

BY-LAWS OF EVERGREEN SOARING

GENERAL CLUB OPERATIONS

1.1 Definitions

Club - Evergreen Soaring

SSA - Soaring Society of America

Club Member - Anyone who meets the requirements in Section 1.3.1

Board - The Board of Directors

Club Aircraft - Aircraft owned or leased by the club. Private ships owned by members are not club aircraft.

FOO - Field Operations Officer

FAA - Federal Aviation Administration

CFIG - (FAA) Certified Flight Instructor - Glider

Hazardous Conduct - Any action, which endangers persons or property

1.2 Affiliation

1.2.1 The Club shall be affiliated with the SSA as an official SSA Chapter. In order to qualify as a chapter the Club shall require all active members to be members of SSA.

1.2.2 The Secretary shall be responsible for maintaining a club roster with the SSA. This roster shall be updated monthly as necessary.

1.2.3 The Club, as an SSA chapter is liable for SSA dues for all members listed on the SSA roster. The Treasurer shall collect the SSA dues in advance of the Club's renewal date.

1.2.4 Applications for new members will be accompanied by a full year's SSA dues. Subsequent billings will adjust new memberships to the common renewal date of the Club.

1.2.5 All per-member rebates from the SSA shall be added to the Club's general fund.

1.3 Memberships

1.3.1 Membership in the Club shall be open to the general public. Individuals wishing to become members shall apply by supplying the necessary personal data and all current initiation, insurance and SSA fees. Membership becomes official when approved by the Board.

- 1.3.2 Applicants may receive flight training during the period between application and Board approval, but may not operate Club aircraft as pilot in command until their membership has been approved and their name placed with the insurance company, if required, and the SSA. Proof of membership approval shall be a properly signed "Pilot Data" card.
- 1.3.3 The Board, in accordance with the definitions in the Club Constitution, determines membership status. Members wishing to change their status must notify the Board in writing. An active member who is more than ninety (90) days in arrears in dues or fees shall be placed on inactive status and shall be notified of the action.
- 1.3.4 Only active members or special members as per 1.3.11 and 1.3.15 may act as Pilot in Command of club aircraft.

1.3.10 **Special Members**

- 1.3.11 The Board shall approve as Special Members only those people whose skills make them of special benefit to Club operations (e.g. Tow Pilots, Flight Instructors, A&P Mechanics, etc.). Additionally, the Board may approve as Special Members those people who qualify as Special Tow-Only Members in sections 1.3.17 thru 19 inclusive. Special Tow-Only Membership fees are per the fee schedule.
- 1.3.12 Special Members shall be subject to annual approval by the Board, however, Special Membership may be revoked by a majority of the Board at any time, for any reason.
- 1.3.13 Special Members shall not be required to pay initiation fees, monthly dues or quarterly surcharges. Special members shall pay current flight fees and tow fees as set at the previous annual meeting for active members.
- 1.3.14 Special Members shall be liable for the deductible portion of Club insurance claims and, like Active Members, must be current members of the SSA.
- 1.3.15 Special Members, except Special Tow Only Members (STOM), may utilize Club aircraft proportionally to their service to the Club. As a guideline, minimum service requirement is one (1) day of service to the Club per Quarter.
- 1.5.1 The Board retains the right to limit the total number of Special Members, except Special Tow Only Members, to twenty (20) at any one time. Special Members, except Special Tow Only Members, shall apply to the Board for admission by supplying the necessary personal data and signing the Club's Release of Liability form.

1.3.17 **Special Tow Only Members**

1.3.18 The Board shall approve as Special Tow Only Members only those pilots who are current SSA members and who support soaring through the payment of the STOM membership fee to Evergreen Soaring on a daily use basis. The STOM fee shall be determined at the annual ES membership meeting or by the Board as provided in the Constitution. A pilot may make application for STOM by filling in the appropriate areas on the ES tow card.

1.3.19 Special Tow Only Members will be invited to the ES annual meeting and will be encouraged to participate in any discussion concerning the rules and regulations governing the STOM category, STOM fee and any other fee or regulation as it pertains to towing.

1.4 **Daily Operations**

1.4.1 Club operations shall be supervised at all times by a FOO, who must be at least 18 years of age and, who shall be at least a private pilot, or a solo student endorsed for the duties of FOO by a CFGI.

1.4.2 The FOO shall supervise all aspects of a day's operations including, but not limited to: aircraft preflight, checking the Pilot Data Cards of members intending to fly gliders, maintaining a flight list, observing takeoffs and landings, keeping a complete daily flight log and aircraft tie down.

1.4.3 The FOO is responsible for maintaining safe operating standards and is expected to be physically present on the field while on duty.

