

TABLE OF CONTENTS

1. INTRODUCTION.....	1
1.1 - THE HANDBOOK.....	1
1.2 - THE CLUB: WHO WE ARE AND WHY WE ARE.....	1
2. GENERAL INFORMATION.....	2
2.1 - THE MEMBERS.....	2
2.2 - THE BOARD.....	2
2.3 - FLYING WITH THE WSSA.....	3
2.4 - DUES AND FEES.....	3
3. CURRENT CLUB OPERATING RULES AND PROCEDURES.....	4
3.1 - SAFETY.....	5
3.2 - OPERATION OF CLUB AIRCRAFT.....	5
3.3 - GROUND HANDLING.....	5
3.4 - PRE-FLIGHT AND POST-FLIGHT CHECKS.....	6
3.5 - AIRFIELD OPERATIONS.....	6
<i>GENERAL PROCEDURES:.....</i>	<i>6</i>
<i>LAUNCH PROCEDURES:.....</i>	<i>7</i>
<i>LANDING PROCEDURES:.....</i>	<i>7</i>
3.6 - SCHEDULING.....	8
3.7 - CROSS-COUNTRY FLIGHTS.....	8
4. DUTY DESCRIPTIONS.....	9
4.1 - FOO (FLIGHT OPERATIONS OFFICER).....	9
4.2 - TOW PILOT.....	10
4.3 - INSTRUCTOR.....	10
5. FACILITIES AND SUPPORT EQUIPMENT.....	11
5.1 - HANGAR.....	11
5.2 - CLUBHOUSE.....	11
5.3 - GLIDER TRAILER TIE - DOWN AREA.....	12
5.4 - FUELING EQUIPMENT.....	12
5.5 - OXYGEN.....	12
5.6 - PARACHUTES.....	12
5.7 - ELECTRONIC EQUIPMENT.....	13
5.8 - GOLF CART.....	13
5.9 - AIR COMPRESSOR.....	13
5.10 - GLIDER TRAILERS.....	14
5.11 - CLUB LIBRARY.....	14
6. INSURANCE.....	14
7. WAVE WINDOW.....	14
8. MISCELLANEOUS INFORMATION.....	15
<i>PHONE NUMBERS.....</i>	<i>15</i>
<i>RADIO FREQUENCIES.....</i>	<i>15</i>
<i>MEMBER PHONE NUMBERS AND ADDRESSES.....</i>	<i>16</i>

1. INTRODUCTION

1.1 - THE HANDBOOK

This handbook is an overview of the White Sands Soaring Association and its rules and operating procedures. It's not intended to be an aviation encyclopedia or an instructional text, but we hope you find it to be a useful primer to both the spirit and the procedures of the Club. The handbook is made available to every member of the White Sands Soaring Association and each member agrees to abide by its contents. Questions should be directed to Board members or Instructors.

1.2 - THE CLUB: WHO WE ARE and WHY WE ARE

Welcome to the White Sands Soaring Association, also known as the WSSA, or "the Club". We were formed in 1959 by a group of people with a keen interest in soaring, and have been in continuous operation since. Our purpose is to promote the art, science, fellowship and fun of soaring. To those ends, we maintain several gliders, a tow plane, hangar and Clubhouse. All costs of ownership and operation are borne by the Club members in the form of initiation fees, dues and tow fees. As a Club, we do not aim to make a profit, but we do aim to generate enough revenue to cover the costs of safe operation and distribute these costs among the members in as fair a manner as possible. In the event the Club disbands, the Club Charter specifies that all assets will be turned over to the Soaring Foundation of America. Therefore, no one "owns" or has a financial interest in the Club.

In order to keep member costs to a minimum, we try to do as much work "in house" as possible. This includes maintenance, towing, flight instruction, bookkeeping, housekeeping and dozens of other tasks necessary to our operation. There are some things that we have to pay for outside the Club, such as major aircraft maintenance, annual inspections on our aircraft, and of course insurance. However, if it's at all possible to get the job done safely, legally and correctly with Club members, we do it ourselves. We only do this for fun, and it's no fun if 10 percent of the people do 90 percent of the work, so don't be afraid to pitch in!

