safety in the launch Tasks are:

1. Exercise judgment regarding launch
2. “See and avoid” the tow plane & propeller at all times; don’t make me explain this, ok?
3. Hook up rope to tow-plane as needed;
4. Relay glider instructions to tow pilot if necessary, and talk to tow pilot if tow door opens,
5. Be observant for traffic, tow-plane or sailplane problems and safety concerns (you have the power to stop a launch at any time. See signals, page 8)
6. Check for knots and frays in tow rope, especially near the rings, inform tug pilot.
7. Look for and transmit wing runner signals.
8. Check for traffic on downwind, approach, etc..
9. Stop tow plane if wing runner puts sailplane wing down or if any unsafe condition develops, even if you are the only one that sees it.
10. Signal tow pilot to take up slack rope and to depart when signaled by the wing runner.

## VIII. TOW PLANE PILOT RESPONSIBILITIES

Area of Operation is the safe but efficient launch and tow to altitude of sailplanes and members –(don't forget the members, you don't really want to go without them do you? )

1. Exercise judgment regarding the operation of the tow plane and operation during the tow.
2. Preflight tow plane (add fuel and oil as required, and monitor fuel during the day.
3. Check 1-800 WXBrief & NOTAMs at the start of the day. Inform Ops Manager & consult
4. Pre-flight the tow rope.
5. Observe & use SSA signals during tow.
6. Maintain tow log.



7. Manage & purchase fuel. (Sign the invoice!)
8. Secure the tow plane, when unattended. Coil the rope out of harms way too.
9. Leave the tow plane clean and re-fueled at the end of the day. Just like in Kindergarten and Attach charger at end of day if necessary.
10. Report equipment problems and or service

requirements to the CAM by logging in the maintenance notebook.

11. Be properly qualified; (Possess a current pilot's certificate, third-class medical certificate, and required log endorsements. Be approved as a tow pilot by the FLS Board. Make sure you are current)

12. Arrive by 9 AM, or 1/2 hour prior to duty
13. Enjoy your flying and fly when you enjoy it! Run the **IMSAFE** checklist!

## **IX. MOVING OF SAILPLANES ON THE GROUND & into/out of STORAGE**

Cars may enter upon the field when towing sailplane trailers. If staging at north end or other place, sailplane trailers should be towed via public roads. Use golf cart or ATV for moving sailplanes on the airport. Minimize use of autos.

For ground towing, use a sturdy rope longer than 1/2 the sailplane wing span (40 feet is a good length). Holding the wingtip, direct the glider track to follow the car track. The driver should warn of ruts and woodchuck holes, but the wing walker must stay awake!

Communicate between driver and wing-

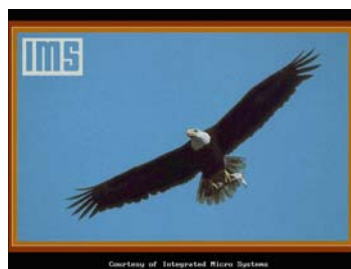
man; Keep car windows open. To maintain visual contact, adjust mirrors and open tailgates..

In mild wind conditions, the wingman (or woman) should walk the left (car driver's) side wing. In higher winds (7-12 MPH wind), the wing person should take the downwind wing as the glider will tend to pivot into the wind. (Think about it and ask how we know!)

In strong (12 MPH or more) wind (NB: the Russia is very susceptible!): Keep a person on each wing, upwind wing held low.

In strong tail wind: Use a person on the wing and "tail walker" to keep the tail low (prevent it from blowing up and over or overrunning the tow car (Ahh yes, the school of hard knocks)).

Strong headwinds require a wing walker



and a licensed pilot belted into the sailplane to prevent an angle of attack sufficient for takeoff. This is especially important with light machines. An empty 1-26 can take off from a three-point stance if a 4 MPH walking speed is added to a 15 MPH head wind and normal associated gusting.

The wing walker must watch for people's heads (banging onto the wing, OUCH!), other aircraft, tow planes, chuckholes, etc.

The driver and wing walker must both watch for air traffic taking off and landing, landing lights, holes in the ground., etc! Talk to each other! If the car is stopped at a runway due to traffic, wing walker should lower the sailplane wing so that moving aircraft know your machine is not in motion. Except in high winds, lower the runway side wing.