1.4.4 Whereas the Daily Flight Logs stand as the Club's official record of operation and are open to inspection by any Club member and by officials of the FAA and whereas the billing for dues and fees are computed from these records: the FOO shall take special care to ensure that the Daily Flight Logs are complete, accurate and neat.

1.4.5 The FOO shall examine the Pilot Data Cards of all PICs intending to fly gliders prior to each PIC's first flight of the day to ensure that:

1. The PIC has a current "six (6) month check flight" endorsement (not applicable to solo students) and,
2. The PIC has the proper endorsement for the glider he/she intends to fly.

The FOO shall assist members whose data cards are not current to schedule themselves with the instructor of the day, if requested.

1.5 **Dues and Flight Fees**

1.5.1 Flight fees and dues are computed on a monthly basis. The Treasurer shall prepare a monthly billing statement for each club member based upon the dues and fees established by the minutes of the last annual meeting or by proper vote of the Board of directors.

1.5.2 Surcharge: A quarterly charge as per the fee schedule will be assessed to each active member. All flight fees and tow fees billed by Evergreen Soaring will apply against the surcharge. This fee is assessed to encourage pilot proficiency and currency. It will not apply to members who instruct or tow during the quarter.

2 **MAINTENANCE**

2.1 **Guidelines**

2.1.1 All maintenance must comply with FAR parts 21, 23, 29, 39, 45, 47, 65 and 91. All materials and workmanship shall be of standard aviation quality.

2.1.2 Any club member may be called upon to participate in aircraft maintenance. Such participation not only serves to keep costs down but also is an important part of a member's glider training.

2.1.3 Assembly and disassembly of an aircraft shall be supervised by a member who has been checked out on the procedure for that particular aircraft by the Equipment Director or a qualified CFGI. Each such checkout shall be entered in the member's personal flight log.

2.2 **Preflight Inspection**

2.2.1 Each pilot is responsible for the airworthy condition of the aircraft he/she is flying. No pilot shall operate a club aircraft unless they have determined that a preflight inspection was made at the beginning of the day.

2.2.2 A preflight inspection must be accomplished on each aircraft every day prior to flying. The inspection shall be signed off and any squawks noted on the daily flight log by a licensed glider pilot qualified to fly that aircraft. The FOO shall also notify the Sailplane Manager or Equipment Director of any glider squawks.

2.2.3 A written preflight check list shall be kept in each aircraft at all times. Preflight inspection shall include such associated gear as towropes and parachutes.

2.3 **Expenses**

2.3.1 Maintenance costs may be authorized by the Equipment Director up to a total of two hundred dollars (\$200) per month. The Board must authorize additional costs.

2.4 **Records**

2.4.1 The Equipment Director shall record the hours of flight time, all maintenance, annual inspections and Airworthiness Directives in the appropriate log books.

3 **FLYING REGULATIONS**

3.1 **Introduction**

3.1.1 The rules for flying ES aircraft are intended to be as simple as possible consistent with safety and common sense.

3.1.2 Members must fly in accordance with FARs when flying Club aircraft.

3.1.3 General rules:

No pilot may fly any Club aircraft contrary to any FAR or published Club flying regulation.

No pilot shall fly any Club aircraft for which they are not qualified and specifically endorsed by a Club CFI.

3.2 **Qualifications**

3.2.1 Pilots must satisfy the special qualifications and be checked out by a Club CFI before operating any Club aircraft in each of the following categories:

1. Solo flight
2. Taking a passenger - local
3. Cross country flight
4. High altitude flight
5. Mountainous areas

Checkouts for categories 1 - 3 must be repeated for each make and model of Club aircraft the pilot wishes to fly while categories 4 & 5 are one-time checkouts for Club aircraft. An endorsement for each Club aircraft must be made on the "Pilot Data Card" before the pilot may fly as PIC.

