

# TCSC Member Information

TCSC is a non-profit organization open to the public and dedicated to enjoying, promoting, and teaching the art of soaring, with a special focus on providing opportunities for young people to receive flight training and become pilots. We are a club that relies on active participation of all members to facilitate operations. Part of the benefit of belonging to the club is to share the experience of soaring as well as the opportunity to pursue individual goals.

TCSC is organized for purposes that are exclusively charitable, educational, or scientific, consistent with rules under Section 501 (c)(3). TCSC provides training and promotes education of students, pilots, youth organizations and the public for charitable purposes. TCSC supports and encourages member participation in competitive events, community outreach exhibitions to the public and social programs within the club, while setting positive role models for youth and student members interested in aviation careers.

## **Basic Operations**

TCSC operates year-round with Saturday and Sunday, and occasionally Friday, being the primary flying days. Flying is also available Monday through Thursday by contacting tow pilots or instructors for availability. Operations typically commence around 10:00 to 11:00 am until sunset, and earlier flights can be arranged with tow pilots. The address is: Treasure Coast Soaring Club, 1890 98<sup>th</sup> Avenue, Vero Beach, FL 32966. Communication and club notifications are primarily done through email. There is also a Face Book page titled Treasure Coast Soaring Club.

TCSC is a volunteer organization and requires the members to help stage gliders in morning, run wings and retrieve gliders during the day, and stow gliders at the end of the day. The two partial-day participation options are to arrive in the morning for staging and leave in the afternoon, or arrive in the afternoon to fly and assist stowing and securing at the end of the day. FBO flying (coming for a flight and then leaving) is discouraged.

Club aircraft are available on a first come first serve basis and there is a sign-up sheet for busy days posted within the club hangar. When there is a queue, flight time is typically limited to 1 hour.

A Daily Flight Log binder is located in the club hangar and all flights must be recorded by members before leaving the airport. Members are encouraged to pay for flights that day and this can be done by check, or by credit card (ask a member for credit card procedures).

For insurance purposes, glider pilots flying in TCSC aircraft must be active paid-up members of the club and they must also have an active SSA membership. TCSC Pilots must meet FAA currency requirements for Flight Review and when taking up passengers.

## **TCSC Aircraft**

TCSC currently has two Schweizer 2-33's, a Schweizer 1-26, a Grob 103, and a Phoebus. POH's are located in the hangar. The club tow plane is a 180 hp Pawnee.

## **Glider Training**

TCSC has numerous members who are Certified Flight Instructors and a contact list is provided on request. TCSC Instructors do not typically charge a fee and thus are volunteers. If no specific instructor is scheduled, members are encouraged to contact individual CFI's to arrange for flight and ground training.

New pilots and transition students typically learn in the Schweizer 2-33 two-seat trainers. After solo, time and experience is built up in the Schweizer 1-26 single seat glider. Pilots then progress to flying the high performance two seat Grob 103 to learn more advanced soaring and cross-country techniques. The Grob 103 also provides valuable experience for those wanting to acquire a high performance single seat glider. Good condition older gliders can be seen on [wingsandwheels.com/classifieds](http://wingsandwheels.com/classifieds). Club member gliders include a Schleicher KA6, ASW15, ASW19, ASW20, ASW 24, Let L-33, Jantar 48-3, a Discus CS, and several others.

### **Current Member Rates**

At the end of this document is a sheet detailing current membership dues, and tow and flight costs. Also listed are aircraft and trailer tiedown and hangar storage rates.

### **Youth Programs**

TCSC promotes youth training programs whereby young people can work at the club in exchange for flight instruction. For youth program details, contact member Kaye Ebelt [kebelt@msn.com](mailto:kebelt@msn.com).

### **SSF Wing Runner Course**

TCSC uses standard signals and procedures for launching gliders. For a refresher, it is recommended to review the Wing Runner Course available at the Soaring Safety Foundation website - [www.soaringsafety.org](http://www.soaringsafety.org). There are also videos for Standard Launch Signals and other important safety procedures.

### **New Hibiscus Airport & TCSC Operations**

New Hibiscus Airport X52 is a privately owned, public use airport. The AFD lists runways 18-36, 3,120 feet x 150 Turf. CTAF is 122.9. Except for our operations, X52 is not a busy airport. However, it is sometimes used by power aircraft, including aircraft practicing soft filed landings and simulated engine failures. X52 is non-tower and thus all runways are active. Landing patterns are typically left-hand.