Do not drive cars with loose towropes attached; this has resulted in injury! (We are not making this stuff up; people have actually been ensnared in the tow plane tow rope and dragged down field! On other airports, of course.)

When turning a glider, be sure the sailplane tail is off the ground (unless equipped with a swiveling tail wheel); wings should also be held level if there are no wing wheels.





In general, Sailplanes should be secured (tied down) with noses pointed generally “into the wind”. If able, open brakes and put flaps in “up” position. (A sudden change in wind speed or direction can damage a sailplane if it is not secured; this has happened on other airports too!).

For overnight outdoor storage, secure the nose, wings and tail (4 points); make sure weights and cushions are in the sailplane, cushions are protected from rain, and install gust locks and canopy covers.

## **B. MOVING AIRCRAFT IN THE HANGAR**

At least two pilots are required to move an aircraft in or out (3 people are much better). Any person may call out "STOP!" if a surface is too close to contact with another object. Remove gliders to a tie down, not loose on the field.

Tow-plane parking spots are designated so they cannot obstruct glider tie down spots.



Gliding and Soaring are beautiful sports with hidden dangers sometimes  
*John Caldwell*

## **X. RESPONSIBILITY FOR ACCIDENTS**

FLS assumes repair costs from ground handling and trailer related incidents on the home airport except where negligence

by violation of club rules or FARs apply as determined by the Board.

FLS will assume repair costs resulting from passenger rides (not including flights in which a member gives a personal guest a ride).

A pilot in command involved in a flying, trailing, damage accident/incident off field may be responsible for the insurance deductible on the FLS policy absent violations of FLS rules, FAR's

or motor vehicle laws (flying and trailer incidents)

## **XI. REPORTING OF ACCIDENTS AND UNSAFE INCIDENTS**

It is essential that accidents and unsafe incidents be reported and addressed.

An FLS PIC involved in an accident with club aircraft must by law report that accident immediately to the NTSB if “substantial damage or personal in-jury results”. Talk to your instructor.

Any FLS member witnessing an unsafe incident should report it orally to an instructor or Board member on the field at the time, or if there is no such individual at the field, in writing via a safety memo as soon as is practical. The instructor will determine the appropriate action. The instructor may refer the matter to the Safety Committee. The Safety Committee shall maintain a file. The Safety Committee will then address the issue, informing the member involved as is necessary to assure confidence in the process, individual growth, and club integrity.

Don't worry if there is no immediate response or discipline. Delay and justice have common parents.

## **XII. RIDES, GUESTS AND OTHER**



“Are you confused yet?” Bob Cook after reading the manual to this point. *Avaunt!*  
Perseverance will be rewarded by a brilliant flying career unblemished by mishap, per-  
adventure, prevarication, etc

## **STUFF**

Generally, FLS sailplanes are for the use of members, and FLS tow planes are for towing gliders piloted by members. However, others may fly in FLS aircraft.

Guest or reciprocal members may tow their own sailplanes behind FLS tow planes.

Licensed FLS pilots may provide rides to friends and relatives if they are approved (and current according to FARs). To give a ride from the back seat, the field instructor must approve the pilot for rear

seat operation.

FLS provides rides to non-member visitors upon availability. For such flights, a commercially rated sailplane pilot, **current in the make and model of the sailplane to be flown**, must operate the sailplane. The OPS manager will collect or provide for payment at the time of the ride.



Tow planes may also be used for a tow pilot check out, field selection training for cross country approval, spin training, orientation to familiarize a new member with the local flying area, aero retrieves of an FLS sailplane from another airport, and limited personal use (Citabria only) when the aircraft is not needed for FLS activities.



J. Caldwell

All such tow plane use is charged at the current tach hour rate (see Appendix A). Except in the case of aero retrieves, normal tow fees apply if they are higher. Extended personal use of tow planes or other equipment, is subject to Board approval.

