

Cypress Soaring Inc.
Standard Operating Procedures and Flight Rules
Revised: 01 January 2017

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1. General Scope:

This guide outlines the operating procedures and provides information concerning the use of club equipment.

Its purpose is to promote the sharing of such equipment and flight time for members as well as serving as an introduction to Cypress Soaring Inc. (club) for new members.

It is the responsibility of each member to abide by these procedures, flight rules, and pertinent Federal Aviation Regulations (14 CFR and 49 CFR).

2. Flight Order:

Members share the use of club gliders on a first-come, first-served basis.

3. Flight Duration:

Flights are limited to one hour if others are waiting (See Section 23).

4. First Scheduled Flight:

The first flight of the day should take off whether or not there is lift so that other members are not delayed.

5. Takeoff Readiness:

When one flight is in progress, the member waiting for the next flight should stand by ready to go should the flight land early.

6. Second Turns:

After each member on the field has had an opportunity to make one flight, second flights may be taken in turn.

7. First Solo or Transition:

If a flight instructor authorizes a student's first solo (or transition solo in a different ship), the solo flight may be made immediately even if it delays the next flight.

Such first solo or transition flights are limited to 15 minutes.

8. Scheduling Instructional Flights and Flight Reviews:

An instructor schedule will be prepared and disseminated each month.

This schedule will only apply if the instructor has been contacted at least one day in advance.

When an instructor is scheduled, all flights in club aircraft will be coordinated through that instructor.

24 Month Flight Reviews will be made by appointment only.

9. Passenger Order:

Passenger rides are arranged on the following priority

Member

Guest of member

Prospective member

Other

10. IFR Flight: None permitted.

11. Pre-flight:

All aircraft will have a pre-flight check using a club check list and washed prior to the first flight.

12. Tie down:

The last member flying each day is responsible for securing the aircraft. Members shall install gust locks and lock the storage box.

13. Student Pilot Proficiency:

A student pilot who does not fly in a glider within 30 days must have a check ride with a club instructor.

A 90-day check ride and an endorsement of the student's logbook is required per 14 CFR Part 61.87(n).

The consent of a club authorized flight instructor is mandatory for all student solo flights.

A Cypress Soaring Instructor or an Instructor designated by Cypress Soaring must be on the field at the time of the takeoff for solo flight.

Proficiency flights and logbook endorsement from at least two club instructors are required for first solo and transition to other club gliders.

Students will carry pilot logbooks during all flights.

14. Pilot Proficiency:

Each pilot must complete a proficiency flight with a club flight instructor once every twelve calendar months.

Any pilot who does not have a current club proficiency check and a 24-month flight review cannot fly club equipment.

A pilot who does not fly for 90 days must complete a proficiency flight before flying again.

Each pilot will complete a 24 month Flight Review per 14 CFR Part 61.56, and report the date of the flight to the Flight Committee within 10 days.

New members to Cypress Soaring are required to complete proficiency flights and obtain logbook endorsements from at least two club flight instructors before soloing any club aircraft.

15. Alternate Airport Operations:

All members of the aircraft class must be notified and a majority of the class members must approve any aircraft move prior to the date of the move.

All alternate field operations are considered club operations and are available to all members of that aircraft class.

Club members who have not flown a Cypress aircraft at a location other than the club primary base of operations must thoroughly review field SOPs and receive a logbook endorsement from a club instructor.

Maximum aircraft time off base of operation is determined by a majority vote of the members of that class.

16. Pilot requirements for the Krosno and SGS 2-33 (A1):

The pilot must have:

A thorough ground check out on flight characteristics and operating procedures including pre-flight and ground handling procedures.

Ground handling training may be provided by a designated Cypress club member.

Flight checks and log book endorsements by two club flight instructors.

Members with past flight experience in a 2-33 may be checked out to fly CSI's SGS 2-33A with only one CSI instructor endorsement ONLY after being endorsed by two CSI Instructors for flight in the Krosno (KR-03A).

Each student solo flight must have the consent of a CFIG authorized by Cypress Soaring.

A Cypress Soaring instructor or an Instructor designated by Cypress Soaring must be on the field at the time of takeoff for solo students.

Krosno and SGS 2-33A Rear Seat Check-Out

The pilot must have a minimum of 10 flights in the front seat of the specific A1 aircraft.

One endorsement by a club flight instructor.

17. Pilot Requirements for the 1-34 (A2)

The pilot must have:

A thorough ground check out on flight characteristics and operating procedures including pre-flight and ground handling procedures.

Ground handling training may be provided by a designated Cypress club member.

The pilot must have log book endorsements by two club flight instructors.

Students may fly the 1-34 on one issued Student Pilot Certificate only.

Each student solo flight must have the consent of a CFGI authorized by Cypress Soaring.

A Cypress Soaring instructor or an Instructor designated by Cypress Soaring must be on the field at the time of takeoff for solo students.

18. Pilot requirements for the PW-6U and GROB 103 (A3):

The pilot must have:

A Private Pilot Glider Certificate.

10 solo hours in gliders.

A minimum of 100 glider flights.

A thorough ground check out on flight characteristics and operating procedures including pre-flight and ground handling procedures.

Ground handling training may be provided by a designated Cypress club member.

Flight checks in the PW-6/G103 for the purpose of transitioning to the PW-6/G103.

