

CAESAR CREEK SOARING CLUB
UNIFORM OPERATING
PROCEDURES (UOP)

March 2023

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(See Table of Contents page for description of most recent revision)

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REVISED IN THIS EDITION: Added paragraph 4.1.3.3 to include SGS 1-26

1.0 GENERAL

1.1 INTENTION

These Uniform Operating Procedures (UOP) have been adopted by the Soaring Society of Dayton dba Caesar Creek Soaring Club Board of Directors and the Membership as required by the Code of Regulations. The operations of the Caesar Creek Soaring Club (CCSC) are governed by a number of documents of which the UOP is one. The UOP governs daily operations and includes those procedures by which every member must abide.

1.2 OTHER DOCUMENTS

The operations of CCSC are governed by the following documents:

- Code of Regulations
- Schedule of Fees and Dues
- Uniform Operating Procedures
- Aircraft Flight Manual(s)
- Tow Pilot Manual
- Student Pilot Training Manual
- Orientation Routine for New Members with Glider Ratings (blue pamphlet included in new members packet)
- Instructor Manual
- Cross Country Manual
- Other Contracts and Agreements

1.3 CONFLICTS

CCSC is subject to the rules and regulations from the Federal Aviation Administration, the National Transportation Safety Board, and other Federal, State, and Local Government Agencies. Any conflicts shall be resolved as follows:

- Government regulations shall supersede any CCSC regulations
- Any other conflict will be resolved by the Board of Directors.

1.4 REVISIONS

As provided by the Code of Regulations, Article IV, Sections 1:

- Paragraph c. The Board of Directors shall revise the UOP and present the revisions to club members at least 30 days prior to becoming effective.
- Paragraph e. Written objections to the proposed revisions from at least 20% of the shareholders shall cause the revision to be withdrawn or to be presented to the membership for approval or rejection by ballot.

Each day of scheduled flight operations at the CCSC gliderport is under the direction of a designated Crew Chief for that day. The smoothness, safety, and success of our flying activities depend greatly upon the administrative abilities of our Crew Chiefs and the support and cooperation of all members. This section is the guide for Crew Chiefs and members to help maintain a high level of safe, efficient, and enjoyable operations.

2.0 FLIGHT OPERATIONS

2.1 CREW CHIEF'S AUTHORITY

The Crew Chief is the "Director of Operations" for the day and is the final authority on any flight, scheduling the priority of all flying, assigning students to instructors, controlling tow-plane utilization, and directing ground support people as needed to achieve safe and efficient operations.

The Crew Chief must be satisfied that every pilot who flies from the gliderport is fully qualified to do so. When in doubt he may require logbook verification or require an appropriate check ride with a CCSC instructor.

The Crew Chief may restrict the height of tows, change the flight time for the club sailplanes (see section 2.5.1), and make other scheduling adjustments whenever, in his judgment, the "list" backlog, threatening weather, or approaching sundown so warrants.

The Crew Chief may, at his discretion, assess an extra tow charge to a pilot, in a club sailplane, who exceeds the day's flight time limit by more than 10%. The Crew Chief may draft any CCSC member present to assist the operating crew whenever needed.

The Crew Chief has the authority and responsibility to revoke pilot-in- command privileges for any individual thought to be acting in an unsafe or inappropriate manner.

The Crew Chief also has the responsibility to report any such action to the day's flight instructor, the Chief Flight Instructor, the Safety Officer, and the Board of Directors.

As a guideline, actions warranting such grounding could include anything resulting in injury or near injury, damage to equipment, violation of FAR's, UOP's, or By-laws. It is also suggested that any member believing that an unsafe action has taken place by another member first discuss the incident with the Crew Chief in an appropriate and timely manner.

2.1.1 SAFETY REVIEW COMMITTEE

A Safety Review Committee will be formed to review all disciplinary and safety incidents occurring at CCSC. Incidents to be reviewed are: grounding of any CCSC member by a Crew Chief, any incident resulting in significant injury to any person or resulting in more than \$500.00 damage to CCSC aircraft or equipment, any forced out-landing by a CCSC aircraft, and any other incidents as determined by either the Crew Chief, Safety Officer, an Instructor pilot, or a member of the Board of Directors. A forced out- landing is defined as a landing on other than an established airfield.

The pilot and/or personnel involved in a reviewable incident will not participate in any further similar activity until the Safety Review Committee has made a recommendation to the Board with a resolution of the incident approved by the Board. Exception: A member involved in a reviewable incident may return to flying status before a required formal Safety Committee Report is submitted and without formal Board of Directors approval if recommended by the Safety Officer, an additional Safety Review Committee member, and agreed to by the President of the Board of Directors.

The purpose of the Safety Review Committee is to thoroughly review the incident in question, ascertain all the facts, determine possible courses of action, and report to the Board of Directors along with recommendations for any action to be taken. Responsibility for implementing any corrective or disciplinary action in response to the incident rests solely with the Board of Directors.

The Safety Review Committee is chaired by the Safety Officer appointed by the CCSC Board. The membership of the Safety Review Committee will normally consist of the Safety Officer, Chief Instructor, Chief Tow Pilot, Director of Operations, and other membership as determined by the Safety Officer as appropriate to review the incident. The Safety Review Committee may solicit input from CCSC members or other persons associated with the incident as required conducting the review. Upon completion of the review, the Safety Officer reports the results along with recommendations to the CCSC Board. The report will be archived by the CCSC Secretary.

If aircraft or property damage occurs, the PIC will pay the deductible portion of the insurance unless waived by the CCSC Board.

Other functions of the Safety Review Committee are to communicate to the membership the findings resulting from safety investigations as well as routine safety information dissemination and outreach. These should be accomplished via articles in the newsletter, seminars, and posters as necessary.

2.2 CREW MEMBER DUTIES

Each crew should consist of a Crew Chief, an Assistant Crew Chief, 2 Tow Pilots, 2 Instructors, and a minimum of 4 other crew members.

The Crew Chief is responsible for the proper training and direction of the crew to insure that:

- All crew persons know how to properly untie, handle, and move sailplanes with safety.
 - Only properly trained persons are assigned to run wings on takeoff.
 - All crew persons understand and use the standard signals.
 - Retrieve vehicle operators are instructed in safe operations and proper retrieve routes for various runways.
 - No sailplanes are left unattended without being tied down properly for the existing weather conditions.
 - No take-offs are made that might cause an aircraft to be in the air past the official sundown time.
 - All aircraft and equipment are properly put away, hangared, or tied down at the end of the day.
 - All damage or failure is reported immediately to the responsible maintenance persons.
 - All flight cards, money, and crew credit logs are delivered to the CCSC treasurer or other designated person.
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- Weather, winds aloft, NOTAMS, and TFR's are posted on the crew trailer. As a minimum, NOTAMS should be checked for Red Stewart (40D), Green County (I19), Lebanon Warren County (I68), Clinton County (I66), and Dayton Wright Brothers (KMGY).
- The takeoff and landing patterns appropriate for the day and field conditions are understood and agreed to by the ground crew and pilots

The Crew Chief or Assistant Crew Chief shall have a handheld radio in his/her possession at all times during flight operations.

