

TREASURE COAST SOARING CLUB, Inc. UNIFORM OPERATING PROCEDURES

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Initial Edition

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

Greyed out Sections are for future implementation.

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REVISED IN THIS EDITION:

1. GENERAL

1.1 INTENTION

These Uniform Operating Procedures (UOP) have been adopted by the Treasure Coast Soaring Club, Inc. Board of Directors and the Membership as required by the corporate By Laws. The operations of the Treasure Coast Soaring Club, Inc. (TCSC) 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. The UOP is necessarily evolutionary in nature and the Board shall approve changes as required.

1.2 OTHER DOCUMENTS

The operations of TCSC 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)
- Other Contracts and Agreements

1.3 CONFLICTS

TCSC 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 TCSC regulations unless TCSC procedures are more restrictive, in which case they shall prevail.
- Any other conflict will be resolved by the Board of Directors.

1.4 REVISIONS

None

2. FLIGHT OPERATIONS

New Hibiscus Airport (X52) is a privately owned, public use airport. The Treasure Coast Soaring Club, its members, and its invitees, are both customers, and guests of the Owner and Operators of the airport. Every effort must be made to maintain a good-neighbor relationship with the surrounding aviation community; one which would be notably diminished by our absence. Glider operations maintain certain right-of-way privileges according to FAR's. In general however, Club activity must necessarily be approached as subordinate in nature to some commercial operations, etc. which might take place at X52 from time to time.

Each day of scheduled flight operations at the New Hibiscus Airport (X52) 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.

2.1 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 airport is fully qualified to do so. When in doubt he may require logbook verification or require an appropriate check ride with a TCSC 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 draft any TCSC 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, and the Board of Directors.

The loss of pilot-in-command privileges will be in effect until a safety review committee has reviewed the circumstances surrounding the incident, and the TCSC Board takes appropriate corrective measures or 30 days elapse with no action being taken.

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 or safety incidents occurring at TCSC. Incidents to be reviewed are: grounding of any TCSC member by a Crew Chief, any incident resulting in significant injury to any person or resulting in more than \$500.00 damage to TCSC aircraft or equipment, any forced out-landing by a TCSC aircraft while being flown on a local flight, and any other incidents as determined by the either the Crew Chief, Safety Officer or 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 a Safety Officer appointed by the TCSC Board. The membership of the safety review committee will normally consist of the Safety Officer, Chief Instructor, Chief Tow Pilot, and Director of Operations, or other membership as determined by the Safety Officer as appropriate to review the incident. The safety review committee may solicit input from TCSC members or other persons associated with the incident as required to conduct the review. Upon completion of the review, the Safety Officer reports the results along with recommendations to the TCSC 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

NORMAL operations should consist of a designated Crew Chief, 1 Tow Pilot, 1 Instructor, and one Line Crew at a minimum.

SPECIAL operations may combine duties as approved by attendees.

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, hangered, 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 TCSC treasurer or other designated person.

The Tow Pilots will operate in accordance with the TCSC 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 on each regular crew day. All crew members are to report for duty at 9:30 AM 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 members of the Treasure Coast Soaring Club are encouraged to serve on an active crew an average of 2 operations days per month. New student members are expected to serve 3 operations days per month during the initial (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 General Signals

There are some standard signals used around aviation operations almost universally:

- COME ON Facing the aircraft or vehicle with both arms up-stretched overhead and rotating the hands at the wrist.
- STOP Same position as above, but with both hands spread palms out and held steady.
- SHUT DOWN Facing the aircraft or vehicle and making a slicing motion across the throat with one hand.

2.3.2 Ground Signals

In addition to the above standards there are signals that have been developed through the years that contribute to safer aerotow operations. All TCSC members must thoroughly understand and use these same signals:

- OPEN RELEASE A closed fist where the pilot can see it and then opened.

