

BAY AREA SOARING ASSOCIATES, Inc. FLIGHT RULES

Effective: February 1, 2005

The rules governing the use of gliders owned by Bay Area Soaring Associates, Inc (BASA) are provided in this document. Members are required to read and follow these rules, which are for the safety of the pilot and the preservation of club equipment, and to report violations to the Flight Committee. Flagrant or gross violations may subject the member to disciplinary action. The Flight Committee Chairman may, on request, waive any of these flight rules that are deemed excessive in light of the member's flight experience and currency.

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1.0 Definitions

1.1 A flight committee member is a BASA member appointed to the flight committee by the Flight Committee Chairman.

1.2 A BASA approved CFI-G is an instructor so designated by the Flight Committee Chairman, and listed in the current BASA BUGLE.

1.3 A high performance glider is a glider with a published L/D of 33:1 or better.

1.4 "PIC" means Pilot in Command as defined by 14 CFR Part 1.1. The following flight time may be logged as PIC: solo flights conducted by at least a student pilot; dual instructional flights conducted by at least a private pilot. Dual instructional flights conducted before obtaining at least a private pilot's certificate may not be logged as PIC.

1.5 A Flight Review is defined by 14 CFR Part 61.56, and conducted in a glider

1.6 "Flight", or "flown", means the member has conducted both the take off and the landing

1.7 "Minor Damage" is a change in glider condition that does not prevent flight.

1.8 "Major Damage" is a change in glider condition that renders it unsafe to fly.

1.9 “Grounding” a BASA glider is reporting it as unsafe to fly.

1.10 “Grounding” a member is denying the pilot flying privileges in BASA gliders.

1.11 An "Airport" means a public or private airport or airstrip that is known to the pilot to be suitable in length, width and surface condition for glider landings

1.12 A “High Altitude Airport” is one with runway(s) at or above 4000 ft MSL.

1.13 A “local” flight is one that is always within range of the departure airport. “Range” shall be calculated using 2/3 of the glider published L/D, with appropriate allowances for wind, weather, and normal landing pattern height. (Refer to table 10-1)

1.14 “Cross Country” refers to flights out of range of the departure airport.

1.15 “Check Flight” refers to one or more flights conducted in a two place glider with a flight committee member or an approved CFI-G for the purposes of evaluating the performance of a BASA member

PART A, PILOT IN COMMAND REQUIREMENTS FOR BASA GLIDERS

2.0 Requirements for new members

2.1 Prior to flight as PIC in BASA gliders, a new member shall:

- a) have an FAA issued Private, or Commercial Pilot Certificate for the Glider category,
- b) have received a Flight Review meeting the requirements of 14 CFR 61.56 within the preceding 24 months, and conducted in a glider
- c) receive at least three check flights in a BASA glider with a BASA flight committee member or approved CFI-G. The new member shall demonstrate at least three take-offs and landings to the satisfaction of a Flight Committee member or approved CFI-G. These flights will be logged, and countersigned by the flight committee member or approved CFI-G.

3.0 Qualification Requirements for initial PIC flights in BASA glider

Before flight as PIC in any BASA glider, a pilot must have an approved CFI-G signoff for that glider make and model in order to be covered by BASA insurance. Additionally, the currency requirements of section 4.0 below shall be met.

To qualify to fly as PIC in:

3.1. A 1-34, a BASA member shall:

- a) have a CFI-G sign off for an SGS 1-34
- b) meet the requirements of 2.1 above,
- c) receive prior spin awareness training from a CFI-G in a glider approved for, and

capable of spins

3.2. A Grob 103, a BASA member shall:

- a) have a CFI-G sign off for a Grob 103
- b) meet the requirements of 2.1 above,
- c) receive prior spin awareness training from a CFI-G in a glider approved for, and capable of spins

3.3. A Pegasus, a BASA member shall:

- a) have a CFI-G sign off for a Pegasus 101
- b) meet the requirements of 2.1 above,
- c) 60 flights and 30 hours PIC in a "high performance" glider,
- d) receive prior spin awareness training from a CFI-G in a glider approved for, and capable of spins.