The Crew Chief shall submit a daily report in writing with the flight cards at the end of the day. He/she shall also provide a brief synopsis of the day's flying to the CCSC Board via email.

The Tow Pilots will operate in accordance with the CCSC Tow Pilot Manual, FAR's, and follow the towing patterns as outlined in order to minimize the noise disturbance upon sensitive neighborhood areas.

The Chief Instructor coordinates the overall flight training program and keeps the instructors current on any curriculum changes.

The Instructors are responsible for in-flight training of the students, authorization of solo flights, and giving of check rides as assigned by the Crew Chief.

The Assistant Crew Chief assists the Crew Chief as directed and is qualified to take on the responsibilities of Crew Chief if required.

The Ground Crew members operate the retrieve vehicles, retrieve and position sailplanes, assist in take-off preparations, and launch sailplanes under the Crew Chief's directions.

Flight Operations are scheduled to start at 10:00 AM summer, 11:00 AM winter on each regular crew day. All crew members are to report for duty at 9:30 AM summer, 10:30 AM winter, and work until released by the Crew Chief. Each crew member is personally responsible for arranging for a qualified substitute in case of his or her absence.

Scheduled crew members are expected to be present for each of their scheduled crew days regardless of flying conditions. During the occasional days when no flying or less than a full days flying is done, each crew member is expected to meet at least the equivalent of a half a day's effort on behalf of the club. Such effort could involve things like maintenance, repair, cleaning, mowing, etc. Crew Chiefs will direct such effort.

All new members of the Caesar Creek Soaring Club are required to serve on an active crew for a minimum of twelve (12) months upon joining or until they receive their Private Pilots Certificate, whichever is longer. In the event that there are circumstances that do not allow the individual to serve on a weekend crew, the Board may assign other activities that contribute to the organization.

2.3 STANDARD SIGNALS

2.3.1 GROUND SIGNALS

See Attachment 1. GROUND SIGNALS

2.3.2 LAUNCHING PROCEDURES

After hook-up, the wing runner stands just beyond the end of the wing tip facing the tow plane and gives the "take up slack" signal. When all the slack rope is removed, the wing runner gives the "Hold" signal and waits for the "Level Wings" thumbs up signal from the Pilot in Command.

When the glider PIC gives a thumbs up, the wing runner checks to verify that the pattern and ground takeoff areas are clear and he will then level the wings for takeoff. The wing runner then swings his free arm in full circles to commence the takeoff.)

If the crew member sees any need for an aborted take-off, he or she will immediately put the wing back down and give the "Stop Operation" signal by waving their arms above their head.

2.3.3 AIRBORNE SIGNALS

See Attachment 2 AIRBORNE SIGNALS

2.4 FLIGHT SCHEDULING

The Crew Chief alone determines the priority of all take-offs from the days "flight schedule". A member, desiring to fly, reports to the Crew Chief when he arrives at the flight line and places his or her name on the flight schedule, indicating the type of service and/or equipment that he or she desires.

The Crew Chief will schedule take-offs as closely as practical to "first-come, first-served" sequence, but with freedom to vary the sequence as he or she sees fit to comply with the following guidelines:

- A member requesting a Badge or Record flight will receive preference over all others to get the flight launched.
- Whenever a student has been authorized for the first solo flight, that solo flight will receive preference.
- The rotation between private and club sailplanes shall be a maximum of two private to one club take-off. The first private ship on the line and ready shall take the next available tow and the rotation sequence continues from there.
- Sailplanes are to be pre-flighted and pilot ready to go when the tow plane pulls into position. If they are not ready, the Crew Chief may launch the next in line who is ready to go.
- A club sailplane used for cross country flight has the status of a private sailplane for flight scheduling purposes.

2.5 FLIGHT TIME LIMITS FOR CLUB SAILPLANES

2.5.1 WEEKEND (SCHEDULED) OPERATIONS

The final authority in setting flight time limits, for club sailplanes, is the Crew Chief. (See 2.1)

- The normal flight time limit for a club sailplane is one hour, measured from the time of take-off to the time of landing.
- This limit does not apply to club sailplanes used for cross country or badge flights.

If conditions warrant, the Crew Chief may reduce the flight time limit "across the board", per flight category (i.e., dual instruction, introductory, etc.) or per aircraft (i.e., Grob, 1-26, etc.).

The Crew Chief may authorize flight times exceeding the normal one hour per flight if, (a) a new limit has been given to a pilot, or (b) procedures for call-back have been established.

2.5.2 WEEKDAY (UNSCHEDULED) OPERATIONS

For weekday operations, no specific duration limits apply and club sailplanes are available on a first-come, first-served basis.

2.6 AEROTOW RETRIEVES

No aerotows are permitted except from established airports. Only the Crew Chief may authorize an aerotow retrieve.

In considering whether to authorize, the Crew Chief will consider the number of tow planes available, the number of persons on the list, and the time the tow plane would be gone from the gliderport.

2.7 SIMULATED ROPE BREAKS

Rope breaks may be simulated during any flight at the discretion of the flight instructor. Where practical, the flight instructor should alert the Crew Chief and the Tow Pilot of his intentions to perform a simulated rope break prior to the flight.

Reduced flight charges have been established in the Schedule of Fees and Dues for simulated rope breaks. For a flight to be considered a simulated rope break, all the following conditions must be met:

- The flight must be with a CCSC CFIG,
- The sailplane must release at or below 1000 feet AGL,
- The sailplane must immediately return to the gliderport for landing. Thermaling up from a release below 1000 feet AGL is not permitted.

A simulated rope break flight cannot be used as the check flight required of initial solo students (less than 10 solo flights, see Section 5.5). A full instructional flight is required for these check flights to provide adequate instruction and review of flight maneuvers.

2.8 OFF-SITE OPERATIONS

From time to time, CCSC club members may transport CCSC aircraft to another location to set up temporary flight operations away from the home gliderport. This is done to provide CCSC members the opportunity to experience soaring conditions, such as ridge or wave, which are not available at the home gliderport. Off-site operations may also be used to promote soaring in general and solicit new members. In general, such trips are encouraged by the club, provided they are conducted in a safe and organized manner.

Prior to transporting any CCSC aircraft, or other equipment, from the gliderport permission must be obtained from either the Board of Directors, or from the day's acting Crew Chief.

For each off-site operation, a CCSC club member must be designated to serve as "Director of Off-Site Operations". This individual shall direct the off-site operation and shall have the same authority as a regular Crew Chief.

The "Director of Off-Site Operations" shall maintain a record of expenses incurred and shall see that each flight is recorded on a CCSC Flight Record Card. These records shall be given to the CCSC Business Manager to be used in calculating flight charges.