You are part of a group of people who have explored the possibilities of soaring flight and enjoyed the camaraderie of fellow glider pilots since the Club was founded nearly 50 years ago. Many people have learned to appreciate the subtleties of soaring here at the WSSA. Whether you are brand new to aviation, sport pilot, journeyman aviator or military jet jockey, you will find soaring to be a unique challenge. As you peel back the layers of aviation technology to the essentials, you will experience what Otto Lilienthal, Octave Chanute and the Wright Brothers did over 100 years ago, and learn what flight is really all about. You are in good company.

2. GENERAL INFORMATION

2.1 - THE MEMBERS

Every Club member, including Board members, has some sort of duty assigned on a rotating basis. This is assigned by the Operations Officer and can be one of the following three tasks, depending on the qualifications and desires of the individual:

Flight Operations Officer (FOO) - Directs and assists the launch and retrieval of gliders and acts as overall coordinator of activities at the airfield. Must know airfield and Club procedures.

Tow Pilot - Flies the tow plane. Must meet FAA, Insurance and Club requirements for towing gliders.

Instructor Pilot - Does flight instruction and flight reviews. Must meet FAA requirements for flight instructor.

More detailed descriptions of the duty tasks above can be found in **Section 4** of this handbook, entitled "**Duty Descriptions**".

Operations are scheduled every Saturday and Sunday during Daylight Savings Time, and every Saturday during the rest of the year. A duty roster is prepared by the Operations Officer periodically and distributed to the members via the WS_Soaring site calendar. If a member cannot make their assigned date, it is their responsibility to arrange for a replacement.

Operations can be conducted during the week by making individual arrangements for tow pilot and wing runner. *Club operations depend on people showing up for their assigned duty.*

2.2 - THE BOARD

The Club is governed by a Board of Directors, elected from the members at a general membership meeting in April of each year. *Every* member is eligible to serve on the Board and is encouraged to do so.

The Club officer duties are described below:

President - Presides over meetings and acts as spokesperson for the Club.

Vice President - Acts in place of President, if necessary, and acts as "social director" for the Club.

Treasurer - Maintains accounts, collects fees, pays bills, most importantly, tracks expenses and budgets funds.

Secretary - Keeps track of meeting minutes and official correspondence.

Operations Officer - In charge of safe flight operations. Schedules Club members duty.

Maintenance Officer - Schedules and arranges work to be performed on Club equipment.

Member at Large - Acts as liaison to the general membership.

Board meetings are held monthly at the WSSA Clubhouse on the 1st Saturday of the month at 11 AM. All members are welcome and encouraged to attend.

2.3 - FLYING WITH THE WSSA

If you do not have a pilot certificate, you will follow the outline below:

- 1) Obtain a student certificate. Your instructor will help with this
 - 2) Fly with your instructor until both you and the instructor are satisfied that you can safely "solo" the aircraft. Expect a minimum of 25 flights at the rate of 3-4 per session. At this point the instructor will administer a short written test on the particular glider you are flying and endorse your logbook for solo flight.
 - 3) Take the FAA written exam for your private pilot certificate. Your instructor will help you with the preparation.
 - 4) Practice solo flight.
 - 5) Take the practical test, or "check ride". The practical test consists of an oral exam and flights with a FAA examiner. It is somewhat analogous to a driving test. Your instructor will assist you in preparing for this and be present during the test.
 - 6) After you pass the practical test and have been issued a private pilot certificate, you can legally carry passengers.
- Steps 1 and 2 above can be combined, as can steps 3 and 4.

If you have a power pilot certificate but not a glider rating, expect the following:

- 1) 10-15 instructional flights, depending on the individual.
- 2) The FAA written test is not necessary.
- 3) Written test on particular glider being flown. Solo practice.
- 4) Preparation for check ride.
- 5) Check ride.

