

# **BAY AREA SOARING ASSOCIATES, Inc. FLIGHT RULES**

**Effective: April 11, 2023 (changes from the 2018 version highlighted in blue)**

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(s) and the preservation of club equipment, and to report violations to the Flight Committee [flightcomm-basa@googlegroups.com](mailto:flightcomm-basa@googlegroups.com)

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. Definitions**

- 1.1. A **flight committee member** is a BASA member appointed to the flight committee by the Flight Committee Chairman.
- 1.2. An **approved CFI-G** is an instructor so designated by the Flight Committee Chairman, and listed on the BASA website.
- 1.3. A **high performance glider** is a glider with a published L/D of 33:1 or better, for example SGS 2-32, DG-505, DG-1000 or Junior.
- 1.4. A **composite high performance glider** is a glider of composite construction with a published L/D of 33:1 or better, for example DG-505, DG-1000 or Junior.
- 1.5. **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. Note that dual instructional flights conducted before obtaining at least a private pilot's certificate may *not* be logged as PIC.
- 1.6. A **Flight Review** is defined by 14 CFR Part 61.56.
- 1.7. **Flight** or **flown** means the member has conducted both the take off and the landing.
- 1.8. **Minor Damage** is a change in glider condition that does not prevent flight.
- 1.9. **Major Damage** is a change in glider condition that renders it unsafe to fly.
- 1.10. **Grounding** a BASA glider is reporting it as unsafe to fly.
- 1.11. **Grounding** a member is denying the pilot flying privileges in BASA gliders.
- 1.12. **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.
- 1.13. A **High Altitude Airport** is one with runway(s) at or above 4000 ft MSL.
- 1.14. **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)
- 1.15. **Cross Country** refers to flights out of range of the departure airport.
- 1.16. **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**

### **2. New member requirements**

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) meet the flight review currency rules as prescribed in 14 CFR 61.56 with the additional requirement that the flight review be conducted in a glider.

2.2 Within 2 months of joining BASA a new member shall:

- a) receive from a BASA flight committee member an introduction to BASA equipment and methods followed by at least one check flight in a BASA glider. These flights will be logged, and countersigned by the flight committee member.

### **3. Qualification Requirements for initial PIC flights in BASA gliders**

Before flight as PIC in **any** BASA glider, a pilot must have an approved CFI-G or flight committee member signoff for that glider make and model. In addition to the signoff requirement, the new member must meet the requirements of section 2 above and the currency requirements of section 4 below, and the following type-specific requirements. To qualify to fly as PIC in:

3.1. **A SZD-51-1 Junior**, a BASA member shall have logged:

- a) and demonstrated to an approved CFI-G, competency in spin avoidance and recovery.

3.2. **A DG-505**, a BASA member shall have logged:

- a) at least 50 flights and 25 hours PIC in a high performance glider,  
of which at least 20 flights and 10 hours PIC are in a composite high performance glider.
- b) and demonstrated to an approved CFI-G, competency in spin avoidance and recovery in either a DG-1000 or DG-505.

3.3. **A DG-1000**, a BASA member shall have logged:

- a) at least 50 flights and 25 hours PIC in a high performance glider,  
of which at least 20 flights and 10 hours PIC are in a composite high performance glider.
- b) and demonstrated to an approved CFI-G, competency in spin avoidance and recovery in either a DG-1000 or DG-505.

3.4. **A Standard Discus**, a BASA member shall have logged:

- a) at least 50 flights and 25 hours PIC in a high performance glider,  
of which at least 20 flights and 10 hours are in a composite high performance glider.
- b) and obtained a signoff for the DG-505 or DG-1000 under the standards otherwise set forth in this Section 3.

3.5 **Alternative Experience Requirements**. The prior PIC experience requirements set forth in Sections 3.2, 3.3 and 3.4 may be reduced to 30 flights and 15 hours PIC in a high performance glider, of which at least 20 flights and 10 hours PIC are in a composite high performance glider, if the pilot completes a formal training program for the DG-1000/DG-505 according to a syllabus approved by the Flight Committee.