Flight charges for off-site operations shall be calculated by totaling all expenses incurred during the off-site operation and dividing by the total number of glider flights recorded.

2.9 PRIVATELY OWNED SAILPLANES

2.9.1 LIABILITY INSURANCE

All privately owned sailplanes operated from CCSC are required to maintain a minimum insurance coverage of \$1,000,000 per coinsurance for property damage and personal injury liability. CCSC members must provide proof of insurance to the Crew Chief upon request. It is recommended that members keep proof of insurance in their sailplane at all times to comply with any such requests. Crew Chiefs must refuse tows and/or takeoffs to any member that cannot provide proof of insurance.

2.9.2 GROUND HANDLING

Owners of privately-owned sailplanes have full responsibility for ground handling and movement of their sailplanes upon the CCSC gliderport.

Owner's may, at their discretion, utilize club equipment (e.g. golf carts, Kubota, etc.) and enlist the assistance of crew and other club members to move their sailplanes. The sailplane owner is responsible for directing ground handling of the sailplane at all times and is responsible for any and all damage which may occur to either the private sailplane and/or other property during ground handling.

Unattended private sailplanes on the CCSC gliderport may be moved by CCSC crew or other club members at any time to the extent necessary to facilitate ground operations. The private sailplane owner, in leaving his sailplane unattended, authorizes this movement by club personnel and assumes full responsibility for the ground handling, including any damage which may occur.

3.0 TOWING OPERATIONS

3.1 ELIGIBILITY

No person shall operate a CCSC tow plane unless:

- He or she is a CCSC qualified tow pilot
- He or she has met the prerequisites stated in paragraph 3.1.1 and has completed the qualification program.

3.1.1 PREREQUISITES

No person shall be accepted in the Tow Pilot Qualification Program until the following basic requirements are met:

(a) Minimum Ratings

- Private Pilot License - Airplane Single Engine Land and Glider
- Current BasicMed or Class III Medical

(b) Minimum Experience

- 250 total hours of pilot flight time in powered or other aircraft.
 - 25 total hours of pilot flight time in conventional gear (tail-dragger) aircraft.
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- Have received instruction and logbook endorsement according to FAR 61.31(e), General Limitations, High Performance Aircraft.
- (c) Be insurable under the current CCSC Tow Plane Insurance Policy.

3.1.2 QUALIFICATION PROGRAM

The details of the qualification program are included in the CCSC Tow Pilot Manual and are administered by the Chief Tow Pilot. The prospective tow pilot should be aware that:

- (a) No training or practice flights for the purpose of meeting the basic requirements of paragraph 3.1.1 are allowed in CCSC tow planes.
- (b) All training and practice flights in CCSC tow planes, except actual towing, will be charged to the prospective tow pilot according to the rates in the Schedule of Fees and Dues.

3.2 RESPONSIBILITY

The Tow Pilots shall:

- Use the tow planes for towing and related functions only.
- Verify airworthy conditions, including one take-off and one landing, before towing operations begin.
- Receive a flight card and complete with applicable information, PRIOR to each tow.
- Operate the tow plane in accordance with the procedures in the FAR's and the Tow Pilot's Manual.
- At the end of the day:
 - Fuel and properly secure the tow plane
 - Give flight cards to the Crew Chief

3.3 AUTHORITY

The tow pilot has the final authority for any operation related to the towing flight of a sailplane - to go or not to go, to abort, or to wave-off. The tow pilot may immediately release the glider when in his judgment alone, the safety of the flight is threatened. If altitude and circumstances permit, the tow pilot will give the wave off signal and allow the glider to release.

3.4 TOW PLANE TAKEOFF, LANDING, PATTERN

The crosswind limit for takeoff is the aircraft limit (if published), or tow pilot and crew chief judgment, whichever is less.

Tow pilots shall determine a physical takeoff abort point prior to commencing the takeoff roll.

It may be advantageous to land downwind to reduce the turnaround time on a busy day. This can be considered when the field conditions are deemed adequate, and only with the concurrence of the tow pilots and the Crew Chief. Conditions permitting, downwind landings are standard during contest operations.

When landing on runway 27, tow pilots should cross at such an altitude to ensure that the rope will not contact vehicles or pedestrians on Elbon Road. For all tow plane approaches, it is extremely important not to drag the tow rope over the flight line area.

Tow pilots should normally touchdown on-speed by midfield, i.e., by the grain silo. If this is not possible, a go around should be considered. If the go around results in overflying personnel, aircraft or equipment below 200' AGL, the tow rope shall be released before the overflight.

Tows above 5300 feet AGL are not permitted.

4.0 SAILPLANE OPERATIONS

4.1 ELIGIBILITY

Membership in Caesar Creek Soaring Club begins when a person submits a completed/signed application for membership and payment in full of the applicable initiation fee (cash, check or Paypal/credit card payment). In addition to membership in Caesar Creek Soaring Club the minimum requirements for various types of flights and for pilot-in-command initial and subsequent flights in each make and model are as follows:

4.1.1 INTRODUCTORY FLIGHTS

Guests are permitted to take Introductory Flights in club gliders with a club member pilot acting as PIC if the guest pays the stated fee for the flight in advance and completes and signs the Limited Member Application and

Waiver. If a guest becomes a member within 30 days of his/her Introductory Flight, then the cost of that Introductory Flight will be retroactively adjusted down to the member rate.

4.1.2 INSTRUCTION IN CLUB GLIDERS

Only members may receive instruction in club gliders. New members are permitted to commence instruction in club gliders with a club instructor once the new member has submitted a signed application for membership and payment in full for the applicable initiation fee. If cumulative flight charges would exceed the initiation fee, then payment must be received in advance for those instructional flights.

4.1.3 PILOT IN COMMAND OF CCSC SAILPLANES

Only CCSC members (approved by BOD) in good standing are entitled to fly CCSC sailplanes as pilot-in-command. The minimum pilot requirements for initial and subsequent flights in each make and model are as follows.

4.1.3.1 SGS 2-33, GROB G-103, ASK-21

For all pilots, initial solo flight requires compliance with applicable sections of 14 CFR Part 61 for solo eligibility, dual CFIG instruction flights, and CCSC CFIG logbook endorsement specific to the make and model. Rear seat operation requires a separate CFIG endorsement.

For student pilots and licensed pilots without glider ratings, a minimum of six (6) dual instructional flights must be completed in each make and model prior to initial solo in that make and model. Additional dual instructional flights over this minimum may be required at the discretion of the CCSC flight instructor(s) and/or for compliance with 14 CFR Part 61 requirements. Solo flights two through ten require a daily dual instruction flight and CFIG endorsement on each flight card. After the tenth solo flight, subsequent solo flights require flight card endorsement. Dual instructional flights may also be required at the instructor's discretion. Solo flights conducted in any of the two place club aircraft may be combined to meet the 10 solo flights requirement.