- CLOSE RELEASE An open hand held up to the pilot and quickly closed.
- TAKE UP SLACK Crew member stands at the grounded wing tip, facing the tow plane, and swings an arm back and forth in front of the body below the horizontal. Holding a hat or handkerchief helps make the signal more visible to the tow pilot.
- HOLD The wing runner holds both hands above his/her head. If holding the wing up, a single arm stretched vertically may be used as an alternative.
- Level Wings A thumbs-up signal from the pilot in command signals that the pilot is ready for launch. The wing runner should check that the pattern is clear and then lifts the wing to the horizontal.
- TAKE-OFF The Pilot in command will wag the rudder of the glider to signify that he/she is ready for takeoff. The wing runner then swings an arm in full circles.

2.3.3 Launching and Landing Procedures

After hook-up, the crew member takes the slack with him toward the grounded wing tip as far as it will go and drops it.

The wing runner stands at the wing tip facing the tow plane, and gives the "take up slack" signal. As tow plane starts taking out slack, the crew member makes another check for traffic in the pattern or on the ground that may present a problem. When all the slack is removed, the wing runner gives the "Hold" signal and waits for the "Level Wings" signal from the Pilot in Command.

When the Pilot in Command gives the "Level Wings" signal, the wing runner checks to verify that the pattern is clear, and then raises the wing to horizontal and waits for the signal to "Take Off."

When the Pilot gives the "Take Off" signal by wagging the rudder, the wing runner swings his or her free arm in full circles.

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 pilot the "SHUT DOWN" signal. Vigilance for traffic, and the avoidance of runway interruption is vitally important.

Weather and ability permitting, a sequence of launching to the South, and landing to the North is most desirable for efficiency of operations, based on pilot experience.

Surplus space to the West of the runway is preferred for staging and rollout of gliders and related equipment.

Low volume days of repetitive training operations may best involve landing to the South for both glider and tow plane for quick turnarounds based on favorable wind directions.

2.3.4 Air-to-Air Signals

Radio communications between the towplane, glider on tow, and area traffic are conducted on 122.9. Tow pilots should announce takeoff "glider on tow", and respond to any CTAF traffic with position and altitude while on tow. Once off tow, pilots of gliders assume position reporting and responses to CTAF reports on same frequency.

In addition to, or in the absence of radio communications, the following signals are to be utilized:

TOW TOO SLOW	Sailplane rocks wings. Add 5 knots.
TOW TOO FAST	Sailplane fish-tails. Slow 5 knots.
TURN RIGHT	Pilot moves the sailplane to the left of the tow plane and pull its tail gently to the left.
TURN LEFT	Pilot moves the sailplane to the right of the tow plane and pull its tail gently to the right.
SAILPLANE CAN'T RELEASE	Sailplane moves out to the far left and rocks wings.
TOW PLANE CAN'T RELEASE	Tow plane fish-tails.
GET OFF NOW	Tow plane rocks wings; sailplane releases IMMEDIATELY.
SOMETHING IS WRONG WITH THE SAILPLANE	Tow pilot quickly fans rudder from side to side while in flight. The sailplane pilot should immediately check to see that the spoilers are closed. If spoilers are OK, something else is wrong with the sailplane.

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 requests that his or her name be placed 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. 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 runways.

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 airport.

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 of the following conditions must be met:

- The flight must be with a TCSC CFIG,
- The sailplane must release at or below 1000 feet AGL,
- The sailplane must immediately return to the airport 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, TCSC club members may transport TCSC aircraft to another location to set up temporary flight operations away from the home airport. This is done to provide TCSC members the opportunity to experience soaring conditions, such as ridge or wave, which are not available at the home airport. 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 TCSC aircraft, or other equipment, from the airport permission must be obtained from either the Board of Directors, or from the day's acting Crew Chief.

For each off-site operation, a TCSC 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 TCSC Flight Record Card. These records shall be given to the TCSC 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 TCSC are required to maintain a minimum insurance coverage of \$1,000,000 per coinsurance for property damage and personal injury liability. TCSC 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 TCSC airport.

