

WICHITA SOARING ASSOCIATION **OPERATING RULES AND PROCEDURES**

The sole intent of the following rules and procedures is to promote safety by defining a basic set of operating procedures and basic safety rules.

I. FIELD RULES AND PROCEDURE

- A. Standard signals for glider operations as published by SSA will be used for all operations (see Joy of Soaring, American Soaring Handbook, etc.).
 - B. Never attach a towline to a sailplane until the pilot is strapped in and the pilot gives the signal to attach tow line.
 - C. Do not leave a sailplane unattended unless it is tied down with the canopy secured.
 - D. Never land directly behind another aircraft in the landing area.
 - E. Plan all patterns to require the use of spoilers.
 - F. All landings should be planned to include definite downwind, base and final pattern legs. The pattern should be adjusted to meet the requirements of existing wind conditions. Any excessively low patterns, straight in approaches or downwind landings, though justified in an emergency situation, will be considered evidence of poor judgment on the pilot's part and will provide reason for grounding that pilot until a dual ride is received from a club instructor or appointed safety pilot.
 - G. You should be on downwind opposite the touchdown point at 600 ft. or more AGL and Pattern Speed.¹
 - H. Roll out on base leg at no less than 300 ft. AGL. Roll out on final, wings level and lined up with the runway at not less than 200 ft. AGL. Maintain Pattern Speed throughout the pattern until you start your flair.
 - I. All student flying will be under the direct supervision of a WSA CFGI. J.
- Aerobatics are prohibited except for spins under the direction of a club instructor.
- K. A club Officer, Director or Instructor shall have the authority to direct and/or suspend flight operations and to ground any club member for review.
 - L. No low passes.

¹ Pattern Speed is stall speed times 1.5 + one-half the wind velocity.

- M. K.S.A. tow pilots shall have the right to ground any pilot for review who gives them what they consider to be an excessively rough or dangerous tow. Likewise sailplane pilots are urged to inform tow pilots when a given tow was too fast or too slow for a given aircraft. In general, unless requested otherwise, all tows should be planned so the release occurs upwind of the intended landing point in use. Pilots should not tolerate any tow downwind such that upon release the immediate concern is making it back to the landing point.
- N. Obey standard thermalling rules. First ship in a thermal sets the direction of circling, no thermalling in the pattern area, etc.
- O. In case of emergency, the pilot-in-command shall take whatever action he deems necessary to first, prevent personal injury, and second, avoid or minimize property damage.
- P. The club ships are to remain in, or be returned to the hanger anytime the wind is blowing at a steady 20 MPH or greater, or if gusting over 25 MPH, unless the pilot has specific approval to fly from an on-field club instructor.

II. CHECKOUTS

W.S.A. members seeking checkouts in club aircraft should be able to show that they can perform those flight operations and have knowledge of those items pertinent to the rating that they hold.

For private pilots this means being able to show the following flight operations:

- A. Preflight actions.
- B. Glider launches.
- Emphasis on proper tow position, tow signals, release procedures and emergency operations.
- C. Straight glides, steep turns and spirals.
- Emphasis on speed control and coordination.
- D. Slow flight and stalls.
- Emphasis on stall recognition and proper recovery procedure.
- E. Accuracy approaches and landing within a designated area (200').

- Emphasis on pattern planning and landing technique.

Safety will be considered foremost on any checkout. Pilots will be expected to have reviewed and be knowledgeable of that information on the particular aircraft as found in the W.S.A. Aircraft Manuals.

First time checkouts in the club aircraft may require a short set of performance questions to be answered and returned to the instructor involved.

Instructors and/or check pilot should watch launches and landings for each new aircraft soloed, so that competency is assured.

Prior to initial solo, student pilots may be required to take a written or oral exam on the FAR's, Signals and important aircraft speeds, etc.

III. REQUIREMENTS FOR CHECKOUT IN CLUB AIRCRAFT:

All checkouts will require:

- A. Read Joy of Soaring, American Soaring Handbook, or equivalent, and WSA Handbook.
- B. Complete a cockpit checkout by club instructor.
- C. Pass an oral/written quiz, as required by club instructor.
- D. Glider-rated pilots new to our organization must have a minimum of three flights with a WSA instructor to acquaint him/her with our operations. Any additional required training is at the discretion of the instructor. Equivalent minimum experience required for use of the WSA aircraft will still apply.
- E. Checkouts for flying the single-place sailplanes can be given by a pilot experienced in type, and witnessed by a WSA Instructor, who will sign the pilot logbook.
- F. Prior to cross-country flights in the WSA aircraft, additional training in off-field landing is required along with sailplane assembly and trailer information. All checkouts will be noted by the instructor in the person's logbook.
- F. Meet the minimum requirements prior to solo flight. Use the Table below to determine requirements for **non-licensed pilots** and **transition pilots**.

Aircraft	Minimum # of Glider Flight Hours	Minimum # of Glider Flights	Other
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Schweizer 2-22 C	5 hours (min. 1 in type) 1 hour (min. 0.5 in type)	15 flights (min. 5 in type) 6 flights (min. 3 in type)	
Schweizer 2-33 A	5 hours (min. 1 in type) 1 hour (min. 0.5 in type)	15 flights (min. 5 in type) 6 flights (min. 3 in type)	
Schweizer 1-26 D	3 solo hours in trainers (min. 1 hour in each trainer) 2 solo hours in trainers (min. 0.5 hour in each trainer)	10 solo flights in trainers (min. 4 flights in each trainer) 5 solo flights in trainers (min. 2 flights in each trainer)	
Thurman Cherokee II	2 hours in 1-26 1 hour in 1-26	4 flights in 1-26 2 flights in 1-26	
Schleicher Ka 6 E	Either: 25 hours in gliders, or 100 hours in airplanes with 10 hours in gliders	8 flights in 1-26 and/or Cherokee II or equivalent performance glider	Must have private glider rating
Glasflugel Libelle 201-B	Either: 35 hours in gliders, or 120 hours in airplanes with 20 hours in gliders	10 flights in the Ka 6 E or equivalent performance glider	Must have private glider rating

F. Use of WSA aircraft for five-hour flights, all-day cross-country flights, off-site events, and contests must be first approved by two WSA officers or Board members and will be posted on soar-kansas@yahoo.com.

IV. STAYING CURRENT:

Members will be considered current if:

A. As student pilots they:

1. Have been authorized by a WSA instructor to solo that type of aircraft.
2. Have had at least one dual flight properly recorded in their log or supervised solo within the past 30 days.

B. Licensed sailplane pilots:

1. Have been authorized by a log endorsement to solo that type of sailplane by a WSA instructor.
2. Maintain staying current by making at least three solo or dual flights every 90 days.
3. It is strongly recommended that pilots with less than 50 hours glider time take a dual check ride at the start of each soaring season.

VI. SCHEDULING AIRCRAFT

- A. With the exceptions of badge leg flights and special uses the aircraft are available on a first come first fly basis.
- B. If the person next in line to fly does not wish to take the aircraft immediately he must relinquish the aircraft to the next person waiting for the aircraft.
- C. All local flying (except duration attempts) will be limited to 1.5 hours per flight when other club members are waiting for the aircraft.