4.1.3.2 GROB G-102

Initial solo flight requires a valid pilot certificate with glider rating, compliance with applicable sections of 14 CFR Part 61 for solo eligibility, a previous front seat checkout in the G-103 with CCSC CFIG logbook endorsement, and a ground checkout in the G-102 given by a CCSC CFIG with logbook endorsement with emphasis on proper landing gear operation.

4.1.3.3 SGS 1-26

Initial solo flight requires valid student license or pilot certificate with glider rating, a minimum of ten previous solo flights in a 2-33, CFIG instruction and logbook endorsement specific to the make and model. Student pilots need logbook endorsement.

4.1.4 PILOT IN COMMAND OF PRIVATELY-OWNED SAILPLANE

Before a person may be towed at CCSC while acting as pilot-in-command of his own sailplane he/she must be a member of the Club, have submitted the appropriate initiation fee and a completed and signed application including the incorporated waiver.

In the case of non-members, a "Membership and Transient Aircraft Waiver" must be completed and signed along with the application for limited membership and approval by the Crew Chief on duty or the Contest Manager. The pilot must meet all applicable FAA qualifications and currency requirements. The aircraft must meet all FAA requirements including a current annual inspection, valid airworthiness and registration certificates, etc. Evidence must be provided of \$1Million liability insurance and Soaring Society of America membership. The fee for the tow must be paid in advance by cash, check or Paypal.

4.2 PILOT QUALIFICATIONS

No person may operate a CCSC sailplane as pilot in command at CCSC unless he or she has accomplished the following:

- Satisfactory completion of all FAA requirements and holds a valid student pilot certificate or better with glider rating or endorsement.
 - Received instruction from CFIG specific to the make and model with logbook endorsement (only applicable to club sailplanes.)
 - Satisfactory completion of current FAA flight review with logbook endorsement as required by FAR 61.56.
-

- In order to fly a CCSC glider as PIC each CCSC member (except for instructors) must have flown a glider as PIC within the previous six (6) calendar months. Currency can be regained in a CCSC glider by flying at least one dual instructional flight with a CCSC instructor with a logbook endorsement. Currency can also be regained by flying a private glider or non-CCSC glider without an instructor.
- In order to fly a CCSC glider as PIC each CCSC member (except for instructors) must receive a CCSC field flight review prior to flying in the new calendar year in the highest performing CCSC aircraft in which he/she is qualified. The review shall consist of at least one dual instructional flight with a CCSC instructor with logbook endorsement. For the purpose of this review the G103 and ASK 21 are considered to be of equal performance.
- Must have a logbook endorsement for satisfactory completion of a check ride at CCSC specific to the seat (front/rear), make and model
- No person may operate a privately-owned sailplane as pilot in command at CCSC unless he or she has insurance and has accomplished the following:
- Satisfactory completion of all FAA requirements and holds a valid student pilot license or better with glider rating.
- Satisfactory completion of current FAA flight review with logbook endorsement as required by FAR 61.56.

4.3 LIMITED MEMBER FLIGHTS

Limited member flights are available to persons who complete the Application for Limited Membership. The limited member and Crew Chief must sign the Application for Limited Membership and appropriate charges must be collected by the Crew Chief for introductory flights. The limited member must complete a limited member flight card before the flight commences.

The CCSC pilot who is flying an introductory flight must hold a commercial glider rating and meet all of the pilot qualifications required to carry passengers in accordance with FAR. Limited members are not permitted to fly CCSC sailplanes as pilot-in-command.

4.4 LIMITED MEMBER WITH PRIVATELY OWNED SAILPLANE

Limited members flying privately owned sailplanes most typically would occur when CCSC hosts a soaring contest or invites guests to fly at the gliderport. In all cases, non-members must sign and complete an Application for Limited Membership and a flight card for each flight taken at CCSC. All guest pilots must be given a briefing of CCSC operations and procedures. An orientation flight with a CFIG may also be required.

4.5 RESPONSIBILITIES OF PILOTS

It is the responsibility of the pilot in command to make sure prior to launch that:

- All FAA and CCSC rules have been complied with
- Weather, winds aloft, NOTAMS, and TFR's have been checked
- He/she has established a physical takeoff abort point prior to commencing the takeoff roll
- The sailplane is in airworthy condition
- Weight and balance requirements have been met
- The tow rope is in safe condition
- The flight card is filled out correctly
- All planned "unusual" maneuvers have been communicated to the Crew Chief and/or the tow pilot. Unusual maneuvers include low altitude rope breaks, low altitude wave-offs, out of position tows, etc.

4.6 NAME TAGS

In order to make identification easier, the following name tag colors will be utilized:

ORANGE	Pre-solo and initial solo students
YELLOW	Advanced solo students (more than 10 solo flights)
BLUE	Private Pilot
GOLD	Commercial Pilot
GRAY	Certified Flight Instructor

4.7 FLIGHT RECORD CARDS

Each and every flight at CCSC is recorded on a Flight Record Card. All information on the card is important and must be filled in completely each time a member flies. A card must be given to the tow pilot for each flight.

NEATNESS COUNTS FOR ACCURATE CHARGING AND RECORDING

Circle the sailplane to be flown. The number is the last three digits of the N- number of the sailplane. If changes are made, they must be noted on the card. Private pilots should be consistent with the identification number they use. The member will be charged for the most expensive sailplane if this section is not filled in properly.

Students must fill in the instructor's account number or ask the instructor to do it.

For student solo flights, the Flight Record Card must be signed by a CCSC Instructor immediately prior to launch.

Tow pilot will fill in his or her account number and tow plane identification number.

The pilot must circle the altitude the he or she plans to release. The tow pilot will record changes if the pilot releases at a different altitude.

4.8 CROSS COUNTRY IN CLUB GLIDERS

CCSC encourages all members to participate in cross country soaring after completing flight training and earning the private glider rating. CCSC actively promotes cross-country soaring through numerous club sponsored and supported events, including:

- ABC / Bronze Badge Program
- Sponsoring of several local soaring competitions each year, including
- Annual Wright Memorial Glider Meet (WMGM)
- SSA-sanctioned Region 6 South Contest
- National SSA-sanctioned soaring contests
- Informal contests or camps
- Sponsoring from time-to-time soaring seminars, such as:
- Women Soaring Pilots Association Seminar
- General cross country clinics
- Flight instructors revalidation clinics
- Use of designated club aircraft by qualified CCSC members for
- ABC / Bronze badge flights
- Supervised local cross country soaring practice
- Badge flights necessary to earn the Silver C badge
- Participation in CCSC sponsored local soaring competitions
- Participation in CCSC authorized ridge and mountain soaring events
- Providing inexpensive facilities for tie-down and operation of a significant fleet of member-owned sailplanes used for cross country flight
- Allowing visiting cross-country pilots to use club facilities through limited CCSC memberships

The following rules govern use of club aircraft on cross country flights.