If you have a glider rating, expect the following:

- 1) 3 to 6 instructional flights, depending on the individual.
- 2) Written test on particular glider being flown

Note that it is WSSA policy to administer a separate written test for each different glider being flown with an attendant briefing by a Club CFGI.

If you have a glider rating and your own glider, expect a briefing on Club and local airfield procedures before flying

2.4 - DUES and FEES

ALL MEMBERS, REGULAR AND TDY, PAY \$25.00 PER MONTH DUES. YOUTH MEMBERS PAY \$12.50 PER MONTH.

Category 1 Members (with glider rating, or working toward one) pay an additional \$30 per month for the unlimited use of Club sailplanes, plus tow fees per the schedule below. Youth members pay an additional \$15 per month for the unlimited use of Club sailplanes.

Category 2 Members (who may or may not own his/her own glider) pay tow fees per the schedule below, and if a category 2 member wishes to fly a WSSA sailplane, they must pay \$30 per hour for that privilege, with a minimum charge of one half hour (\$15).

Instruction: There is no charge for instruction.

Hangar Rent: Rental of hangar space, if available, to be negotiated with the Board.

Special Events: With prior approval of the Board, and announcement of inclusive dates, "3 pattern tows (tows only) for \$30 will be announced ahead of time by the Board. Club members do not have the option of arbitrarily declaring "3 for \$30.

Category 2 members must pay for their use of the Club gliders, if used for the "3 for \$30 special".

Soaring Society of America Membership \$64 per year, youth members \$36 per year.

Required for WSSA membership; includes subscription to Soaring magazine.

TOW FEES: \$13.00 to 1,000 feet AGL, or less, (minimum tow fee is \$13) and \$0.50 per 100 feet thereafter, e.g. 2,000 feet AGL is \$18.00, 3,000 feet AGL is \$23.00, etc. For visitors who are SSA members, \$25.00 to 2,000 feet AGL (minimum tow fee is also 25.00) then same rates as WSSA members, i.e. \$0.50 per 100 feet thereafter. Youth members pay standard tow rates. This visitor tow fee structure makes the SSA member a temporary member of the WSSA.

DEMO FLIGHT: \$75 for introductory flight with commercial pilot.

MONTHLY BILLING: Payment of dues, ship rental, tow charges, etc., is due on receipt of monthly statement. A 10% service charge will be added to any unpaid bill upon the next month's billing.

TO GET STARTED:

Regular Member: Initiation Fee- \$250.00, 1st year SSA dues- \$64.00

Total- \$314.00

Family Member: Initiation Fee- \$125.00

Total- \$125.00

TDY * Member: Initiation Fee- \$130.00, 1st year SSA dues- \$64.00

Total- \$194.00

Youth Member: Initiation Fee- \$125.00, 1st year SSA dues- \$36.00

Total- \$161.00

* TDY, up to 6 months. If a TDY member departs for awhile and returns later, or stays beyond six months, they will pay \$40 per month additional initiation fee, until a total of \$250 is reached.

INACTIVE STATUS: A member may request in writing to the Board for "Inactive Status" if they must leave the local area (transfer or TDY) for a period of time six months or more. If, at the Board's discretion, they are granted this status, they are excused from dues until their return.

3. CURRENT CLUB OPERATING RULES and PROCEDURES

Some of these rules are driven by FAA requirements, some by the Alamogordo White Sands Regional Airport, some by the Club's insurance carrier and some by Club experience and common sense. In all cases, safety is the prime concern.

Club rules, (by-laws), are enacted by a vote of the Board, and are effective until changed by the Board. Members are encouraged to provide input to the Board as to the usefulness or irrelevance of a particular rule. The rules below are not all-inclusive, but cover most day-to-day situations and are intended to balance the desires of the individual with the rights of the majority. If you want to stretch these boundaries, you should buy your own ship.