### **XIII FLIGHT MANAGEMENT AND DURATION**

The Ops Manager establishes Priority of flights generally on a "first come, first fly" principle. The OM may set up a "priority rack" on the field, with a column of slots for each active sailplane, or the OM may establish a list in some other way. If the rack is used, a qualified pilot will place his or her card in the next available slot (top to bottom) of the column for the sailplane to be flown. The pilot whose card is situated in the top position shall be the next to fly the sailplane. Check with the Operations Manager for the day.



Sergio Perez  
He's here to help, really.

At the discretion of the Ops Manager, a pilot waiting a turn may fly another available sailplane without losing his or her priority. A pilot fly-

ing an alternate sailplane or otherwise unable to take his or her turn when the primary sailplane becomes available shall forfeit her or his priority slot.

Members having a sailplane reserved for cross-country flying may not use alternative sailplanes while the reservation is in effect unless approved by the Ops manager.

Unless extended by the Operations Manager prior to take off, the duration of local flights on weekends are limited to:

1. Normal FLS flight, 60 minutes (2 place machine)  
90 minutes for single place machine.



Lee Bernardis  
"Ironpants"

2. Introductory three flight Member 45 minutes

3. Dual instruction flights 45 minutes

4. Currency flights, 15 minutes

5. Bronze Badge duration (2 hour) flight

attempts: The operations Manager may authorize the use of a sailplane by the first qualified pilot requesting it on any given day. The attempt may be made in the sailplane of the pilot's choice when the pilot's regularly scheduled turn to fly comes up in that sailplane. This is not a reservation system. It simply allows one pilot per day to attempt a longer flight to qualify for the Bronze Badge. At the discretion of the Operations Manager, more than one pilot may be authorized to attempt this flight on a given day.

### **XIV PRIORITIES**

This section will come in handy when you want to fly and other are "in the way". I'm sure you will have no trouble mastering it.

- 1) Instructional flights and check rides have priority over all other flights, **before 1:00 pm**. Reserved instruction has priority over unscheduled instruction.
- 2) Students may reserve a 2 placed machine for one-hour blocks (45 minute flights) between 9:30 AM and 1:00 PM for the purpose of dual instruction flights. These reservations shall be made in advance through the FLS Bulletin Board on a first come first served basis; reser-

vations may also be made for licensed pilot check rides.

- 3) Qualified solo students have priority for the 1-26 before noon. Solo students have priority for trainers that are not used for instructional flights before 12:30 PM.
- 4) After 1:00 PM, tows and club aircraft are available to Regular members on a first-come first-fly basis. Guest members are entitled to receive tows in the same manner as regular members. However, when Regular members are waiting for tows, Guests shall alternate with Regular members.
- 5) Also from 1:00 on, the Ops Manager shall determine priority of rides vs instruction.
- 6) Passenger rides are given as available and are the last priority (except labor day weekend)

## **XV CURRENCY FLIGHTS**

Instructors receive three 1000' tows at the start of the season without charge. No soaring should take place because of time constraints.

**Start of Season;** every pilot must ride with and be signed off by an instructor at the start of each season before qualification to pilot club equipment or to receive a tow.

To **pilot any glider** a member must receive a check ride and a review and sign-off in the machine of choice. (CFR Part 61.) Some machines, like the Russia may require a check ride in the Blanik.. It is the responsibility of all members to maintain their skill levels per FARs and per insurance endorsements for use of FLS equipment.

## **XVI. QUALIFICATION FOR USE OF SAILPLANES**

**An Exciting part of Soaring** is starting to fly a new machine. Any member may engage a new machine upon approval of a flight instructor.

Below are some rough guidelines on what you might expect to hear from your favorite CFG :

**Solo:** Members are eligible to solo an aircraft that is new to them when approved by a club instructor logbook endorsement. To solo for the first time a pilot must pass an FLS Pre-Solo written test per FARs

Before getting into a new machine you may need spin training, which can be done in the Blanik or the Citabria. Your instructor will guide you.

Student certificated pilots must obtain approval and supervision from a CFG on the field immediately before each solo flight per FARs. This is a good idea for personal growth and awareness of conditions.

Pilots can fly rear seat when approved and endorsed by a club CFG. ("endorsement" or "endorsed")

**1-26:** Student and licensed pilot members may fly the 1-26 when endorsed. Student certificated pilots must be supervised by a club CFG on the field immediately prior to each solo flight, per FARs. You may do spin & recovery re-currency.