- 3.2.2 Each pilot shall receive ground and flight instruction in each of the two place gliders before flying them solo locally. For checkouts in single place ships, the flight instruction will be performed in the two-place ship whose qualities most closely match the flying qualities of the single place ship.
- 3.2.3 Pilots carrying passengers must have at least a Private-Pilot--Glider license and: if flying the glider from the front seat, be signed off solo in that ship by a Club instructor, or if flying the glider from the back seat, receive flight instruction from a Club instructor in which the pilot being checked out occupies the back seat and, is signed off by the instructor.
- 3.2.4 Per FARs, all pilots must have made at least three (3) takeoffs and landings as sole manipulator of the controls within the preceding ninety (90) days and hold at least a Private Pilots license in order to carry passengers.
- 3.2.5 Before flying cross country as PIC of a Club aircraft, a pilot must have: logged at least forty (40) hours of glider time, logged at least ten (10) hours of flight time in that ship, demonstrated thermaling capability by obtaining the altitude required for the altitude leg of the FAI Silver Badge and, received ground instruction in the basics of cross country flight (requirement may be waived for pilots entering the Club with cross-country experience) and the peculiarities of landing the particular glider off-field.
- 3.2.6 Students who wish to go cross-country solo must meet all of the requirements in Section 3.2.5 plus the following subsections.
 - 3.2.61 Each student who wishes to fly a solo cross country must, for each flight, develop a flight plan which includes: the proposed route, safe landing fields and, minimum enroute altitudes to reach safe landing fields.
 - 3.2.62 For each flight, the student's flight plan must be signed off (in their log book and student certificate) by a Club CFG who has discussed the student's flight plan with the student and found it acceptable and, evaluated the student's ability, proposed route and the weather conditions and determined that the flight will be reasonably safe.
- 3.2.7 Pilots who wish to fly a Club ship above 14,000 feet MSL must have a Private Pilot license in gliders and have attended an approved high altitude indoctrination course. The glider must be equipped with oxygen.

3.2.8 Pilots who wish to fly a Club aircraft over mountainous areas (i.e. Concrete) must receive a familiarization flight with a Club CFIG. This requirement does not apply to Club pilots who have flown in mountainous areas prior to November 1, 1984.

3.3 **Currency requirements**

3.3.1 Pilots who have not logged any flight time in any type of aircraft within the preceding twelve months will lose their qualification to fly Club aircraft and must repeat the process outlined in Section 3.2.

3.3.2 Each pilot must complete a check ride with a Club instructor every six (6) calendar months. Evidence of such ride will include an endorsement on the "Pilot Data Card".

3.3.3 To fly cross-country in a Club glider, a pilot must have logged at least five (5) flights in make and model within the preceding ninety (90) calendar days.

3.3.4 Student pilots must complete a check ride with a Club instructor every ten (10) flights or once per month (whichever comes first).

3.3.5 As per FARs, all Club pilots must complete a flight review with a CFIG every 24 calendar months.

3.4 **Aerobatics**

3.4.1 Aerobatic maneuvers, except those required by Club rules for training, shall not be performed in Club aircraft.

3.5 **Minimum Crew Requirements**

3.5.1 No pilot shall attempt a takeoff in a Club aircraft without a wing runner unless they have been checked out for such takeoffs by a Club instructor.

3.5.2 For a Student Pilot to fly solo in a Club aircraft, a Club instructor must be present at the field. It is acceptable if the instructor is flying in a tow plane or another glider.

3.5.3 No pilot may attempt a cross country flight in a single place Club glider unless at least two Club members (not including the pilot) are available to retrieve and disassemble the glider in the event of an off-field landing. If Club members are not available, non-Club members, who have been thoroughly trained in retrieval and assembly procedures may be substituted.

- 3.5.4 No pilot may attempt a cross-country flight in a two place glider unless at least three Club members (including the passenger, but not the pilot) are available to retrieve and disassemble the glider in the event of an off field landing. If Club members are not available, non-Club members, who have been thoroughly trained in retrieval and assembly procedures may be substituted.

3.6 **Insurance**

- 3.6.1 Club members are encouraged to carry insurance to cover damage they may cause to Club aircraft. A damage fee may be assessed to members who cause damage to Club aircraft when they are PIC.

3.7 **Safety**

- 3.7.1 It is the intent of the members of ES that all Club operations be conducted in a safe, responsible fashion. To this end, it is the responsibility of each member to point out hazardous conduct, unsafe equipment, or unsafe flying conditions to the FOO, CFG or Instructor of the Day so that hazards may be eliminated.

3.8 **Disciplinary Action**

- 3.8.1 Any disciplinary action necessary as the result of hazardous conduct, damage or injury due to such hazardous conduct will be decided by a Safety Review Board made up of the CFI, the FOO on the day of the occurrence, the CFG on the day of the occurrence and at his/her discretion, the Club President or designated representative.

The Safety Review Board shall meet with the individual(s) involved not more than ten (10) calendar days after such conduct occurred to determine remedial action to be taken.

a) Interim Disciplinary Action: The Flight Instructor of the Day, or CFI may temporarily ground individual(s) at the time the hazardous conduct occurs, at their discretion. Grounding shall remain in effect until the Safety Review Board meets.

b) Remedial Disciplinary Action: The Safety Review Board shall determine the appropriate disciplinary action from 1. and 2. below.

1. Grounding until retraining has been acceptably completed: May not be appealed.

2. Permanent grounding and expulsion from the Club: May be appealed to the Club Board of Directors, provided it is done within thirty (30) calendar days. This appeal must be in writing.

c) All appeals must be acted upon by the Board of Directors within thirty (30) calendar days. Board decision on the appeal is final.