3.1 – SAFETY

Safety is *everyone's* responsibility. All the rules and procedures in the world are worthless if people are not focused on the task at hand and observant of what is going on around them. As a Club member, you should never hesitate to point out unsafe actions to others, regardless of their "status". Likewise, you should never take offense if your *own* actions are critiqued. Egos are less important than the well being of the Club members.

Look out for one another.

3.2 - OPERATION of CLUB AIRCRAFT

In order to fly a Club aircraft, you must be checked out by a WSSA instructor for each particular aircraft. In some cases, the Club and its insurance carrier's requirements are more stringent than the corresponding FAA requirements. Each aircraft has somewhat different performance and flight characteristics with which the pilot should be familiar.

The following general restrictions apply to Club aircraft:

Aerobatics are **not permitted** in Club aircraft.

The use of Club aircraft for commercial purposes other than Demos is **not permitted**.

Passengers in the Club tow-plane during towing operations are **not permitted**, with the exception of pilots being checked out in tow procedures.

Cross-country flights are **not permitted** in the Blanik, our primary trainer.

Cross-country flight training in the Grob 103 **is permitted**, with an instructor on board.

Cross-country flight in the Grob 102 **is permitted**, with approval of an instructor, and completion of Bronze Badge requirements. See also **Section 3.7, Cross-Country**

Flights.

High speed, low passes are **not permitted** in Club aircraft.

Solo flights by persons without a glider rating must be under the **direct** supervision of a WSSA instructor.

3.3 - GROUND HANDLING

Gliders are among the most graceful flying machines ever devised, but are easily damaged when out of their element on the ground. The vast majority of damage to gliders occurs **on the ground** while being pushed and prodded by hasty handlers. It's expensive and totally preventable.

Always observe the following guidelines and TAKE YOUR TIME:

Club aircraft are **never** to be left unattended on the airfield. If the aircraft is not hangared or properly tied down, **someone** must remain with the aircraft. Many gliders have been damaged or totaled by a chance gust of wind or dust devil.

Glider canopies must always be **latched**, or **in hand**, never left open. Plexiglas canopies are easily broken by being slammed shut by the wind and are very expensive to replace.

The idea behind using a vehicle to tow the gliders around the airfield is **not** to go faster, but to save energy. When towing the glider with a vehicle to the launch point, the speed should **never** exceed 10 MPH or, better yet, walking speed. The wing wheel should always be positioned on the downwind wing. Slow down for turns. The safest way to move a glider is manually. If in doubt, get help on the wingtips.

When moving the gliders around on the ground, make sure that enough people are available to **check clearances** and control the movement of the glider. There are innumerable dents and dings (hangar rash) on the gliders from running into doors, columns, vehicles, walls and who knows what else.

3.4 - PRE-FLIGHT and POST-FLIGHT CHECKS

It is the responsibility of the Pilot-in-Command to perform a thorough pre-flight check with the use of a checklist before operation **and** a positive control check. In addition, perform a post-flight check and **log the operation time** on the card in the ship. If something is not right, make a note on the card and notify the Club Maintenance Officer.

If the ship is damaged, post a sign on the canopy **immediately** so that no one else inadvertently tries to fly it. Don't assume that someone else will notice the problem.

3.5 - AIRFIELD OPERATIONS

We are based at the Alamogordo White Sands Regional Airport (ALM), a public airport maintained by the City of Alamogordo, New Mexico. We are also in close proximity to Holloman Air Force Base; a very active jet fighter training base located approximately 4 miles to the west. We, as glider pilots, need to be very aware of airspace boundaries and operating procedures used by other air traffic in the area. Close study of a current Sectional Chart is a must for safe operation.

Regional carriers, UPS, FedEx and various medical services use ALM. Be alert to incoming and outgoing traffic and realize that others may occasionally use a non-standard approach or departure and may not always announce their intentions on 122.80Mhz.

There is no substitute for a good look around!

GENERAL PROCEDURES:

There are gates to control the access to the airfield. These are operated by magnetic key cards, which are available from the City of Alamogordo, Public Works, located at 2600 N Florida Av. The cost is \$25. You will get \$20 when you give the card back. Otherwise, you must call someone at the Clubhouse to let you in. The Club also has a key to lock the gate in the open position, to be used when visitors are expected. The gate **must be returned to the normal operating mode** (closed) by the end of the day.