To facilitate TCSC glider operations, we typically stage at the north end of the runway, and with light south winds, gliders will often land downwind on Runway 36 floating to the north end. Pilots making downwind landings are advised to 'aim' for the beginning of Runway 36 as their intended landing spot should other traffic be landing or departing on Runway 18. Students should verify permission with their instructor before making downwind landings.

Gliders should be staged along the west side of the runway whenever possible with idea of keeping the east side of runway clear for departing/arriving aircraft. After landing, push the glider to the west side as soon as possible to clear the runway. When operating on the south end Runway 18, we try to limit the number of vehicles on the runway. In addition, please walk or drive along the west side. The airport is always active, thus diligence is required when walking or driving on the runway. Members are responsible for their guests at all times.

Vero Beach, and the Treasure Coast region in general, has a very high density of flight training aircraft due to the large number of Part 141 flight schools including Flight Safety Academy. TCSC pilots are strongly urged to review and be familiar with FAA airspace and charts for the surrounding area. The Vero Class D airspace begins approximately at 82nd Ave which is about 1-2 SM east of X52. Stay out of this airspace unless you are cleared by KVRB ATC, or are WELL ABOVE the 2500 ft top. Be cautious any time east of I-95 because of proximity to KVRB and equally important, increasing traffic density with KVRB

departures and arrivals. Never count on them seeing you. Flight schools typically operate Monday through Friday with limited weekend operations. The Vero Beach airport also has a fair amount of small jet traffic.

In the interest of safety and in order to maintain the 'peace', TCSC pilots are advised against thermaling/loitering on the extended finals (up to 12-15 miles) to Vero Beach Runways 12R and Runway 4, and Fort Pierce Runway 10R. Most IFR practice traffic typically operates at 4,000 feet and higher, descending to 2,000 feet on approach within 10 miles of the airport. Thus, flying close to cloud bases in these areas may place you in the close proximity of IFR traffic. Note that the Sebastian Airport has intensive sky diving operations and is not safe to overfly unless monitoring their frequency. For a great overview of maps and airspace in the local area, visit: <https://skyvector.com>.

Communication and club notifications are primarily done through email. There is also a Face Book page titled Treasure Coast Soaring Club.

### **TCSC Guidance**

- The TCSC hangar can be accessed by a combination lock – available to members, just ask. The hangar currently does not have electric or running water. A 'restroom' is available in the large maintenance hangar to the east.
- **PARKING:** Limited vehicle parking is available along the east side of the TCSC hangar, with other parking available to the south as marked below.



- No one should be standing or walking on the edge of the runway or active areas of the airport such that any aircraft need maneuver around them. In addition to being aware ourselves, we need to be truly diligent about other spectators in the area. If you see someone unescorted by a member of our club, approach them and direct them to stand off the active areas.

### **Wing Running**

- Only one (1) wing runner should be launching a glider and that wing runner is in charge of that launch. Youth Program students should be supervised until proficient. If a safety issue is observed, calmly and politely speak directly to the wing runner – multiple people yelling only creates confusion and delays.
- On days with strong crosswinds, higher performance gliders, especially with a CG hook, cannot takeoff without a skilled wing runner. The winds will typically cause the glider to weather vane. In such crosswind conditions, maintaining directional control is often more difficult for the pilot than keeping the wings level. In order to keep the glider going straight in such conditions, monitor the glider's track down the runway. If the glider starts to track off the center line, apply fore or aft pressure as required (limited pressure, as glider wing tips should never be pushed hard). In strong conditions, consider running the downwind wing, as it is easier to apply a bit of back pressure rather than forward pressure during the run.

- Glider tow releases come in two different types. Schweizer and Tost (used almost universally except for Schweizer gliders). The Tost release uses a small (~1 in) ring with a larger ova ring that is attached to the line. The Schweizer release uses a single large (~2 in) ring which is attached to the line. Schweizer gliders use Schweizer releases, most all other gliders use the Tost release. There are two adapters for Schweizer – one for the 2-33's and one for the 1-26 (this one is also a weak link to handle the lighter 1-26 requirements).

