

# ***Toronto Soaring Club***

## ***Flying, Ground & General Rules***

**Rule # 1 - Fly safely and have fun.**



## **GROUND RULES**

Toronto Soaring Club activities are weekend only. Flying at any other time must be authorised by the C.F.I.

A briefing by the duty instructor will be made at the start of each flying day. If a member arrives after the briefing, he/she is to review the briefing guidelines and ask the ground director or duty instructor for any 'special notes for the day'.

A properly constituted flying operation must be organized for maximum safety.

A flying operation cannot be started unless a licensed pilot who is also a member is present.

No matter how many aircraft are airborne a minimum of two persons must be on the flight line at all times. Both must be club members.

The sequence of take-offs follows the sequence of arrival at the hangar. A member arriving after the operation begins is placed at the end of the list for the specific aircraft to be flown.

Members leaving the start cart area before the end of operations must inform the duty instructor of their intentions.

To leave the field without helping either to get the aircraft out or to put them away is a discourtesy to those who do.

### ***Pre-Launch - Aerotow or Winch Launch***

- The pilot will do a walk around inspection, board, and complete the '**CISTRSC**' checklist.
- The pre-landing checklist '**STARS**' should be mentally reviewed before takeoff.
- The pilot will indicate readiness to launch with a '**thumbs up**' signal.
- The wing runner will visually check for circuit traffic, and that the brakes/spoilers are closed, and will advise the pilot "**All clear above and behind**", and will ask the pilot "**Are the spoilers closed and locked?** "
- The pilot is to recheck the spoiler controls as closed and locked and reply "**The spoilers are closed and locked.**" The pilot is to rest the back of the hand against the opening direction of the spoiler control until after release.
- Only then will the signals to launch be started.

## ***Signals - Aerotow***

### **Pre-Launch**

- “**TAKE UP SLACK**” - wave the straight arm gently from side to side below shoulder level.
- “**ALL OUT**” - When the rope or cable is tight, wave the straight arm in a circle in front of the body.
- “**STOP**” - in case of emergency at the glider, the member holds one (if glider is not in motion) or both arms vertically above the head and yells loudly "Release, release, release, " to the glider pilot. At the tow plane, the member will raise both arms above the head motionless with the palms facing towards the tow pilot.

### **On Tow**

<b>SIGNAL</b>	<b>ACTION</b>
Towplane wings rocking - at any altitude.	-> Release and turn right if altitude allows
Towplane rudder moved side to side repeatedly	-> Check for spoilers open.
Glider pulls to left side, waggles wings	-> Glider cannot release towrope
Towplane wiggles rudder	-> Towplane cannot release towrope

## ***Signals - Winch***

For a winch operation there must be present an instructor who is current in winch launching and a qualified winch operator. In addition there must be on the ground at all times, two members at the start point and a retrieval driver. All must be club members.

Signals may be either visual or radio. If radio is unserviceable there should be signal paddles or flags available as back-up.

### **Winch - Radio Signals**

- When a pilot has given the ready signal, the wing runner will raise the wings level and signal as for aerotow. The radio operator will observe the wing runner and will call on the radio: "**Wings level**".
- On hearing the winch operator repeat this instruction, he/she will say; “**Take up slack**”.
- When the glider begins to move the radio operator will call: “**All out**” which the winch operator will repeat.
- As the launch is Initiated there should be no further call to the winch operator except in the case of an emergency when the radio operator will call “**STOP**”.

### **Winch - Visual Signals**

- Signal paddles or flags will be used in the same was as for aerotow.

- Signals will be relayed to the winch operator if the start point is not visible from the winch.
- This may be done by the retrieval vehicle operator who returns to the winch before each launch.

## ***GENERAL RULES***

The immediate family of a flying member may fly at member rates but without instruction.

All introductory flights must be approved by the duty instructor.

No alcoholic beverages are allowed on the field during flying operations.

Transport Canada regulations apply with regard to alcohol consumption and flying. (.05% "near beer" IS defined by MOT as an alcoholic beverage)

Pilots from other clubs will be allowed to fly TSC -gliders at club rates only after having shown proof of SAC membership, insurance, and a valid license.

Pilots from other clubs will be allowed to fly TSC gliders solo only after a check ride with a club instructor.

Pilots from other clubs will only be allowed to fly TSC gliders locally.

All aircraft must be kept clean. This will usually be done on a Saturday morning.

Visitors will not drive their cars to the runway.

A visitor is allowed 5 introductory flights during a season.

Please remember that all members are responsible for keeping the site clean since there is no garbage service.

## ***FLYING RULES***

The duty instructor has full authority over the flying operation. All concerns or complaints are to be taken up with that instructor, in private if possible.

All members must have log books available at the field.

All members will take a check-ride with an instructor if they have not flown within the previous six weeks

To fly introductory or guest flights, a member must have flown solo within the previous 31 days.

A "C" badge and 5 hours on type, or on a similar type including at least 5 takeoffs, will be the minimum requirement for licensed glider pilots to carry passengers. The final decision rests with the duty instructor.

A dual with an instructor plus the approval of the C.F.I. is required immediately prior to a member's first flight on a specified solo aircraft.

Wearing of parachutes when flying solo is not mandatory but is strongly recommended.

Cross-country attempts can only be made by licensed pilots with the CFI or his/her designates approval.

Cross-country, pilots must prepare for their flight well in advance, ensuring availability of aircraft and making arrangements for possible retrieval.

The towplane will be flown by towpilots or trainee towpilots only.

A licensed pilot must be on the field for the duration of any flying operation.

Before the first takeoff of the day aircraft must be checked and technical logs signed. Any anomalies must be reported to the duty instructor.

Only licensed pilots may sign aircraft log books.

Hooking up at both glider and towplane must be made by TSC member only.

On release from tow the glider must turn right, the towplane left.

The first glider in a thermal sets the direction of the circle. Later gliders joining the thermal must circle in the same direction.

No gliders will circle on the- downwind leg or below (a) 800' off aerotow, or (b) 600' off winch launch.

Only the designated runway is in use except for emergency or pre-planned training.

All members at the takeoff point are responsible for ensuring that the flying operation runs continuously, efficiently and safely.

Unlicensed pilots must take a dual with an instructor every fifth flight.

The last pilot is responsible for the security of the aircraft.

Decisions on any matters not covered by the above rules are the responsibility of the instructor of the day.