Do not obstruct the taxiway, ramp or runway with gliders, vehicles or equipment.

When operating a vehicle on the taxiway to tow a glider, a flashing beacon must be used.

Monitor 122.8 MHz when in the vicinity of the airport, and use 122.8 MHz to communicate with the tow plane. After release, use 123.50 Hz to communicate with other gliders or White Sands "ground".

LAUNCH PROCEDURES:

Pilots should complete all positive control checks and pre-launch checks prior to moving

to the hold short line of the runway. They should be ready for hook-up at this time, so as not to cause unnecessary idling of the tow plane engine. This is especially important in hot weather.

After receiving a thumbs-up signal from the pilot, and before picking up the wing, wing runners should **take a good look** to ensure that there is no incoming traffic before signaling the tow pilot to take up slack and begin the pull to the runway centerline.

You should be especially vigilant when launching on runway 21. Incoming traffic on final for runway 21 is difficult to see below the skyline of the mountains to the northeast.

Wing runners should always **guide the glider in a gentle arc** (no more than a 45° angle) to the centerline of the runway to avoid excessive side loads on the tow hook and wear on the tow plane brakes. The yellow painted lines on the pavement are a good reference to follow.

When launching from runway 21 or 03 during warm weather or when there is little or no headwind, two-place ships and ballasted ships should use as much of the runway as possible by launching from the end of the field rather than the intersection in front of the Clubhouse.

Otherwise, there may be insufficient altitude to deal with a rope break or other emergency without ending up in the mesquite. The glider pilot should consider carefully if density altitude justifies a longer takeoff distance.

The tow pilot always has the final say on launching from anywhere other than the end of the field.

LANDING PROCEDURES:

The standard glider landing pattern at ALM for runway 21 is a right hand pattern, for power traffic it is a left-hand pattern. Conversely, the standard pattern for runway 03 is a left-hand pattern, for power traffic it is a right hand pattern. This helps keep the gliders and power traffic from encountering one another in the pattern by keeping them on opposite sides of the field.

The preferred place for gliders to land in the 21 direction is the dirt strip adjacent to the taxiway. It is not an "official" runway, but is maintained by the airport maintenance crew as a courtesy. The main runway is, of course, available, but the taxiway should not be used except when there is no other alternative.

When landing in the 03 direction, use the main paved runway and not the dirt strip. The reason for this is that people accessing the taxiway from the ramp in front of the Clubhouse will not be looking for or expecting a glider coming from their right, nor should they be. The potential for a mishap is real.

If winds are not favorable for runways 21 or 03, use crosswind runways 16 or 34. Either a left hand or right hand pattern may be used. Runways 16 and 34 should not be used for launch, they are too short and the dirt is damaging to the tow plane.

Gliders are very nearly ballistic vehicles during the landing rollout as controls effectiveness decreases. They have poor brakes and minimal directional control. Therefore, glider pilots should never roll on to the ramp from the dirt strip for the sake of convenience. The risk of striking objects or unwary people is too great. Likewise, pilots should not "taxi" off the main runway. The chances of striking a runway light or sign are greatly enhanced by these maneuvers.

3.6 - SCHEDULING

The use of Club gliders is on a first come, first served basis. Glider time may be reserved by blocking out a 2-hour time slot on the sign-up calendar at WS_Soaring. This should be done not later than 9 PM Thursday prior to the upcoming weekend so that tow pilots and foo's can schedule their time. If you decide to fly after this as a "walk on", you must make arrangements with the tow pilot and foo. In general, multiple time blocks are not permitted except by special arrangement. If you cannot make the time you signed up for, update the calendar and call ahead and let people know. Primary student training, check rides and BFR's are generally done in the morning until 12 noon, with the exception of advanced students who need instruction in thermaling technique.

