

VII. MOVING OF SAILPLANES ON THE GROUND - STORAGE

- (1) Cars may only enter the field when towing sailplanes or for ground operations. Sailplane trailers must be towed via the road to the staging area for the day. For ground towing by golf cart, use a sturdy rope longer than at least 1/2 the sailplane wing span (40 feet is a good length). Driver should be aware of and warn of ruts and holes, but wing guy must stay awake!
- (2) Maintain communication between driver and wing walker. Adjust mirror so you can see wing walker.
- (3) The wing walker should always be on the upwind wing.
- (4) In strong wind (12 MPH or more), gliders with a castoring tail wheel are very susceptible to a swing around: Keep a wing walker on each wing, with upwind wing held low.
- (5) Strong tail wind –Use a wing walker and "tail walker" to keep the tail low (prevent it from blowing up and over or overrunning the tow (yes, it has happened)).
- (6) Head Winds require a wing walker and (may require a licensed pilot belted into the sailplane to prevent an angle of attack sufficient for takeoff). Especially 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 a strong gust.
- (7) The walker should watch out for other people's heads (banging onto the wing!), another sailplane, tow plane, etc.
 - a. The driver and walker should both watch for all air traffic taking off and landing, landing lights, and woodchuck holes in the ground. 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. Lower the runway side wing.
- (8) Do not drive tugs 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!)
 - a. Be sure the sailplane tail is off the ground continually when it is being turned (unless equipped with a swiveling tail wheel); wings also, if there are no wing wheels.
- (9) Secure/Tie down unused sailplanes by the nose, "into the wind", open brakes and put flaps in "full up" or Landing" position. (A sudden change in wind speed or direction can damage a sailplane if it is not secured).

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

X. MOVING AIRCRAFT

- (1) At least two pilots are required to move an aircraft in or out. Any person may call out "STOP!" if anything is too close to contact with another object. Be especially careful of sailplane Fin contacting the hangar door when pulling or tugging the sailplane out of the hangar.
- (2) Ensure canopies are latched before moving any glider.
- (3) Take gliders removed from the hangar to a tie down spot and secure as required, nose into the wind, rope tight, spoilers deployed (if able), canopies locked.
- (4) Park the Tow-plane so they cannot blow gliders around when starting.

XI. RESPONSIBILITY FOR DAMAGE/ACCIDENTS

Remember, FLSC assumes repair costs from ground handling and trailering on the home airport except in cases of negligence as determined by the Board. The member causing the damage is liable for the deductible portion. All equipment is expensive, so be careful, please!

FLSC will assume repair costs resulting from paid passenger rides (not including flights in which an FLSC member is giving his or her personal guest a ride).

The pilot in charge involved in a flying accident, or damage incurred in trailering off field will be responsible for repair costs up to the current deductible on FLSC's insurance policy, except as indicated in the next paragraph.

Accidents from violations of FLSC rules, FAR's, or motor vehicle laws (flying and trailering) may result in the pilot's full financial responsibility.

XII. REPORTING OF ACCIDENTS AND UNSAFE INCIDENTS

To maintain safe operation, it is essential that unsafe incidents and accidents be discussed, reported, addressed formally, and corrected.

Incidents: Any FLSC member who witnesses any unsafe incident should report it immediately to the pilot involved, the Ops Manager, an Instructor or Board member on the field at the time, and call and write a report to the Safety Officer as soon as is practical. If others have witnessed the event, document their comments. The instructor (if on the field) will determine the

appropriate action. The instructor may refer the matter to the Safety Committee. The Safety Committee shall maintain a historical file. The Safety Committee will then address the issue, informing the member involved as to any implications or if additional training is necessary to correct mistakes, inform other members of potential problems, and to foster confidence in the process, promote individual growth, and club integrity.

Accidents: An FLSC pilot in command (PIC) involved in an accident with club aircraft must, by law, report that accident immediately to the FAA district office and the NTSB (reference 49CFR Part 830), if there is substantial damage (which grounds the aircraft, until it is appropriately inspected and/or repaired) or personal in-jury. You are required to make a written report that is coordinated with the Club. This will be submitted after consulting with the Safety Officer and Board Members. The Club, as owner of the aircraft, must also make a report. The PIC may be liable for damages, the insurance deductible, and may have FAA Pilot's License actions taken against them.