Owner's may, at their discretion, utilize club equipment (e.g. golf carts, tri-cubs, 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 TCSC airport may be moved by TCSC 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. TOWING OPERATIONS

3.1 ELIGIBILITY

No person shall operate a TCSC tow plane unless:

- He or she is a TCSC 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 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.
- Have received instruction and logbook endorsement according to FAR 61.31(e), General Limitations

(c) Be insurable under the current TCSC Tow Plane Insurance Policy.

3.1.2 Qualification Program

The details of the qualification program are included in the TCSC 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 TCSC tow planes.
- (b) All training and practice flights in TCSC 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 sheet 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 sheet to the Crew Chief and compare sequencing reports

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.

4. SAILPLANE OPERATIONS

4.1 ELIGIBILITY

Only TCSC members are entitled to fly TCSC sailplanes as pilot-in-command. The minimum pilot requirements for initial and subsequent flights in each make and model are as follows:

SGS 2-33, SGS 1-26

For all pilots, initial solo flight requires compliance with applicable sections of 14 CFR Part 61 for solo eligibility, dual CFIG instruction flights, and TCSC 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 TCSC flight instructor(s) and/or for compliance with 14 CFR Part 61 minimums. Subsequent solo flights, second through ten, require a dual instruction flight and CFIG logbook and flight card endorsement for each day. After the tenth solo flight, subsequent flights require logbook and flight card endorsement and check rides at the instructor's discretion. Solo flights conducted in any of the two place club aircraft may be combined to meet the 10 solo flight requirement. Student pilots cannot carry passengers.

ASK 21

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 ASK 21 with TCSC CFIG logbook endorsement, and a ground checkout in the ASK 21 given by a TCSC CFIG with logbook endorsement.

4.2 PILOT QUALIFICATIONS

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

- Satisfactory completion of all FAA requirements and holds a valid student pilot license or better with glider rating.
- 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 TCSC glider as PIC each TCSC member (except for instructors) must receive a TCSC field flight review each calendar year in the highest performing TCSC aircraft in which he/she is qualified to fly consisting of at least one dual instructional flight with a TCSC instructor with logbook endorsement.
- For new members who did not receive their glider pilot training at TCSC, completion of the TCSC Orientation Routine for New Members with Glider Ratings in accordance with the checklist included in the New Members packet.

No person may operate a privately owned sailplane as pilot in command at TCSC 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 PILOT QUALIFICATIONS TO CARRY PASSENGERS

No person shall act as pilot-in-command of a TCSC sailplane carrying passengers unless he or she:

- Holds a valid pilot certificate issued under FAR Part 61 with glider rating (logbook endorsement per 61.317 for Sport Pilot)
- Complies with currency and medical requirements per FAR Part 61
- Satisfactorily meets all of the requirements for solo flight as listed in 4.2
- Has a logbook endorsement for satisfactory completion of a check ride at TCSC specific to the seat (front/rear), make and model.

4.4 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 information sheet and liability waiver before the flight commences.

The TCSC pilot who is flying an introductory flight must hold a commercial license and meet all of the pilot qualifications required to carry passengers listed in 4.3. Limited members are not permitted to fly TCSC sailplanes as pilot-in-command.

4.5 LIMITED MEMBER WITH PRIVATELY OWNED SAILPLANE

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

4.6 RESPONSIBILITIES OF PILOTS

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

- All FAA and TCSC rules have been complied with
- 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.

4.7 NAME TAGS

In order to make identification easier, the following name tag colors may 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

4.8 FLIGHT RECORD SHEETS

Each and every flight at TCSC is recorded on a Flight Record Sheet. All information on the sheet is important and must be filled in completely by member, or line crew each time a member flies.

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.*

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 TCSC 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

*The computer is programmed to charge for the most expensive sailplane if this section is not filled in properly.

