

Cypress Soaring Inc.
Standard Operating Procedures and Flight Rules
Rev. October, 2010

INDEX

1. General Scope
2. Flight Order
3. Flight Duration
4. First Scheduled Flight
5. Takeoff Readiness
6. Second Turns
7. Solo or Transition
8. Scheduling Instructional Flights and Flight Reviews
9. Passenger Order
10. IFR Flight
11. Pre-flight
12. Tie down
13. Student Pilot Proficiency
14. Pilot Proficiency
15. Alternate Airport Operations
16. Pilot Requirements for the Krosno (A1)
17. Pilot Requirements for the 1-34 (A2)
18. Pilot Requirements for the PW-6U (A3)
19. Pilot Requirements for the Discus (A4)
20. Cross Country Requirements
21. Scheduling of Duration Flight of 1 Hour or more and Cross Country Flights
22. Flights Requiring Oxygen (Over 12,500 ft.)
23. Flights Requiring Oxygen (Over 18,000 ft.)
24. Off Field Landings or Glider Damage
25. Aerobatics
26. Safe Operating Procedures

1. General Scope:

- A. This guide outlines the operating procedures and provides information concerning the use of club equipment.
- B. Its purpose is to promote the sharing of such equipment and flight time for members as well as serving as an introduction to Cypress Soaring Inc. (club) for new members.
- C. It is the responsibility of each member to abide by these procedures, flight rules, and pertinent Federal Aviation Regulations (14 CFR and 49 CFR).

2. Flight Order:

- A. Members share the use of club gliders on a first-come, first-served basis.

3. Flight Duration:

- A. Flights are limited to one hour if others are waiting (See Section 21).

4. First Scheduled Flight:

- A. The first flight of the day should take off whether or not there is lift so that other members are not delayed.

5. Takeoff Readiness:

- A. When one flight is in progress, the member waiting for the next flight should stand by ready to go should the flight land early.

6. Second Turns:

- A. After each member on the field has had an opportunity to make one flight, second flights may be taken in turn.

7. Solo or Transition:

- A. If a flight instructor authorizes a student solo (or transition solo in a different ship), the solo flight may be made immediately even if it delays the next flight.
- B. Such solo flights are limited to 15 minutes.

8. Scheduling Instructional Flights and Flight Reviews:

- A. An instructor schedule will be prepared and disseminated each month.
- B. This schedule will only apply if the instructor has been contacted at least one day in advance.
- C. When an instructor is scheduled, all flights in club aircraft will be coordinated through that instructor.
- D. 24 Month Flight Reviews will be made by appointment only.

9. Passenger Order:

- A. Passenger rides are arranged on the following priority:
 - 1-member
 - 2-guest of member
 - 3-prospective member
 - 4-other

10. IFR Flight: None permitted.

11. Pre-flight:

- A. All aircraft will be pre-flighted using a club check list and washed prior to the first flight.

12. Tie down:

- A. The last member flying each day is responsible for securing the aircraft.
- B. Members shall install gust locks, lock the storage box and the club shed.

13. Student Pilot Proficiency:

- A. A student pilot who does not fly in a glider within 30 days must have a check ride with a club instructor.
- B. A 90-day check ride and an endorsement of the student's logbook is required per 14 CFR Part 61.87(n) (2).
- C. The consent of a club authorized flight instructor is mandatory for all student solo flights.
- D. Proficiency flights and logbook endorsement from at least two club instructors are required for first solo and transition to other club gliders.
- E. Students will carry pilot logbooks during all flights.

14. Pilot Proficiency:

- A. Each pilot must complete a proficiency flight with a club flight instructor once every twelve calendar months.
- B. Any pilot who does not have a current club proficiency check and a 24-month flight review cannot fly club equipment.
- C. A pilot who does not fly for 90 days must complete a proficiency flight before flying again.
- D. Each pilot will complete a 24 month Flight Review per 14 CFR Part 61.56, and report the date of the flight to the Flight Committee within 10 days.
- E. New members to Cypress Soaring are required to complete proficiency flights and obtain logbook endorsements from at least two club flight instructors before soloing any club aircraft.

15. Alternate Airport Operations:

- A. All members of the aircraft class must be notified and a majority of the class members must approve any aircraft move prior to the date of the move.
- B. All alternate field operations are considered club operations and are available to all members of that aircraft class.
- C. Club members who have not flown a Cypress aircraft at a location other than the club primary base of operations must receive a logbook endorsement from a club instructor.
- D. Maximum aircraft time off base of operation is determined by a majority vote of the members of that class.

16. Pilot requirements for the Krosno (A1):

The pilot must have:

- A. A thorough ground check out on flight characteristics and operating procedures. Ground handling training may be provided by a designated Cypress club member.
- B. Flight checks and log book endorsements by two club flight instructors.
- C. Each student solo flight must have the consent of a CFIG authorized by Cypress Soaring, Inc.
- D. The instructor must be on the field at the time of takeoff.

Krosno Rear Seat Check-Out

- A. The pilot must have a minimum of 10 flights in the front seat of the Krosno.
- B. One endorsement by a club flight instructor.