## **Flying**

- All new member pilots shall take a field check ride with a TCSC CFI-G, no exceptions.
- Pre-solo exams are issued in advance of the student being ready to solo. Blank tests are available in the hangar. Preferably, the student takes the test at home with any study materials desired. The instructor grades the test and reviews errors with the student. Solo flights, and instruction, can be done earlier in the morning by prior arrangement with the instructor and tow pilot.
- The accepted technique for boxing the wake is for the glider to initially descend through the wake, followed by going around the wake and back up to normal high tow position. This technique allows the tow pilot to differentiate glider steering from boxing the wake.
- TCSC gliders should not be thermaled below 1,000 agl or in the landing pattern. This means once you have committed to landing pattern please ignore any great lift that finds you. Thermaling in the landing pattern is considered an unsafe operation and may elicit action by the TCSC Board.
- The first glider in a thermal sets the turn direction. For obvious safety reasons, do not join a thermal in the opposite turning direction.
- Strong crosswinds from the east above 15 MPH can be treacherous especially on landings because the relatively low vegetation on east side of runway is still tall enough to generate turbulence, possibly rotors, and wind shear that extends to the ground; do not expect to fly out of them as you descend to flare. If you are competent and confident to fly under these conditions, add at least 100% of the crosswind component to your nominal pattern speed.
- Florida weather conditions often can change numerous times during the day. Seabreeze lines often begin late morning and when conditions are favorable, can pass west of New Hibiscus Airport resulting in wind direction and strength changes. Before landing, four large ponds southwest from the airport are a good indicator of winds. Vero Beach ATIS can be used at 120.575, however, during seabreeze conditions, the winds 7 miles east at KVRB can sometimes be very different.

## **Communications**

- Use of **two-way radios is highly recommended** because of the high volume of training aircraft routinely arriving/departing VRB as well as transitioning north-south. The X52 CTAF is 122.9. Power aircraft over-flying the field are typically monitoring Vero Beach Tower at 126.3. Vero Beach IFR training traffic above ~3,000 feet are typically on Palm Beach Approach 123.625 and Ft. Pierce IFR traffic are on PBA at 132.8.
- The only FAA/FCC supported frequency for air to air communication is 122.75, which can get very busy. Glider pilots also often use 123.3. Do not use the X52 CTAF 122.9 for extended air to air conversations.

- Familiarize yourself with the local airports and their runways and frequencies. Both Fort Pierce KFPR and Vero Beach KVRB are tower airports with ATIS that can be used for current wind conditions. Further north are the Sebastian X26 and Valkaria X29 airports, both of which can be used for out-landing. There are also numerous private airports that can also be used for safe out-landing, including Aero Acres, Fly-In Ranch, and the Treasure Coast Airpark to the south.

## **Badge Flying**

### **Soaring Society of America (SSA)**

The ABC and Bronze Badges are the first badges that a glider pilot will work towards during his or her soaring craft. These badges are intended to be the "training badges" that a pilot would earn prior to tackling the internationally recognized FAI badges. These badges focus on the basics of soaring flight required to successfully take on the FAI badges. Bob Gaertner is an SSA Instructor and can give you more information on badge flying.

**A Badge:** Awarded by the pilot's club following the completion of a successful solo flight

**B Badge:** Awarded by the pilot's club following the completion of 30 minutes of soaring flight after release.

**C Badge:** Awarded by the national association following the completion of a 1 hour soaring flight after release.

**Bronze Badge:** The Bronze Badge is a stepping stone to cross-country flying and completion of the Bronze Badge is typically part of a club's minimum requirements for cross-country. In addition to having a certain amount of flight time, there are several other requirements that must be fulfilled, including off-field landing planning and exercises, map reading practice, rigging/derigging and spot landings.

### **FAI Badges**

The Federation Aeronautique Internationale is the world governing body for air sports and has a series of badges that glider pilots can earn by completing different milestones in soaring. These range from duration flights, to altitude gains and distance flights. You can start working towards and earning FAI badges as soon as you've soloed. The badge system is designed to challenge even the most accomplished soaring pilots. The most coveted badge is the Diamond Badge and pilots that have earned this badge have proven themselves to be experts in all aspects of soaring flight. FAI badges are internationally recognized such that if you go to another country and tell them you have your Gold Badge, they know exactly what you are talking about and can instantly get a sense of level of experience in soaring.



# X52 AIRPORT ENVIRONMENT

18

36

New Hibiscus - X52  
18/36 - 3,120 Ft. - EL 25  
CTAF 122.9