**Russia:** Licensed sailplane pilot members may fly the Russia after flying the 1-26, unless your instructor is comfortable signing you off without it. Your instructor will guide you and may suggest or require other prerequisites appropriate for your situation.

Review of the POH, a cockpit briefing and proficiency in spins are mandatory for insurance. It's a good idea to have practiced spins in the last 30 days and unless you have flown frequently or are current, your instructor may suggest going for a spin ride. Your instructor will probably observe your flight, and discuss it with you when complete. Don't be shy to ask your instructor to continue to watch you or to ask questions in the future. The only bad question is the one that goes un-asked.

**Blanik:** Licensed solo members may fly as PIC after a cockpit check and demonstrated ability





per endorsing instructor. The endorsement is required for insurance purposes and is a good idea in general. Observation of the endorsing CFI is a good idea at least at first, and besides, he's going to watch you anyway!

Blanik from the **rear seat**: Members may fly the Blanik from the rear seat after cockpit, POH and spin requirements, and a CFIG endorsement after a rear seat check ride.

Nothing to it.

## **XVII. CROSS COUNTRY AND DURATION BADGE FLYING**

So, you've mastered the safety rules and practices on the field and climbed the mountain. Now you have become a warrior and finally made it to the nirvana of Soaring! X-C! (Cross-country and Badge flying!)

FLS encourages cross country flying as well as badge flying by appropriately qualified members. "Cross-country" is flight outside of gliding range of the airport (taking account of winds aloft), assuming all lift quits at any time. (As John Seymour says, "Every day is a cross country day"!) Well, we're not sure he has been at DSV in awhile.

Once again, your instructor will help you cross this threshold and will guide you to a successful completion of the task.

This section describes provisions for use of club equipment for cross country flying on days with the best soaring conditions (your definition of this changes over time) while, at the same time, allowing other members the best access to the equipment as well.

Cross country qualified members may reserve sailplanes on weekends and holidays by post-

ing a notice on the bulletin board first come first served, arranging a tow pilot, and having equipment and crew ready to go on the appointed day. You may make one reservation in each calendar month for a week-end day. Any single placed machine may be reserved for a duration badge leg attempt the same way. On weekdays the sailplanes may be used without reservations on a first come, first served basis.

To fly an FLS sailplane cross country, the pilot must be a Regular "A" member of the club, complete the SSA Bronze badge requirements, be endorsed for the machine and separately for cross country flight by a club CFIG and an instructor review of the flight planning if its his (her) first x-c flight, See the x-c plan sheet page 24.

FOR ALL X-C FLIGHTS, the pilot must

- 1) be responsible for the security of the sailplane, trailer, tools and all equipment required for the flight and
- 2) be responsible for all pertinent information concerning the flight and all airports of intended landing. (FARs)
- 3) Provide a retrieve car wired to match the trailer in use and
- 4) a crew ready willing and able to perform.

Hook up the trailer check your lights, arrange for and brief the crew and provide car keys, gas and toll money before the flight starts. This takes time and planning.

You must arrive at the airport by 10:00 AM. Failure to do so results in forfeiture of the reservation, and the sailplane becomes available for local flying.

If you don't leave the vicinity of the airport by 2:30 PM you must return to the field and make the sailplane available for local flying.

You must return the sailplane to DSV ready to fly by 10:00 AM the next flying day.

Before endorsing you to go off into the wild blue yonder, your CFIG may require a background or training for the following:



## General Cross Country Skills

1. Comfort handling the chosen machine locally,
2. currency in it (3 flights in 60 days).
3. A Bronze Badge and a 5 hour flight.
4. Demonstrate **minimum energy spot landing proficiency in the machine w/o altimeter**;
5. A cross-country briefing from a club CFI, a plan for the flight and a CFI x-c plan review.
6. Field selection instruction (in Citabria? ask);
7. **Wind shear familiarity and practice.**
8. Demonstrated knowledge of retrieve procedures, handling the chosen ship on the ground, assembly, disassembly, trailing and pre and post-flight inspections.