4.8.1 DEFINITION OF CROSS COUNTRY FLIGHT

For the purposes of these Uniform Operating Procedures, cross country flight is defined as the operation of any CCSC sailplane such that a return cannot be directly made to the takeoff location with sufficient altitude remaining for a normal pattern entry and landing without stopping to work lift along the way.

Per FAR 61, solo students must have a cross country endorsement to operate from one airport to another, regardless of the distance involved. Flights between Red Stewart Field and CCSC conducted by appropriately rated or endorsed pilots are not considered a cross-country operation.

4.8.2 GENERAL RESTRICTION ON CROSS COUNTRY FLIGHT

To ensure availability of CCSC club aircraft to members for local soaring, minimize the risk of damage to club aircraft, and ensure that all cross country flights in club aircraft are made by qualified individuals, CCSC members are generally prohibited from operating CCSC aircraft on cross country flights, except as expressly provided herein.

Cross country flights in CCSC aircraft other than those flights provided for herein may be made only if specifically authorized by the CCSC Board of Directors. Members found to be in violation of this rule may be subject to disciplinary action by the CCSC board.

4.8.3 CROSS COUNTRY FLIGHT IN CCSC AIRCRAFT

CCSC members holding private pilot certificate or better with glider rating and meeting all other requirements established by these UOPs are permitted to use designated CCSC aircraft for the following types of cross country flights:

- Local cross country soaring practice
- Silver C distance attempts
- Participation in local CCSC soaring contests
- Authorized ridge and mountain soaring events
- Other as authorized by the CCSC board

CCSC aircraft designated for cross country flight will be as listed on the Schedule of Fees and Dues. CCSC will maintain liability and hull insurance on all aircraft designated for cross country flight.

4.8.4 LOCAL CROSS COUNTRY PRACTICE AREA

CCSC members may operate designated CCSC aircraft on local cross country soaring practice flights, as outlined in these UOPs and the CCSC Cross Country Manual, using the following turnpoints:

CCSC

Lebanon-Warren County

Dayton Wright Brothers

Greene County

Clinton County

4.8.5 APPROVAL FOR LOCAL XC PRACTICE AND SILVER C DISTANCE ATTEMPTS

Before operating any CCSC aircraft on a cross country flight for either local cross country practice or a Silver C distance attempt, the pilot must review the flight with and obtain approval from a CCSC Instructor holding at least a Silver badge or a member with a Gold distance. At a minimum, the following items will be included in the pre-flight review:

- A weather assessment to determine that the prospective flight can be completed safely with a high probability of success and minimum risk
- The flight plan including route to be taken and a minimum flight profile to be used to ensure that any out landing required can be made at an established airport
- A review of the CCSC Cross Country Manual. Pilots attempting Silver Distance must have successfully completed a local cross country flight.

4.8.6 APPROVAL FOR RIDGE AND MOUNTAIN SOARING EVENTS

Before operating any CCSC aircraft as PIC in ridge or mountain soaring events, the pilot must hold a private pilot certificate or better and receive instruction and a checkout from an instructor at the location of the event.

4.8.7 PARTICIPATION IN LOCAL CCSC SPONSORED SOARING EVENTS

CCSC members who have earned the Silver C Badge, or have completed the distance requirement of the Silver C Badge, are permitted to use designated CCSC aircraft in local club-sponsored soaring contests upon obtaining the permission of the Board of Directors.

4.8.8 AEROTOW RETRIEVES

If an aerotow retrieve is required, the pilot-in-command of the glider shall

- Use only CCSC towplanes or towplanes approved by the CCSC board
 - Ensure that the retrieve is made only from established use airports
 - Ensure that any and all equipment used is in good condition
 - Prior to the tow, coordinate with the tow pilot to agree on tow speeds, flight profile (altitudes) to be used, signals, emergency procedures, and any other details relative to the tow
 - Wherever possible, use a wing runner during the takeoff
 - Conduct the aerotow retrieve in accordance with all FARs and other regulations
-

- Use a flight profile which permits a safe landing to be made in the case of a rope break, preferably at an established airport
- Unless otherwise prohibited by weather, conduct the tow at an altitude above 3000 feet AGL

4.8.9 CCSC EQUIPMENT AVAILABLE FOR FLIGHT VERIFICATION

CCSC has a SPOT tracker available for use by members for flight tracking of regional competition and local CCSC cross-country practice flights. Members are responsible for providing batteries for the SPOT (3 AAA Lithium cells required).

The SPOT tracker may be obtained upon request from the Crew Chief for daily use and is free, first come/first served.

4.9 RESTRICTED OPERATIONS

4.9.1 AEROBATICS IN CLUB AIRCRAFT

For the purposes of this section, aerobatic flight is defined as any intentional maneuver that exceeds either 1) a bank of 60 degrees relative to the horizon or 2) a nose-up or nose-down attitude of 30 degrees relative to the horizon.

AEROBATICS IN CLUB AIRCRAFT ARE PROHIBITED.

This restriction does not apply to spins or other flight maneuvers when performed for the purposes of flight instruction with a Certified Flight Instructor Glider (CFIG).

4.9.2 LOW HIGH-SPEED PASSES IN CLUB AIRCRAFT

LOW HIGH-SPEED PASSES IN CLUB AIRCRAFT ARE PROHIBITED.

For the purposes of this section, a low high-speed pass is defined as flight conducted at an altitude of less than 500 feet AGL at a speed far greater than normal pattern airspeed.

4.9.3 LOW PASSES/CONTEST FINISHES IN PRIVATE AIRCRAFT

Low high-speed passes and contest finishes in privately owned aircraft at CCSC shall be performed at an altitude no lower than 50 feet AGL.

4.10 INSTRUCTOR CURRENCY

4.10.1 INSTRUCTOR 90 DAY CURRENCY

In order to instruct in a CCSC glider, the instructor must have made three (3) takeoffs and landings as sole manipulator of the controls in the past 90 days prior to instructing. Should the three flights be a Pattern Tow or Rope Break, the flights will be at no cost to the Instructor.

5.0 STUDENT TRAINING

5.1 GENERAL

CCSC provides instructors, sailplanes, towplanes, and other facilities to assist persons in obtaining Private and Commercial Pilot Certification-Glider, and Flight Instructor Certificate. Instruction for other ratings is not provided.

CCSC is not an FAA approved flying school and no regularly scheduled ground-school is provided. The pilots are responsible for obtaining their own study material and are expected to do their homework without any periodic checks. CCSC will, however, provide guidance and information as to how to obtain the required study material. Individual instructors can be relied upon to answer any pertinent questions. The emphasis is on practical air work according to the curriculum. For a detailed outline of the training program, see the Student Pilot Training Manual.

5.2 REQUIRED DOCUMENTS

Before flying lessons can be started the student pilot must obtain the following documents:

- Flight Training Record
- Pilot Logbook

These documents are included in the New Member Packet. A student license is issued by an FAA designated Flight Examiner and student pilots are encouraged to make application as soon as possible since this license is required for solo flight.