3.4 A DG-1000, a BASA member shall:

- a) have a CFI-G sign off for a DG-1000
- b) meet the requirements of 2.1 above,
- c) 60 flights and 30 hours PIC in a "high performance" glider.
- d) receive prior spin awareness training from a CFI-G in a DG-1000

	CFI-G Signoff	Spin Awareness Training	Total Glider Flights 33:1 or Better	Total Glider PIC Hours 33:1 or Better
1-34	Required	Required	N/A	N/A
Grob 103	Required	Required	N/A	N/A
Pegasus	Required	Required	60	30
DG-1000	Required	Required	60	30

Table 3-1

4.0 Currency Requirements for continued PIC flight in BASA gliders

4.1 The member shall meet all FAA and FBO requirements for the planned flight from that site.

4.2 The pilot shall be a BASA member in good standing, and meet all requirements in 2.0 and 3.0.

4.3 A member must have received a Flight Review as defined by 14 CFR 61.56 within the preceding 24 months to fly BASA gliders. If this last Flight Review was not conducted in a glider, the member shall request a check flight with a flight committee member, or approved CFI-G.

4.4 A member shall have flown gliders as PIC:

- a) at least three times in the past 90 days,
- b) at least three times in the glider make and model in the past twelve months.

4.5 To continue to fly PIC in the DG-1000, a member shall have flown the DG-1000 at least three flights within the prior 90 days. This requirement is waived after 12 flights in the DG-1000.

4.6. Members with less than 25 glider flights as PIC shall request a Flight Committee Check Flight not less once than every 3 months.

5.0 Requirements for PIC in special situations and at special sites

5.1 Any member may fly a BASA glider dual accompanied by an approved CFI-G, regardless of the member's experience and currency.

5.2 A member who is not X-C qualified shall fly their first flight at a new airport with a BASA Flight Committee member, a local BASA approved CFI-G, or a BASA member approved by the Flight Committee Chairman.

5.3 Truckee Checkout

a) To fly any BASA glider PIC at Truckee, a member shall satisfactorily demonstrate to a flight committee member or approved CFI-G knowledge of the pattern, and proficiency in cross wind landings at Truckee. The demonstration will normally comprise at least three satisfactory, low energy landings after 1:00 PM.

b) To fly a DG-1000 as PIC at Truckee, a member shall satisfactorily complete at least one cross wind landing with a Truckee CFI-G or BASA flight committee member in the DG-1000.

5.4 Minden Wave Checkout

a) To fly any BASA glider as PIC in wave at Minden, a member shall first satisfactorily demonstrate to a flight committee member who has previously flown in wave at Minden, or approved Minden CFI-G knowledge of wave conditions, and proficiency in cross wind landings at Minden.

5.5 To fly a BASA glider above 18,000 ft MSL, the pilot, and passenger if any, shall have completed an altitude chamber ride and associated flight physiology class.

5.6 Satisfactory flight as pilot in the rear seat of a two place, BASA glider, with a flight committee member or approved CFI-G, shall qualify a member for rear seat PIC in that glider.

5.7 A log book entry will be made on satisfactory completion of any of the above Check Flights.

PART B, GENERAL FLIGHT RULES

6.0 Glider Limitations

6.1 Gliders shall be flown within flight manual limitations at all times.

6.2 Acrobatic flight, where allowed by the flight manual, requires prior training by a CFI-G and flight committee chairman approval.

6.3 An operating radio shall be used in all BASA gliders.

6.4 The DG-1000 shall normally be flown at Truckee in the 18 meter configuration, but exceptions to this rule are permitted for cross-country qualified pilots in section 11.3

6.5 Flight above 18,000 feet is not permitted in a DG-1000.

7.0 Glider Usage

7.1 The BASA reservation policy is provided as an appendix to these flight rules.

7.2 A BASA glider may not be removed from its designated site unless prior approval has been obtained from the Executive Committee.

7.3 A member is considered responsible for the glider from the time it is untied until it is either tied down again, or turned over to another member.

7.4 Members may receive instruction, and receive a Flight Review, in BASA gliders.

PART C, SAFETY AND DAMAGE PROCEDURES

8.0. Glider Damage and Grounding

8.1 Insurance. BASA is self-insured for damage to its own gliders. The deductible, i.e. the maximum amount a member will be charged for damage to the glider while it is in his or her care, is \$2000 in the case of a DG-1000 and \$1000 for all other gliders.