### To fly the Grob x-c you should master

1. The General x-c skills listed above,
2. Comfort in the Grob or ASK 21 locally.
3. take the '21 x-c to seven gullies or Hanna's Acres with a club CFIG ('a CFIG').
4. You may transition to the 1-26 for awhile. Its harder to damage, and not so expensive to fix, spins much better and is easy to land.

To fly the 1-26 cross country you can expect the endorsing CFIG to look for:

1. The General skills for cross country.
2. Comfort with 1-26 spinning characteristics and abilities in high & shear wind & rough thermals.
3. A CFIG Cockpit check and log endorsement
4. This machine is more challenging than the Grob in spins, but is easy to land anywhere.

### To qualify to fly the **Blanik solo X-C**:

1. General x-c skills
2. Comfort locally
3. Comfort with spins, inadvertent and advertent  
It has a four second rotation time but seems faster 'cause the adrenaline is flowing.
4. Be comfortable in wind shear, high wind and rough thermals. It does a nice job.

To fly the **Russia** cross country:

1. Be comfortable handling the Russia locally .  
This ship can be unforgiving, especially when a thermal suddenly dies.
2. Your instructor may suggest more time in the 1-26 cross country, or even go cross country with you in the Blanik.
3. Currency (I know I repeated it)
4. Practice in high wind, shear and spins and ground school in ground loops. It breaks easy.
5. **Minimum energy tail down spot landings.**  
AND Make sure you are fit to fly and have fun, fly safe, have fun, fly safe, have fun, fly safe, soon and often!

*Jonathan Livingstill Safe-gull* © 2005 Thanks to Rizzo for writing this stuff down for me! Please remember that I push the envelope. That's different from doing stupid stuff.



Ed Seymour and Son John at 2003 Soarfest

Ed has been referred to by Lee Bernardis as the Rohenvater of the movement in this area

Kai Gertsen; he and Ed are the longest living members of the Club. Kai was flying primaries in Europe while Ed flew them here.



Chuck Zabinski, President 01 to 03,

Jessie Sullivan when he first joined. He



Ted Timmons, CFII and Tow Pilot extraordinaire

Rick Klingenberg, Tow pilot extraordinaire,

He splits his "S"s with a sharp knife



Jesse Sullivan back when he joined; he looked better then, but so don't we all.



Your author and, well, "RIZ" sharpening his teeth



Tom Roberts pulls his weight around the hangar,

Bob Bianco, who looks happy. This may mean that some suffering is close at hand, for, as he says "We're not happy until you're not happy!" Its just a façade though.



Chuck Taft pulling maintenance on the Citabria,



Tom Roberts, president from 05 to 07 He got us our clubhouse, our winch, and current social atmosphere. As you can see he enjoys life, and his family. Matthew J. Baby (Long) is still his favorite as far as we can tell ==>



Alison Evenski's friend. This is as close as we could get to Allison. (Alison does not like her own photos, they are hard to get, and valuable







Left to right, Top to Bottom;  
Ed Seymour and Rizzo at the retrieve of Jim's Silver C distance and altitude flight in August '03; David and John Seymour (John looking uncharacteristically surprised here) at Soarfest '03

John Caldwell, David Seymour and Tony Meli in the hangar at Soarfest 03 during the tail wheel fix that Tony so adeptly effected, and Charlie McInerney, long time mechanic at Perry Warsaw and friend to us all, especially Chuck Taft, in '05

Tom Roberts' wonderful Bergfalke (mountain hawk) in the hangar, and our very own Wilbur Wright, Tim Seymour at Ed's Ka-6 in 03 at the Soarfest.

Lastly, the brothers Wright, who started all this stuff a long time ago by insisting that flight can be controlled Did you know they almost gave up? Well they had their days anyway. They started the Soaring movement on the way to controlled powered flight, by the way, when Orville (I think) actually stayed up longer than one minute in the Wright Glider, their experimental laboratory used to calculate lift and drag, airfoil sections and stuff needed to get them in sustained flight.