Table 3-1 Initial PIC requirements

	<u>Approved CFI-G or flight-com Signoff</u>	<u>Approved CFI-G Spin training</u>	<b>Total high perf glider flights</b>	<b>Composite high perf glider flights</b>	<b>Total high perf glider hours</b>	<b>Composite high perf glider hours</b>
<b>SZD-51-1 Junior</b>	Required	Required	0	0	0	0
<b>Standard Discus</b>	Required	Required	50	20	25	10
<b>DG-505</b>	Required	Required	50	20	25	10
<b>DG-1000</b>	Required	Required	50	20	25	10

#### **4. Currency Requirements for continued PIC flight in BASA gliders**

4.1 The member shall

- a) meet all FAA and FBO requirements for the planned flight from that site.
- b) be a BASA member in good standing, and meet all requirements in 2. and 3.
- c) meet the flight review currency rules as prescribed in 14 CFR 61.56. If the flight review was not conducted in a glider, the member shall request a check flight with a flight committee member, or approved CFI-G.

4.2 The member shall have flown gliders as PIC:

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

4.3 To continue to fly PIC in the DG-505 or DG-1000, a member shall have flown the DG-505 or DG-1000 at least three times within the prior 90 days. This requirement is waived after 12 flights in the DG-505 or DG-1000.

4.4 Members with less than 25 glider flights as PIC shall request a check flight not less once than every 3 months.

4.5 For Members not meeting the BASA 90 day PIC currency requirements of Section 4.2 above, that Member can regain BASA PIC currency by performing a minimum of three flights in a BASA two-place glider while accompanied by a BASA-current PIC who is either a flight committee member; an approved CFI-G; or another member selected and approved by the flight committee chairman. In order to regain BASA PIC privileges for BASA gliders when less than three flights have been performed in that specific make and model within twelve months, the member shall first complete a minimum of three flights in a BASA two-place glider accompanied as specified here. For the purposes of section 4, a DG-1000 and DG-505 shall be considered the same make and model.

#### **5. PIC requirements for special situations and at particular sites**

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

5.2 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.

### **5.3 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-505 or DG-1000 as PIC at Truckee, a member shall additionally satisfactorily complete at least one cross wind landing with a Truckee CFI-G or a flight committee member in either the DG-505 or 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 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.

5.6 A log book entry will be made on satisfactory completion of any of the above check flights.

## **PART B, GENERAL FLIGHT RULES**

### **6. 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 an approved CFI-G and flight committee chairman approval.

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

6.4 If the glider has an operating transponder, it shall be set to 'ALT' and used at all times when airborne, except if the pilot determines that battery charge has become insufficient for transponder operation.

6.5 To preserve the glider finish, flight with an outside air temperature of less than -10°C is not permitted in a DG-505 or DG-1000.

6.6 In order to prevent any possible damage to the clear acrylic portion of any BASA glider canopy, no BASA pilot or member may attach, or allow to be attached to a canopy, anything other than a yaw string. This includes, but is not limited to, a suction cup or similar device, used to support a portable device such as flight computer or camera. Attaching a device(s) to existing frame-mounted ball sockets with appropriate connectors is allowed.

### **7. Glider Usage**

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

7.2 Members may receive instruction, and receive a flight review, in BASA gliders.

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

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

## **PART C, SAFETY AND DAMAGE PROCEDURES**

### **8. Glider Damage and Grounding**

8.1 BASA is self-insured for damage to its own gliders. The maximum amount a member will be charged for damage to the glider while it is in their care (the deductible) is

\$2000 for the DG-505 or DG-1000,

\$1000 for all other gliders,

provided that the member was acting in compliance with club rules and Federal Aviation Regulations when the damage was sustained. In the case of violation of club rules or FARs, the member may be charged with the full cost of damage.

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) Update the online reservation system to make it clear that it 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 Email.
- 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. Member Grounding**

9.1 Flight which any 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, or 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. Pilot Requirements**

Pilots flying cross country shall:

10.1 have flown and logged at least 50 glider hours and 100 flights as PIC in gliders.

10.2 have flown and logged at least 10 hours and 20 landings in the glider make and model.

10.3 demonstrate to a flight committee member, or an approved CFI-G, 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 the:

- a) rigging and de-rigging of the glider to be flown,
- b) 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 and tow vehicle 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 <b>Flights</b> <u>PIC</u> in Make and Model	Total <b>Hours</b> <u>PIC</u> in Make and Model	Best L/D	Max No-Wind L/D (2/3 Best L/D)	Max No-Wind nm/1000'
Junior	20	10	35:1	23:1	4
Standard Discus	20	10	42:1	28:1	4.5
DG-505	20	10	44:1	29:1	5
DG-1000	20	10	46:1	31:1	5

Table 10-1 Cross country requirements



## **11. 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 1.14 and summarized in Table 10-1.

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 for each glider make and model shall be preceded by a weight and balance calculation, specific to the glider and pilot(s), 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-505 or 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.