A log book endorsement from two club flight instructors.

PW-6U and GROB 103 Rear Seat Check Out

The pilot must have a minimum of 10 flights in the front seat of the PW-6U/G103.

One logbook endorsement by a club flight instructor.

19. Pilot requirements for the PW-5 "SMYK" and GROB 102 (A3)

The pilot must have:

A Private Pilot Glider Certificate.

10 solo hours in gliders.

A minimum of 100 glider flights.

A thorough ground check out on flight characteristics and operating procedures including pre-flight and ground handling procedures.

Ground handling training may be provided by a designated Cypress club member.

Flight checks in the PW-6U for the purpose of transitioning to the PW-5.

Flight checks in the G103 for the purpose of transitioning to the G102.

A log book endorsement from two club flight instructor.

20. Pilot Requirements for the Discus (A4):

The pilot must have:

A Private Pilot Glider Certificate.

At least 100 flights in a glider.

10 hours as pilot in command of the Cypress PW-6U or other high performance gliders.

A thorough ground check out on flight characteristics and operating procedures including pre-flight and ground handling procedures.

Ground handling training may be provided by a designated Cypress club member.

The pilot must have instruction in assembly and dis-assembly.

Flight checks in the PW-6U or other A3 Class 2-place glider for the purpose of transitioning to the Discus.

A logbook endorsement from two club instructors.

Flight checks and ground instruction will be given by appointment only.

21. Pilot Requirements and Operating Procedures for Aero towing

The pilot must meet or exceed all minimum standards for flight experience and qualifications as outlined in the Cypress Soaring Tow Pilot Manual.

The pilot must read and understand all operating procedures in the Tow Pilot Manual and must operate within all rules and guidelines.

22. Cross Country Requirements:

A. The pilot must have:

A Private Pilot Certificate.

A cross-country endorsement by a club flight instructor.

25 hours total time in a glider.

10 hours and 10 landings in the model of aircraft used.

Completed four 1-hour flights; one flight greater than 2 hours.

At least five flights in the past 90 days.

A simulated off field landing check out by a club authorized flight instructor.

B. The pilot must be familiar with the aircraft assembly, dis-assembly and set up.

CSI Flight -Ops shall maintain a log of individuals who have been trained in proper assembly/dis-assembly for each aircraft.

C. The trailer preflight that includes:

Checking the trailer lights.

Checking the registration.

Checking the spare tire and lug wrench.

The pilot must use appropriate flight planning procedures per 14 CFR Part 91.103 and the ***FAA Glider Flying Handbook Chapter 11***.

The pilot must have a ground crew for ground support during all cross country flights and retrieval in the event of a land out.

23. Scheduling Flights more than 1 Hour Duration or Cross Country Flights

The Flight Committee Chairman will schedule such flights.

If cancellation is necessary, call the Flight Committee Chairman.

If a scheduled pilot does not show by noon, the aircraft is open on a first-come first-served basis.

Pilots of Cypress club aircraft that have not scheduled long duration flights through the Flight Committee Chairman must monitor the designated aircraft frequency for other pilots who are waiting to fly. Flight Ops shall publish the designated frequency for each area of operations.

Any flight that is beyond a final glide altitude back to the airport, including enough altitude to execute a proper landing pattern, is considered to be a cross-country flight and to the requirements of Cypress Club Flight Rules Section 22.

Solo student pilots must stay within 5 statute miles of the airport and obey all airport SOPs.

The following gliders shall not be used for cross country purposes unless approved by Board of Directors.

- a. Krosno KR-03A
- b. SGS 2-33A

24. Flights Requiring Oxygen (Flights Over 12,500 ft. MSL)

The pilot in command shall have completed FAA physiological training or received physiological training by a club instructor and obtained a logbook endorsement by that instructor for that training.

The pilot and passenger must have a thorough ground check out on the operating procedures for the oxygen equipment being used and a briefing on the symptoms of hypoxia, by a designated club member who has received the physiological training.

25. Flights Requiring Oxygen (Wave Flight or Flights Over 18,000 ft MSL)

The pilot in command shall have completed FAA physiological training, and received one logbook endorsement by a club flight instructor authorizing Wave Flight or Flights Over 18,000 ft. MSL.

The pilot must check CFRs for operations over 18,000 ft. MSL.

26. Off Field Landings or Glider Damage

Any incidents where glider damage may have occurred, and/or off field landings (except cross country attempts) shall be reported to the Flight Committee Chairman by all involved pilots within 24 hours.

A written report must be sent to the chairman within one week (7 days) of the incident.

The incident shall be reviewed by the Flight Committee and Board of Directors for further recommendations.

If the Flight Operations Chairman cannot be reached, the President or any other Executive Officer must be notified.

27. Aerobatics

Aerobatics are prohibited in Cypress Soaring equipment.

Refer to 14 CFR Sec. 91.303.

Spin training, as required for some FAA certification may be done only with an instructor and both occupants wearing parachutes with current inspections.

28. Safe Operating Procedures

Signs of continual lack of judgment or unsafe operating procedures will be grounds for dismissal from the club.

Dismissal may result from a recommendation of the Flight Committee to the Board of Directors.

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Member Acknowledgement

I have read and agree to follow the Standard Operating Procedures and Flight Rules as indicated in this document.

Member Name _____

Member Signature _____

Date Signed _____

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