Thanks to J L Safegull for letting me do this JR

## Finger Lakes Soaring Club Performance Speeds

1. Speeds are as reported by the Manufacturer in its Operating Handbook.
2. Pilots must read Glider manuals for each club ship before transitioning to a glider; an annual re-reading is not prohibited, and is a good idea.
3. Periodic review of the manual is required. (See?)
4. Speeds are MPH or MPH an Kt if displayed on a glider's ISI,
5. Blanik is in Kt. See reverse for conversion
6. Pilots must use judgment regarding effect of wind, angle o attack and bank, etc.

OPERATING CONDITION	GLIDERS			
	1-26, 02a	Russia 22FL	Blanik 14AS	ASK-21
Stall Speed	28 MPH,	42MPH	FE 30 Kt no flaps 32 Kt	40 Kt
Min Sink	38 MPH	50 MPH	42 Kt	43 Kt
Best L/D	45 MPH	59 MPH	46 Kt	49 Kt
	23/1	31/1	28/1	32/1 ??
Vfe			60 Kt	
V Auto Winch Tow	69 MPH	60 mph	65 Kt	60 Kt
V Aero	95 MPH	100 MPH	76 Kt	
V Dive Brakes Ext		104 MPH		136 Kt
V Max Glide/Dive	104 MPH	137 MPH	136 Kts	
V Manoeuvre		100 MPH	76 Kts	



Tom Roberts and his Berg Falke, Serge Perez from FAA and Doug and Geoff Cline, father and son.

## Conversion Chart

MPH	Kt	KPH	MPH	Kt	KPH	MPH	Kt	KPH
30	26	50	79	69	132	128	111	213
31	27	52	80	70	133	129	112	215
32	28	53	81	70	135	130	113	217
33	29	55	82	71	137	131	114	218
34	30	57	83	72	138	132	115	220
35	30	58	84	73	140	133	116	222
36	31	60	85	74	142	134	117	223
37	32	62	86	75	143	135	117	225
38	33	63	87	76	145	136	118	227
39	34	65	88	77	147	137	119	228
40	35	67	89	77	148	138	120	230
41	36	68	90	78	150	139	121	232
42	37	70	91	79	152	140	122	233
43	37	72	92	80	153	141	123	235
44	38	73	93	81	155	142	123	237
45	39	75	94	82	157	143	124	238
46	40	77	95	83	158	144	125	240
47	41	78	96	83	160	145	126	242
48	42	80	97	84	162	146	127	243
49	43	82	98	85	163	147	128	245
50	43	83	99	86	165	148	129	247
51	44	85	100	87	167	149	130	248
52	45	87	101	88	168	150	130	250
53	46	88	102	89	170	151	131	252
54	47	90	103	90	172	152	132	253
55	48	92	104	90	173	153	133	255
56	49	93	105	91	175	154	134	257
57	50	95	106	92	177	155	135	258
58	50	97	107	93	178	156	136	260
59	51	98	108	94	180	157	137	262
60	52	100	109	95	182	158	137	263
61	53	102	110	96	183	159	138	265
62	54	103	111	97	185	160	139	267
63	55	105	112	97	187	161	140	268
64	56	107	113	98	188	162	141	270
65	57	108	114	99	190	163	142	272
66	57	110	115	100	192	164	143	273
67	58	112	116	101	193	165	143	275
68	59	113	117	102	195	166	144	277
69	60	115	118	103	197	167	145	278
70	61	117	119	103	198	168	146	280
71	62	118	120	104	200	169	147	282
72	63	120	121	105	202	170	148	283
73	63	122	122	106	203	171	149	285
74	64	123	123	107	205	172	150	287
75	65	125	124	108	207	173	150	288
76	66	127	125	109	208	174	151	290



Junior member Tom De-metreu



Tyler Booth getting tail feathers cut after first solo by Instructor Rick Lafford. Turn around Rick!