5.3 RECORDS REQUIRED

All dual flights are logged in the Flight Training Record and in the Pilot Logbook. All solo flights must be logged in the Pilot Logbook. When leaving the gliderport, the Flight Training Record must be left at CCSC in the location designated.

5.4 PRE SOLO

The FAA does not designate any specific number of flights or hour requirements for solo eligibility. Solo eligibility depends on the student's progress and the judgment of the instructor. However, before the first solo flight can be made the following requirements must be met:

- Successful completion of the CCSC pre-solo written test and oral test if the instructor(s) deem that appropriate.
- A check ride with two instructors. Both instructors must agree that the student is capable of solo flight.
- Sign-off on pilot logbook. Note that solo is restricted to specific make and model of aircraft.

5.5 SOLO

Until a student has completed ten solo flights, a check flight with a CFIG is required each day a student may solo. After ten solo flights (advanced solo) the need for dual review shall be at the discretion of the instructor on duty. The following are guidelines for the instructor's consideration:

- Instructor's personal experience with the student
- Student's experience with the conditions of the day
- Time that has elapsed since last flight
- Student's progress as recorded in his or her logbook
- The FAA requires a logbook endorsement from an instructor every 90 days.
- In order to prepare for the Flight Test the following requirements must be met:
- Accumulate the required number of flights and/or hours (see FAR 61)
- Obtain a recommendation for the FAA written test from an instructor
- Pass the FAA written examination
- Obtain a recommendation for flight test from an instructor

After these requirements have been met the student pilot can make an appointment with the FAA designated Flight Examiner for the Flight Test.

5.6 TRAINING OF STUDENTS UNDER 16 YEARS OF AGE

CCSC encourages and supports persons under the age of 16 years to receive flight training in CCSC aircraft.

A minimum age of 12 years is required in order to receive formal flight training in a CCSC aircraft.

Student or family members under the age of 14 years are required to be supervised at all times by either a parent or an adult specifically authorized by a parent at all times. It is the parent's responsibility to ensure that students under the age of 14 have adequate supervision to ensure their safety while at CCSC. Parents should not assume that students under the age of 14 will be adequately supervised by CCSC Crew or CCSC Members while at CCSC.

Students over the age of 14 are not normally required to have parental supervision. However, the CCSC board may require, on a case-by-case basis, that the parental supervision requirement be extended to the age of 16 years.

5.7 ALTIMETER SETTING

Training for non-glider rated pilots shall be conducted using an altimeter set to field elevation prior to flight.

Note that the FAA on January 20, 2012 issued a legal interpretation regarding altimeter settings as required in 14 CFR 91.121. This interpretation states: "Local area glider pilots must set their altimeters to MSL, not AGL, during glider operations, including student glider training flights."

6.0 CLUBHOUSE

6.1 GENERAL USE

The clubhouse shall be for the use of the members and their guests.

6.2 CONDITIONS OF USE

The premises shall be maintained in a clean and orderly manner at all times. At the end of every day or period of use the premises shall be cleaned. Waste baskets and ash trays shall be emptied and other debris shall be removed. Open food, dirty dishes, and utensils shall be removed and/or cleaned and stored properly. The general rule of leaving the building as clean or cleaner than found shall be followed by everyone using the building.

6.3 SECURITY AND FIRE SAFETY

Every member shall watch over and protect the clubhouse. Special caution shall be observed to be sure that all cigarettes and other smoking materials are safely disposed of, and other fire sources are completely extinguished upon leaving the building. The fireplace should be secured by closing the doors. The heat should be turned off.

The members using the building shall be responsible for opening and closing the building for any operating period. At all other times the building should be secured and the windows closed.

6.4 OVERNIGHT USE OF THE BUILDING

As a general policy no overnight usage is permitted. However, the building Director of Facilities may authorize club members to stay overnight in the clubhouse to protect the facilities or to provide emergency shelter, or for other reasons at his discretion.

6.5 PRIVATE PARTY USE OF THE BUILDING

The Board may authorize use of the clubhouse by member(s) at any time. The use by the members(s) shall not be authorized where the use is primarily for non-members unless in the opinion of the Board it is in the best interest of the club to permit use.

7.0 HANGER

7.1 GENERAL

The hangar was constructed to house and maintain CCSC club equipment. It can be considered as two areas: a 16'x 64' workshop on the north side of the building with the garage door at one end, the remainder being hangar space. The CCSC Director of Facilities will be in charge of hangar policy. The CCSC Director of Maintenance will be in charge of workshop policy.

7.2 CONDITIONS OF USE

Gliders will be moved in and out of the hangar by hand only. **ABSOLUTELY NO TOW VEHICLES (i.e. GOLFCARTS, TRI-CUBS, etc.) ARE TO BE DRIVEN IN THE HANGAR!** Vehicles towing gliders to the hangar will stop and release the glider while the vehicle is still outside the hangar. **TOW VEHICLES ARE NOT ALLOWED TO ENTER THE HANGAR WHILE TOWING GLIDERS!** Vehicles towing gliders from the hangar will not hook up to the glider until the glider is completely outside the hangar. This is necessary to prevent damage that would certainly occur if a driver lost control while towing a glider into or out of a crowded hangar.

Aircraft temporarily removed from the hangar to obtain access to other aircraft should be put to the north of the hangar to keep them out of the way. However, no glider is to be left unattended outside the hangar. If other aircraft have to be taken out to access a particular aircraft, they must be secured by returning them to the hangar. This is especially true during week days.

7.3 USE OF HANGAR BY PRIVATELY OWNED GLIDERS

Private aircraft will only be allowed as space permits. Owners of private equipment left in the hangar must be aware of the following. By leaving their equipment in the club hangar, they will be giving implicit permission to all club members to move their equipment to allow other aircraft to be moved. Moreover, they will also agree not to hold the club responsible for any damage either by neglect or otherwise.

Overnight storage of private aircraft owned by club members will be allowed if space is available after all club equipment is put away. The number of private sailplanes allowed in the hangar is based on the space available after the club ships have been loaded in their normal manner. The club ships should not be stacked tightly to accommodate any private sailplane.

Private ships stored overnight must be removed by the owner the next morning before normal club operations begin.

Charges for overnight storage of private gliders in the club hangar will be as established in the Schedule of Fees and Dues.

7.4 WORKSHOP

The purpose of the workshop is to perform maintenance on club aircraft. The workshop is for aircraft and club equipment only. No private automotive work will be permitted.

The following is intended to serve as a guideline for club members who wish to use the CCSC workshop for projects or privately owned aircraft.

- Projects which require less than 3 days to accomplish – The person wishing to use the workshop coordinates with the Directors of Facilities and Maintenance that space is available in the shop. In order to facilitate communication among those wishing to use the workshop, please provide a name and contact phone number in the workshop.
- Projects requiring more than 3 days to accomplish – The person wishing to use the workshop coordinates with the Directors of Facilities and Maintenance that space is available in the shop.