4.9 CROSS COUNTRY IN CLUB GLIDERS

TCSC encourages all members to participate in cross country soaring after completing flight training and earning the private glider rating. TCSC 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
 - Occasional SSA-sanctioned soaring contests
 - Informal contests or camps
- Sponsoring from time-to-time soaring seminars, such as:
 - General cross country clinics
 - Flight instructor clinics
- Use of designated club aircraft by qualified TCSC members for
 - ABC / Bronze badge flights
 - Supervised local cross country soaring practice
 - Badge flights necessary to earn the Silver C badge
 - Participation in TCSC sponsored local soaring competitions
- 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 TCSC memberships

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

4.9.1 Definition of Cross Country Flight

For the purposes of these Uniform Operating Procedures, cross country flight is defined as the operation of any TCSC sailplane such that a return cannot be directly made to the TCSC airport with sufficient altitude remaining for a normal pattern entry and landing.

Per FAR 61, solo students must have a cross county endorsement to operate from one airport to another, regardless of the distance involved.

4.9.2 General Restriction on Cross Country Flight

To ensure availability of TCSC 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, TCSC members are generally prohibited from operating TCSC aircraft on cross country flights, except as expressly provided herein. Members found to be in violation of this rule may be subject to disciplinary action by the TCSC board.

4.9.3 Cross Country Flight in TCSC Aircraft

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

- Local cross country soaring practice
- Silver C distance attempts

- Participation in local TCSC soaring contests
- Other as authorized by the TCSC board

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

4.9.4 Approval for Local Cross Country Practice and Silver C Distance Attempts

Before operating any TCSC 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 written approval from a TCSC club CFG. At a minimum, the following items will be included in the pre-flight review:

- A weather assessment to determine that the perspective 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 improved facility.
- A review of equipment and any paperwork needed for badge flight verification

4.9.5 Responsibilities of Cross Country Pilots

All pilots operating TCSC aircraft on cross country flights shall:

- Hold a private pilot certificate or better with glider rating
- Prior to the flight:
 - Obtain instructions on how to assemble and disassemble the aircraft to be flown
 - Arrange for sufficient crew to retrieve the aircraft
 - Arrange for a properly equipped tow vehicle with trailer hitch and wiring compatible with the retrieve trailer to be used
 - Ensure that a properly equipped trailer complete with all fittings needed to retrieve the aircraft is available and in good condition
 - Obtain permission from the Crew Chief to use the aircraft on the day of the flight
 - Ensure that the aircraft to be used is in an airworthy condition
 - Plan the flight, including generation of a minimum flight profile
 - Obtain any equipment necessary for flight verification (e.g., secure flight recorder, barograph, camera, etc.)
 - For local cross country practice and Silver C distance attempts review the flight with and obtain flight-form written approval of a TCSC CFG on the day of the flight
- During the flight, operate the aircraft
 - in a conservative and safe manner at all times,
 - in compliance with all FARs, and other applicable Federal, State, and local regulations,
 - in a manner which ensures, to the greatest extent possible, that any forced landing required can be made at an improved facility.
- After the flight:
 - Re-assemble the glider, if necessary, due to disassembly following an out landing,
 - Secure the aircraft and return all club equipment,
 - Complete any paperwork needed for badge verification,
 - Review the flight with the TCSC member approving the flight (if required),
 - Receive sign-off for any successful flight according to SSA procedures.
- In the event an out landing:
 - Contact TCSC as soon as possible after the landing and arrange for either an aerotow or ground retrieve. Retrieve will be made by aerotow if possible.

- If the out landing is not at an airport, obtain the permission of the property owner, if possible, prior to retrieving the aircraft.
- In the event the aircraft is damaged:
 - Inform the TCSC Director of Maintenance so that he may coordinate with the insurance company and supervise the aircraft repair,
 - Pay the deductible portion of the insurance,
 - Take responsibility for expediting the repair of the aircraft under the direction and guidance of the Director of Maintenance.

