

FLSC FIELD OPERATIONS RULES

I. INTRODUCTION

We know that everyone in the club wants a safe operation, that's fun, and efficient. By following the rules we are protecting you, your passenger, and your investment in the equipment we operate. We have a reason for everyone. If you have any doubt how to interpret the rule, contact an instructor and a Board Member. These operations rules are designed to assure safety; if the rule conflicts with reality, go with what is safest. Our hope is to maximize equipment utilization and to make soaring fun.

By accepting membership in the club, you signify you accept these rules. All members should review these rules yearly for changes. No one should willingly violate these rules. Willful violation is grounds for termination of membership.

II. GENERAL RULES

Flying must be done in accordance with current Federal Aviation Regulations (FARs). Your instructor will familiarize you with them but you should be knowledgeable as well. The "FAR/AIM" book is available from a number of sources, even the FBO office at DSV. Be well versed in Parts 61 for certification requirements, and Part 91 for flying operations. These documents can be downloaded from the LINKS section of the FLSC.org website under the TRAINING tab.

Infractions/unsafe operations: Safe operations and procedures must be practiced at all times. Members should report safety infractions or unsafe operation to the ops manager and/or an instructor on the field as soon as possible

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. Try not to display a critical attitude, make sure the pilot knows you are trying to just help out, and bring the development to the attention of an experienced member, who will decide how to intervene. 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 have to consult with the more experienced members.

If no certified glider flight instructor (CFIG) or OM is present on the field, the incident should be reported on a safety reporting form available in the clubhouse or on the website (flsc.org), sent by E-mail to the Safety Officer, and a copy included with the days tow sheets. Follow up by telephone. If you feel compelled to say something to the offender please be tactful. It is usually best to leave it to a more experienced member, an appropriately trained and certified person, while trying to preserve club unity and personal growth of all.

Rules Violations: Bring violations to the attention of the Operations Manager (OM) and Instructor(s) on the field. They will determine how to handle them. If no instructor is available, contact a Board member. Members should not quibble with each other over perceived violations.

The pilot involved is required to make a written statement, preferably on the Safety Reporting Form, and contact the Safety Officer. The Operations Manager may consult with any FLSC member to assist them, but the ruling shall be final unless subsequently modified by the Board.

Security of Aircraft

The security of FLSC aircraft rests with the pilot from the time they take charge of the equipment until it is returned and properly secured, or until the pilot turns the aircraft over to another qualified pilot member of FLSC. This responsibility includes all associated FLSC equipment, such as weights, cushions, parachutes, trailer, etc.

The pilot is responsible for pre-flight inspection and documentation as required by regulations.

No FLSC sailplane may take off without a currently rated and experienced FLSC member on board. The pilot in command must be an active member, unless otherwise approved by the Board. Pilots' log books may be subject to review by the Operations Manager prior to any flight.

Maneuvers must be limited to those for which the aircraft is rated (Pilot Operating Handbook) and in compliance with FAA regulations. (e.g. recovery above 1500', outside controlled airspace etc.) Do not attempt any maneuver you have not been previously cleared by an instructor to perform. Students may not soar below 1000 feet above the ground, and licensed sailplane pilots below 600 feet. Soaring is not allowed in or near the active traffic pattern areas of aircraft.