Based upon the scope of the project, the Directors of Maintenance or Facilities may request the individual appear before the CCSC Board of Directors to discuss the use of the workshop. As part of this discussion, the individual may be asked to present a contingency plan to vacate the shop in the event that the “club” requires the workshop. Any unauthorized use of the workshop beyond that approved, will incur a \$25 per day charge.

Please remember that the workshop is to be left organized and clean when you have completed your project.

7.5 PRIVATE HANGARS

Soaring in general and CCSC in particular, operates successfully because of a spirit of cooperation and fair play, it is essential that all CCSC members operate within the spirit of the rules as well as within the letters of the rules themselves.

The procedure for acquiring a hangar is as follows:

- Any member of CCSC is eligible to rent an enclosed hangar as long as he or she is a member in good standing and is not delinquent in any monetary payments to CCSC.
- Check with the CCSC Director of Facilities or CCSC Business Manager to see if a hangar is available.
- If a hangar is not currently available, a position on the Waiting List can be secured by placing a deposit of \$75.00 with the CCSC Business Manager which shall be applied to the rent after a site is obtained. If a member wishes to drop off the list, the \$75.00 deposit will be refunded.
- All hangar availability will be awarded in sequence based upon the date the deposit was placed with the CCSC Business Manager, oldest date receiving the first consideration.
- Anyone on the Waiting List who passes on an offered hangar will drop to the bottom of the list for future hangar offerings.
- A member must occupy the hangar bay at least six months of the year. Any sublet must be coordinated with the Director of Facilities.
- Hangars that become available should first be made available to current hangar residents who may want to improve their location. An existing resident can trade a current hangar bay for the one becoming available. Priority of choice is established based on the order of original membership date.

Hangar bays are not to be modified without the express approval of the Director of Facilities. Each person is responsible for the appearance of his/her hangar bay.

8.0 GROUNDS

8.1 GENERAL

Camping, picnic, and travel trailer areas are located on the northwest section of the gliderport. Club and private sailplane tie-down area is located in the northeast section.

8.2 CAMPING AREA

Camping should remain near the row of pine trees in the apple orchard and not beyond the posted sign, keeping at least 100 feet south of Elbon Road. Electricity is available.

There is a charge for use of the grounds that will be set by the Board and published in the Schedule of Fees and Dues. The charge can be paid on a weekly, monthly, or yearly basis. Each camper is responsible for their area. The grass must be kept short, trash and garbage must be properly stored and removed when leaving.

No one is permitted to camp at CCSC unless he/she is a member or the guest of a CCSC member with that member present. A CCSC member wishing to bring a group larger than five persons to stay overnight should contact the Director of Facilities for permission and direction.

QUIET TIME IS 10:30 PM.

8.3 PICNIC AREA

The picnic area is the sheltered patio immediately west and adjacent to the clubhouse. Tables should not be removed from under the shelter. Electric lighting is available. The picnic area is the responsibility of each member using it and all trash must be properly stored and removed when leaving.

Any member wishing to bring a large group of 20 or more persons for an outing must contact the Director of Facilities at least two weeks in advance to obtain permission so there is no interference with any CCSC function and to inform the member of the water, sewage, and neighborhood problems.

If any flying is to be done by members of the large group the Crew Chief for that day should also be notified.

QUIET TIME IS 10:30 PM.

8.4 PERMANENT CAMPSITE AREA

Due to government regulations the number of trailer sites is limited. Because of this limitation, it is important that those who have campsites and those who want campsites operate under a set of rules as outlined below. More importantly, since soaring in general and CCSC in particular, operates successfully because of a spirit of cooperation and fair play, it is essential that all CCSC members operate within the spirit of the rules as well as within the letters of the rules themselves.

The procedure for acquiring a site is as follows:

- Any member of CCSC is eligible to rent a permanent campsite as long as he or she is a member in good standing and is not delinquent in any monetary payments to CCSC.
- Check with the CCSC Director of Facilities or CCSC Business Manager to see if a site is available.
- If a site is not currently available, a position on the Waiting List can be secured by placing a deposit of \$75.00 with the CCSC Business Manager which shall be applied to the rent after a site is obtained. If a member wishes to drop off the list, the \$75.00 deposit will be refunded.
- All campsite availability will be awarded in sequence based upon the date the deposit was placed with the CCSC Business Manager, oldest date receiving the first consideration. Trailer owners will give consideration to those on the Waiting List when renting their trailers.
- Anyone on the Waiting List who passes on an offered campsite will drop to the bottom of the list for future campsite offerings.
- Should a member not install a camper on a trailer site within 90 days of being offered an available campsite, the CCSC Board will have the option of awarding the site to the next member on the Waiting List.
- Campsites that become available should first be made available to current campsite residents who may want to improve their location. An existing resident can trade a current site for the one becoming available. Priority of choice is established based on the order of camper's original membership date.

Campers must be maintained and in mobile condition. No wheels are to be removed and no building is to be erected on any campsite. Each person is responsible for the appearance of his/her camper and campsite. Grass must be kept short. There will be a charge of \$20.00 per cutting assessed by the CCSC Board for cutting the grass of those who do not comply.

When a campsite is being rented, the trailer owner is responsible for maintaining the site, i.e., the grass must be cut and camper maintained.

Trees or shrubbery may be planted but must be discussed with the CCSC Director of Facilities so that there is no conflict with future utility plans.

No sewage (black water), other than wash water (gray water) may be channeled outside of the camper.

Due to underground electrical wiring, no digging, stake driving, etc. of more than one foot depth, should be attempted, without the prior approval of the CCSC Director of Facilities.

QUIET TIME IS 10:30 PM.

In general, campsites are made available by the CCSC Board to accommodate active members who wish to extend their service to the Club by camping at the gliderport. Thus, if a campsite resident is not active in the Club, (i.e., she or he doesn't crew, instruct, tow, or provide some other utilitarian service such as Board member, equipment maintenance, grass cutting, or some similar service), and in addition doesn't occupy his/her camper, the CCSC Board may rescind the campsite privilege at any time and make it available to those on the Waiting List. The CCSC Board may also rescind a campsite privilege if the member is more than 90 days in arrears on their Club bills. The campsite privilege may also be rescinded if the campsite or the camper is not maintained.

The CCSC Board will notify the member in writing prior to officially rescinding a campsite privilege. The member may appeal the Board's action at the next CCSC Board meeting if the member feels there are extenuating circumstances. The CCSC Board will take into consideration special circumstances, such as an extended illness.

When a campground resident wishes to release a site, he or she should contact the CCSC Director of Facilities, who should contact the persons on the Waiting List and supervise the transfer.

Each and every site transfer must be approved by the CCSC Director of Facilities who will ascertain that the transfer has been done fairly and according to the rules. No money will change hands before the aforementioned approval. The CCSC Director of Facilities will report all approved transactions to the CCSC Business Manager who will maintain a log of site residents of record and log of current renters.