There's Rick



Linda and Bill Evenski, husband and wife team; he likes it here





[illegible]

DATE 19 93	NATURE OF FLIGHT	TIME THIS FLIGHT	TOTAL TIME		TOT. SINCE 100 HR.		SIGNATURE & NO. OF PILOT
			Max. Alt.				
7/16/93	Local Thermalling	1.4	3.5				William H. Jenkins strong wind Broken lift
7/18/93	Cross Country and Local Thermalling	4.0	6.1	50 Miles	xc		William H. Jenkins 50 Miles x.c. wave cloud street
7/24/93	Cross Country and Local Thermalling	3.0	4.1	20 Miles	xc		William H. Jenkins 20 Miles x.c. Fair to poor lift
8/1/93	Local Thermalling xc 10 Mile Radius	2.0	5.0				William H. Jenkins Good Lift - Late start
8/21/93	Local	.7	3.0				William H. Jenkins NO LIFT !!
8/22/93	Local Thermalling xc 8-10 Mile Radius	3.1	4.5				William H. Jenkins Moderate Lift
9/5/93	Local	2.8	4.3				William H. Jenkins choppy - sparse lift
9/6/93	xc 10 Mile Triangles	5.5	5.7	2nd Silver C			William H. Jenkins Good lift!
12/17/93	Local Test Flight	.5	3.0				William H. Jenkins No lift!
4/1/94	Local	1.3	3.0				William H. Jenkins weak lift
4/22/94	Local Thermalling xc 10 Mile upwind	2.5	6.5				William H. Jenkins Good lift off 2:00 P.M.
11	TOT. TIME FWD TO NEXT PAGE 26.8						

DATE 19	EN PE SIC
July 2 1993	ONEAERO
4AERO	Time 562
	THREEA
	TWOA
	ONEAERO
	FOURAE
	ThreeA
Coatsville Cochranville New Garden Triangle	ONE
	TW
Coatsville upwind 5 Times	TH

TIME THIS FLIGHT	TOTAL TIME		TOT. SINCE 100 HR.		SIGNATURE & NO. OF PILOT
	Max. Alt.				
1.4	3.5				William H. Jenkins strong wind Broken lift
4.0	6.1	50 Miles	xc		William H. Jenkins 50 Miles x.c. wave cloud street
3.0	4.1	20 Miles	xc		William H. Jenkins 20 Miles x.c. Fair to poor lift
2.0	5.0				William H. Jenkins Good Lift - Late start
.7	3.0				William H. Jenkins NO LIFT !!
3.1	4.5				William H. Jenkins Moderate Lift
2.8	4.3				William H. Jenkins choppy - sparse lift
5.5	5.7	2nd Silver C			William H. Jenkins Good lift!
.5	3.0				William H. Jenkins No lift!
1.3	3.0				William H. Jenkins weak lift
2.5	6.5				William H. Jenkins Good lift off 2:00 P.M.
PAGE 26.8					

DATE 19	ENTER DATA REGARDS INSPECTIONS, ALTER PERTINENT TO THE HISTORY OF THE AIRCRAFT SIGNATURE, RATING AND CERTIFICATE NO. (
July 2 1993	ONEAERO
4AERO	Conducted a 100 hr Annual 1
	Time 562.3 Glider inspected apr 1
	THREEAEROTOWS
	TWOAEROTOWS
	ONEAEROTOW
	FOURAEROTOWS
	ThreeAEROTOWS
Coatsville Cochranville New Garden Triangle	TAERO
	ONEAERO
	TWOAERO
Coatsville upwind 5 Times	ThreeAERO





---

Membership Fees and Dues (updated 04/03)

Membership Class	Membership Fees	Refundable Share	Amt.Dues
"A" Regular	\$500	\$200	\$40/month
Regular Student	\$175	\$100	\$40/month
Long Distance	\$500	\$200	\$15/month
Junior Member	\$36	N.A.	n/a
Temporary Student	\$175	\$100	\$40/month
Special Tow Pilot	N.A.	n/a	\$50 annually
Intro 3 Flight	\$120	N.A.	n/a
Reciprocal	N.A.**	N.A.	n/a
Guest Member	\$35	N.A.	n/a
Social Member	\$10	N.A.	\$10 annually

Other Club Fees

Tow Fees - Per Flight: \$12.00 per 1000 Feet

(\*\* Reciprocal Pays Same Tow Fees as Club Members)

Trailer/Tie Down - Per Month: \$25.00 (Privately Owned Aircraft)

Hanger Fee - Per Month: \$45.00 (Privately Owned Aircraft)