4.9.6 Local Cross Country Soaring Practice

TCSC members who have completed the ABC/Bronze Badge program and earned the Bronze Badge may operate designated TCSC aircraft on local cross country soaring practice flights using the following turnpoints:

TCSC	X52 New Hibiscus
FL74	Indian River Aerodrome
FD25	Fly-In Ranches
23FD	Scott 2000

A local cross country soaring flight in TCSC aircraft cannot be attempted unless the flight is first reviewed with written approval received from a TCSC CFG.

4.9.7 Silver C Distance Attempts

TCSC members who have earned the Bronze Badge and have successfully completed a local cross country practice task of TCSC, Indian River Aerodrome, Fly-In Ranches, Scott, and return to TCSC may operate designated TCSC aircraft on cross county flights for Silver C distance attempts.

4.9.8 Participation in Local TCSC Sponsored Soaring Contests

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

4.9.9 Aerotow Retrieves

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

- Use only TCSC towplanes or towplanes approved by the TCSC board
- Ensure that the retrieve is made only from improved public use s
- 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 improved airport
- Unless otherwise prohibited by weather, conduct the tow at an altitude above 3000 feet AGL

4.9.10 Other Cross Country Flights

Cross country flights in TCSC aircraft other than those provided herein may be made in TCSC aircraft only if specifically authorized by the TCSC Board of Directors.

4.9.11 TCSC Equipment Available for Flight Verification

TCSC may provide a calibrated flight logger to members wishing to document badge flights.

Fees charged for use of this equipment will be as established in the Schedule of Fees and Dues.

4.10 RESTRICTED OPERATIONS

4.10.1 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).

4.10.2 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.

4.10.3 Low Passes/Contest Finishes in Private Aircraft

When applicable, TCSC contest finishes shall be at the established glider pattern altitude of the airport designated as the task finish cylinder, and outside the traffic pattern of the home airport.

4.11 INSTRUCTOR CURRENCY

4.11.1 Instructor 90 Day Currency

In order to instruct in a TCSC glider, the instructor must have made three (3) takeoffs and landings in a glider as sole manipulator of controls in the past 90 days prior to instructing.

5. STUDENT TRAINING

5.1 GENERAL

TCSC 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.

TCSC 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. TCSC 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 Manual. The FAA website provides additional information on soaring.

5.2 REQUIRED DOCUMENTS

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

- 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 Pilot Logbook. All solo flights must be logged in the Pilot Logbook.

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 TCSC pre-solo written test and oral test if the instructor(s) deem that appropriate.
- A check ride with an instructor approving the student for solo flight.
- Sign-off on student license and 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
- A logbook sign-off by the instructor on duty is required each day a student may solo. These rules apply only to solo flights in TCSC sailplanes. However, the FAA requires a check ride with 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

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

A minimum age of 12 years is required in order to receive formal flight training in a TCSC 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 TCSC. Parents should not assume that students under the age of 14 will be adequately supervised by TCSC Crew or TCSC Members while at TCSC.

Students over the age of 14 are not normally required to have parental supervision. However, the TCSC 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. CLUB GATHERING AREA

6.1 GENERAL USE

The club gathering area 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 club gathering area. Special caution shall be observed to be sure that any fire sources are completely extinguished upon leaving the building.

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

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 club gathering area for purposes consistent with aviation and that of X52 management.

7. HANGAR

7.1 GENERAL

The hangar was leased to house and maintain TCSC club equipment, as well as privately owned equipment of varying use and purpose. TCSC equipment and operations needs retain priority of use over all other potential uses. The TCSC Director of Maintenance will be in charge of any workshop area and its use 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 placed in a manner 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.

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 TCSC workshop for projects or privately owned aircraft.

Anyone wishing to utilize the workshop must first check the Scheduling Calendar hanging in the workshop to verify that there is a space available on the day(s) the project is planned.