8.2 Minor damage shall be noted in the glider temporary log book and reported via E-mail or phone to the Ship Captain.

8.3 Major Damage shall be reported by phone immediately to the Maintenance Chairman, or, if he is unavailable, to any member of the Executive Committee. In addition, the member involved shall:

- a) Leave a note in the glider reporting the damage, in full view or attached to the stick.
- b) Report to the FBO that the glider is grounded, and can no longer be reserved.
- c) In consultation with the Maintenance Chairman, make arrangements to get the glider to an appropriate glider repair station,

d) In consultation with the Flight Committee Chairman, prepare a full report of the incident.

8.4 Procedures after Major Damage.

a) The Executive Committee shall notify the membership of the glider grounding by E-mail, and a report in the BUGLE.

b) The Flight Committee shall issue a report assessing the cause of the damage.

c) The member causing the damage shall be automatically grounded and will remain so until cleared by the Flight Committee Chairman.

9.0. Member Grounding

9.1 Flight which a member, or approved CFI-G, considers unsafe or dangerous shall be reported to the Flight Committee Chairman, who may ground the member involved.

9.2 Grounding also occurs automatically after major damage, and for failure to pay club dues.

9.3 A grounded member may not fly BASA gliders until cleared to do so by the Flight Committee Chairman, or the Treasurer, depending on the cause of the grounding.

PART D, CROSS COUNTRY REQUIREMENTS

10.0 Pilot Requirements

Pilots flying cross country shall:

10.1 have flown and logged a minimum of 50 glider hours and 100 flights PIC in gliders.

10.2 have flown and logged a minimum of 10 hours and 20 landings in the glider make and model.

10.3 demonstrate to a flight committee member, an approved CFI-G, or a BASA member approved by the Flight Committee Chairman, the ability to land a glider within 100 feet of a designated point and to complete the roll out within 500 feet.

10.4 if flying cross country from a high altitude airport, have completed at least 5 hours and 10 flights as required in 10.2 above, and have completed the landing and roll out demonstration of 10.3 above, at such an airport

10.5 either have planned and flown at least one 100 km or more dual cross country with a previously cross country qualified BASA pilot, or completed a Flight Committee approved course of cross country instruction.

Log book entries will be made on satisfactory completion of 10.3, 10.4, and 10.5.

10.6 have previously been present at, and been briefed on:

- a) the rigging and de-rigging of the glider to be flown,
- b) the loading and unloading of the glider into its trailer.

10.7 have prior arrangements made for retrieval, either by air or trailer.

10.8 leave the trailer ready for retrieval before flight, even if an air tow is anticipated.

10.9 assure radio contact with the expected retrieve partner.

10.10 for the first several cross-country flights, file a flight plan with a Flight Committee member, or other person designated by the Flight Committee, and receive approval for the flight. This is to continue until a Flight Committee member, or other person designated by the Flight Committee, with knowledge of the pilot's previous planning and flying activities, grants unlimited approval for future cross-country flights without the need for a flight plan review.

	Total Flights PIC in Make and Model	Total Hours PIC in Make and Model	Maximum No Wind L/D (2/3 Best L/D)	Maximum No Wind nm/1000'
1-34	20	10	20:1	3
Grob 103	20	10	24:1	4
Pegasus	20	10	26:1	4
DG-1000	20	10	30:1	5

Table 10-1

11.0 Additional Requirements

11.1 Before and during every cross-country flight, the pilot shall plan to fly airport to airport, using the "in range" definition provided in 1.13.

11.2 The pilot must plan to arrive at each destination airport at, or above normal traffic pattern altitude.

11.3 The first flight using water ballast shall be preceded by a weight and balance calculation, specific to the glider and pilot, filed with the Flight Committee Chairman. A description of how the pilot intends to ballast the ship will also be provided.

11.4 Cross country flight in the DG-1000 requires prior flight committee chairman approval. The PIC shall personally confirm all airport runways on the planned flight path currently provide at least 30 feet of clearance over the wing-span which will be flown.