17. Pilot Requirements for the 1-34 (A2):

- A. The pilot must have flight checks for the purpose of transition to the 1-34.
- B. A check out on the flight characteristics of the 1-34. Ground handling training may be provided by a designated CSI club member.
- C. The pilot must have log book endorsements by two club instructors .
- D. Students may fly the 1-34 on one issued Student Pilot Certificate only.
- E. Each student solo flight must have the consent of a CFIG authorized by Cypress Soaring, Inc. The instructor must be on the field at the time of takeoff.

18. Pilot requirements for the PW-6U (A3):

The pilot must have:

- A. A Private Pilot Glider Certificate.
- B. 10 solo hours in gliders.
- C. A minimum of 100 glider flights.
- D. A ground handling check out. Ground handling training may be provided by a designated Cypress club member.
- E. Flight checks in the PW-6 for the purpose of transitioning to the PW-6.
- F. A log book endorsement from each of two club flight instructors.

G. PW-6 Rear Seat Check Out

1. The pilot must have a minimum of 10 flights in the front seat of the PW-6U.
2. One logbook endorsement by a club flight instructor.

19. Pilot Requirements for the Discus (A4):

The pilot must have:

- A. A Private Pilot Glider Certificate.
- B. At least 100 flights in a glider.
- C. 10 hours as pilot in command of the Cypress PW-6U or other high performance gliders.
- D. The pilot must have instruction in assembly, disassembly and ground handling. Ground handling training may be provided by a designated Cypress club member.
- E. Training will include a thorough ground check out on flight characteristics and operating procedures of the Discus by a club flight instructor.
- F. Flight checks in the PW-6U and a logbook endorsement from each of two club instructors are required for transition.
- G. Flight checks and ground instruction will be given by appointment only.

20. Cross Country Requirements:

A. The pilot must have:

1. A Private Pilot Certificate.
2. A cross-country endorsement by a club flight instructor.
3. 25 hours total time in a glider.
4. 10 hours and 10 landings in the model of aircraft used.
5. Completed four 1-hour flights; one flight greater than 2 hours.
6. At least five flights in the past 90 days.
7. A simulated off field landing check out by a club authorized flight instructor.

B. The pilot must be familiar with the aircraft assembly, disassembly and set up.

C. The trailer preflight will include:

1. Checking the trailer lights.
2. Checking the registration.
3. Checking the spare tire and lug wrench.

D. The pilot must use appropriate flight planning procedures per 14 CFR Part 91.103 and the ***FAA Glider Flying Handbook Chapter 11***

E. The pilot must have a ground crew available for ground support and retrieval in the event of a land out.

21. Scheduling Flights of 1 Hour or more and Cross Country Flights:

A. The Flight Committee Chairman will schedule such flights. If cancellation is necessary, call the Flight Committee Chairman.

B. If a scheduled pilot does not show by noon, the aircraft is open on a first-come first-served basis.

C. The PIC for the Krosno must return to the field at one hour intervals to see if any car is parked at the tie-down area. This is a sign that another pilot is waiting.

D. Pilots of Cypress club aircraft with radios should monitor calls on frequency 123.3 MHZ.

E. Any flight that is beyond a final glide altitude back to the airport, including enough altitude to execute a proper landing pattern, is considered to be a cross-country flight.

1. Such flights are subject to the requirements of Cypress club Flight Rules section 20. Student pilots must stay within a five statute mile radius of Krey Field and Skylark Field, and additionally must obey all Elsinore Club rules for flight in the vicinity of Skylark Field.

22. Flights Requiring Oxygen (Flights Over 12,500 ft. MSL):

- A. The pilot in command shall have completed FAA physiological training, or received physiological training by a club instructor and obtained a logbook endorsement by that instructor for that training.
- B. The pilot and passenger must have a thorough ground check out on the operating procedures for the oxygen equipment being used and a briefing on the symptoms of hypoxia, by a designated club member who has received the physiological training.

23. Flights Requiring Oxygen (Wave Flight or Flights Over 18,000 ft MSL):

- A. The pilot in command shall have completed FAA physiological training, and received one logbook endorsement by a club flight instructor authorizing Wave Flight or Flights Over 18,000 ft. MSL.
- B. The pilot must check CFRs for operations over 18,000 ft. MSL.

24. Off Field Landings or Glider Damage:

- A. Any incidents where glider damage may have occurred, and/or off field landings (except cross country attempts) shall be reported to the Flight Committee Chairman by all involved pilots within 24 hours.
- B. A written report must be sent to the chairman within one week (7 days) of the incident.
- C. The incident shall be reviewed by the Flight Committee and Board of Directors for further recommendations.
- D. If the Flight Operations Chairman cannot be reached, the President or any other Executive Officer must be notified.

25. Aerobatics:

- A. Aerobatics are prohibited in Cypress Soaring equipment.
- B. Refer to 14 CFR Sec. 91.303. Spin training, as required for some FAA certification may be done only with an instructor and both occupants wearing parachutes with current inspections.

26. Safe Operating Procedures:

- A. Signs of continual lack of judgment or unsafe operating procedures will be grounds for dismissal from the club.
- B. Dismissal may result from a recommendation of the Flight Committee to the Board of Directors.

Member Acknowledgement

I have read and agree to follow the Standard Operating Procedures and Flight Rules as indicated in this document.

Member Name _____

Member Signature _____

Date Signed _____

Rev.10/4/2010