The CCSC Director of Facilities will prepare a list of campsite residents and renters by contacting each campsite resident. This list will become the official campsite residents record (entered into Board minutes) as of the date the Board and Club approve these changes to the Uniform Operating Procedures (UOP's). When rental transactions change or take place, the Director of Facilities will be notified. In prolonged rental situations (more than one year), the Board has the option to review the situation with those involved.

8.5 DOGS

Dogs are permitted only when under control and supervised at all times. QUIET TIME IS 10:30 PM.

8.6 POND SOUTH OF TRAILER AREA

Fishing and swimming are permitted. The pond is about nine feet deep near the center. Small children must be supervised when near the pond. Fish hooks and other sharp objects should not be left lying around. No objects are to be thrown in the pond. Tents may be erected in the fenced area and camp fires may also be used. All trash must be removed when leaving the area.

DO NOT CROSS THE ACTIVE RUNWAY, EXCEPT AT THE EXTREME WEST END, ON THE WAY TO OR FROM THE POND!

8.7 AIRCRAFT TIE-DOWN AREA

The northeast strip of the grounds is designated for club and private sailplane tie-down areas. The Director of Facilities will assign the tie-down areas and can supply any information needed. All sailplanes must be secured to their assigned areas and the area must be kept clean and the grass cut. The Board will assess a charge for a private tie-down area. This charge is published in the Schedule of Fees and Dues and can be paid on a monthly or annual basis.

8.8 MOTORCYCLE OPERATION

Riding will generally be confined to the trails and woods at the west end of the gliderport. High speed operation is not permitted. Motorcycles may not cross the active runway at any time.

Only pilots may operate motorcycles to and from the operations end of the runway.

Enter and leave the camping and picnic area in low gear. Do not cut through these areas when proceeding elsewhere.

Motorcycles may not use the path around the pond as a riding trail. Minors riding a motorcycle must have a supervising adult on the field. Excessive throttling when the motorcycle is out of gear is not permitted.

Motorcycles are to be parked at sunset, except in an emergency.

Disregard of these rules will result in loss of riding privileges at the gliderport. Any Director has the authority to immediately "ground" anyone whom is violating these rules.

8.9 USE OF PRIVATE AUTOMOBILES

As a general rule, the use of private automobiles is to be kept to a minimum when at the gliderport. Parking is provided near the entrance road. Towing of sailplanes by private automobiles is discouraged, and no private automobiles are to be parked at the flight line.

8.10 ALCOHOLIC BEVERAGES

Absolutely no alcoholic beverages are permitted on the flight line and runway area at any time.

These beverages may be consumed elsewhere with discretion.

8.11 ALTERNATE FIELD USAGE

The runway is primarily for flying sailplanes. Alternate use for such activities as model airplane flying, etc. is permitted only when sailplane operations are not in progress. Sailplane flying ALWAYS preempts any other activity.

HUNTING AND FIREARMS

Hunting or discharging firearms (target practice) on the gliderport property is not permitted.

FIREWORKS

Use of fireworks is not permitted.

8.12 POLE BARN

The pole barn hangar is used for private sailplanes and trailer storage. The grounds director will maintain a waiting list of those who wish to use the pole barn. A charge will be made for pole barn storage. This charge is published in the Schedule of Fees and Dues.

9.0 SUPPORT EQUIPMENT

9.1 GROUNDS EQUIPMENT

The farm tractors are used for heavy work and grass cutting in large areas. Heavy grass cutting equipment is restricted to operators assigned and checked out by the Director of Facilities. The hand pushed mowers are for the members to use as needed. Oil and gas must be checked before starting operation and after use.

9.2 FLIGHT SUPPORT EQUIPMENT

The flight support equipment consists of a utility trailer and several vehicles for sailplane retrieve.

- The utility trailer is a communications and supply vehicle. Radio communications are conducted on 123.3 MHz. First aid kit and stretcher, weight and balance information for the club sailplanes, Crew Chief manual, and local navigational information will be aboard the trailer.
- This equipment will not be removed for any purpose other than its intended use on the flight line. Those using the equipment should return it to the trailer or see that it is replaced as soon as possible.
- Retrieve vehicles are a number of golf carts and Kubota, which are used for sailplane retrieve back to the flight line. The towline attached to these vehicles should be not shorter than 1/2 of the wingspan of the sailplane.
- Golf carts must be disconnected from the charger, fueled, inspected and tires checked at the start of each flying day, and properly put away and reconnected to the charger when flying is finished.

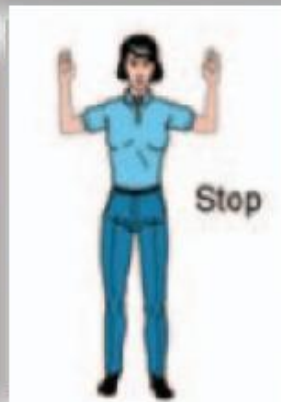
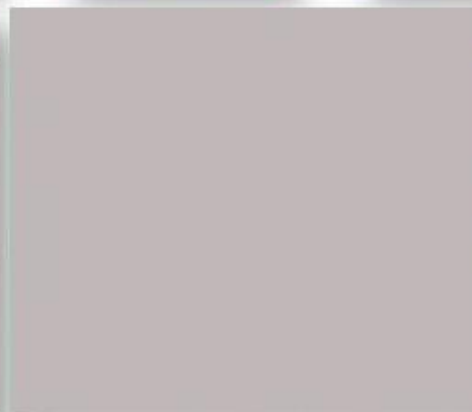
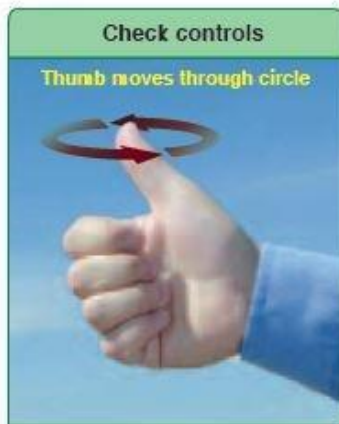
Golf carts and the Kubota, when used, must have the oil checked, fuel tanks filled, tires checked, and chains lubricated at the start of each flying day and put away after use. No one should operate this equipment without being properly checked out by the Crew Chief. The equipment is expensive and hazardous if not used properly. No children should be allowed to operate this equipment.

The Crew Chief is in charge and is responsible for all ground equipment during his duty day. At the end of the flying day the utility trailer must be inspected by the Crew Chief to see that all equipment is in its place and all trash removed. The radios must be turned off and on the chargers.

9.3 BORROWING OF EQUIPMENT

As a general policy no equipment can be removed from the gliderport for personal reasons.

ATTACHMENT 1 GROUND SIGNALS



ATTACHMENT 2 AIRBORNE SIGNALS