- Projects which require less than 3 days to accomplish – The person wishing to use the workshop verifies via the Scheduling Calendar that space is available in the shop and writes their name on the calendar on the days the shop will be used. In order to facilitate communication among those wishing to use the workshop, please write a contact phone number on the calendar beside your name.
- Projects requiring more than 3 days to accomplish – The person wishing to use the workshop verifies via the Scheduling Calendar that space is available in the shop and must contact the TCSC Director of Maintenance for approval.
 - Based upon the scope of the project, the Director of Maintenance may request the individual appear before the TCSC 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 by the Director of Maintenance, 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 TCSC in particular, can operate successfully only in a spirit of cooperation and fair play. It is essential that all TCSC 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:

TBD

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8. GROUNDS

8.1 GENERAL

Trailer tie down areas are located on the northwest section of the airport. Club and private sailplane tie-down area is located in the west –northwest section.

8.2 CAMPING AREA

Camping by Limited Members will remain at the sole discretion of airport management which at the time of this writing has not been obtained.

There is a minimal 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 or monthly 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 TCSC unless he/she is a member or the guest of a TCSC member with that member present. A TCSC 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

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 TCSC 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

The following stipulations are subject to Airport Management involvement and approval, which at the time of this writing has not been obtained.

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 TCSC in particular, operates successfully because of a spirit of cooperation and fair play, it is essential that all TCSC 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 TCSC 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 TCSC.
- Check with the TCSC Director of Facilities or TCSC 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 TCSC 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 TCSC 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 TCSC 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 TCSC 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 TCSC 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 TCSC Director of Facilities.

QUIET TIME IS 10:30 PM.

In general, campsites are made available by the TCSC Board to accommodate active members who wish to extend their service to the Club by camping at the airport. 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 TCSC Board may rescind the campsite privilege at any time and make it available to those on the Waiting List. The TCSC 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 TCSC 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 TCSC Board meeting if the member feels there are extenuating circumstances. The TCSC 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 TCSC 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 TCSC 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 TCSC Director of Facilities will report all approved transactions to the TCSC Business Manager who will maintain a log of site residents of record and log of current renters.

The TCSC 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.

8.6 SURROUNDING AREA

8.7 AIRCRAFT TIE-DOWN AREA

The west-northwest strip of the grounds south of the hangar 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

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.

Disregard of these rules will result in loss of riding privileges at the airport. 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 airport. Parking is provided near the entrance road and hangar. 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 shared by sailplanes, commercial and private piloting activities. Alternate use for such activities as model airplane flying, etc. is permitted only when sailplane operations are not in progress. Sailplane flying ALWAYS follows FAA right of way rules, yet should be treated as subordinate to the historical use of the airport.

HUNTING AND FIREARMS

Hunting or discharging firearms (target practice) on the airport property is

not permitted unless specifically endorsed by airport management. Persons hunting or discharging firearms must abide by local, state, and federal regulations. Non-members are not permitted hunting or target practice privileges.

FIREWORKS AND MODEL ROCKETS

Use of fireworks and model rockets is not permitted.

MODEL AIRPLANES

Anyone who flies model airplanes on club property must carry at least \$1 million in liability insurance as provided with the annual membership dues of the AMA.

8.12 OUTBUILDINGS

This space intentionally left blank.

9. 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 airport management. 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 golf carts, ATV's, etc. for sailplane retrieve.

- X52 CTAF and ground communications are conducted on 122.9 MHz. TCSC ground operations must make every effort to advise of glider activity both ground based, and airborne.
- First aid kit, weight and balance information for the club sailplanes, Crew Chief manual, and local navigational information should be in the staging area.
- 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 include golf carts, etc., 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, inspected and tires checked at the start of each flying day, and properly put away and reconnected to the charger when flying is finished.
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 radio must be turned off.

9.3 BORROWING OF EQUIPMENT

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