The order of precedence for scheduling should be approximately as follows:

Mornings:

Practical Test for License (with examiner)

Training (with instructor)

Biennial Flight Review (with instructor)

Afternoons:

1) Regular Member Flying

2) Demo Rides

Every effort should be made to not impinge on the regular member afternoon flying. Courtesy and consideration for others is key to maintaining harmony. Work it out!

3.7 - CROSS-COUNTRY FLIGHTS

Cross-country flight in a glider can be very rewarding, but carries with it the risk of an off-field landing. Pilots should realistically appraise their skills at thermaling, speed to fly, field selection and short field landings before undertaking a cross-country flight.

While off-field landings can be done safely, pilots should keep the following points in mind:

An airport is arguably the safest place to land. Try to plan the task so that an airport is within gliding distance for as much of the flight as possible.

It is impossible to judge with 100% certainty the suitability of the terrain for landing by viewing it from altitude, and by the time you get a close look, you will be committed to land. A good way to appreciate this fact is to note a few possible landing sites during a routine flight, then go back later in your car and see how well your aerial impressions match reality. There are usually some surprises.

The bottom line is that pilots must judge the suitability of the landing place themselves with less than perfect information, and accept the consequences.

In addition to meeting the minimum requirements of **Section 3.2**, pilots also need:

A Crew – You must enlist the help of a person or persons with a capable vehicle to tow a trailer to retrieve you, if necessary. *The FOO is not the crew.*

You and the crew need to have an agreed-upon plan to communicate during the flight and know how to properly disassemble and trailer the glider and reassemble it upon arrival back at the

airport. The pilot is responsible to see that the trailer and necessary fittings are ready for use. It is not the responsibility of the FOO to help with this. A crew is a must. If the flight terminates at an airport, it *may* be possible to aero-tow the ship back to the home field, at normal tow rates plus hourly fees, provided it doesn't impact normal operations and the tow pilot is willing.

A Plan – Post your instructor-approved task at the Clubhouse and let people know your intended task route, so they know when and where to look for you, if need be.

Optional – If your flight is a Badge attempt, you need an Official Observer who is familiar with the rules for FAI Badge flights to document your flight.

4. DUTY DESCRIPTIONS

4.1 - FOO (Flight Operations Officer)

The Operations Officer schedules the FOO on a rotating basis. The FOO's function is to direct and assist Club flying operations at the airport. They should arrive at the airport 30 minutes prior to the first scheduled flight to help with hangar doors and tow plane prep, or no later than 12 noon. If early training is scheduled, the instructor will notify the FOO in advance so they can be at the airport in to help with the gliders and assist the tow pilot in fueling the tow plane.

The FOO must be fully competent in ground handling, launch procedures, signals, and airfield protocol, and has the authority to halt operations if the situation warrants. Examples of this include deteriorating weather, unusually heavy traffic (such as fire fighting tanker activity) or unsafe or illegal actions by Club members.

The FOO should, if not otherwise busy with operations, monitor the Clubhouse radio, answer the phone and greet visitors. The FOO is not the janitor, nor should the FOO be expected to assist with the retrieve of an off-field landing, unless it will not impact operations and the FOO is willing.

The FOO must remain at the airport until the last scheduled flight is complete, and assist in securing the Club aircraft at the end of the day. In addition, they should ensure that there are no towropes, ground handling gear, trash or other artifacts of the day's activity left on the airfield. They may leave for a lunch break if they have enlisted the help of a qualified person to fill in for them. If someone is still flying at the end of the day (6 PM), the FOO should not leave unless someone is willing to stay and assist the pilot when they land.

The FOO has the final say on airfield operations.

4.2 - TOW PILOT

The Operations Officer schedules tow pilots on a rotating basis on Saturdays and Sundays (except during winter months when only Saturdays are scheduled). The tow pilot typically arrives at the airport one hour prior to the first tow to preflight the aircraft. The first tow is usually at 12 noon, but may be sooner depending on training requirements. Prior to the first tow of the day, the tow pilot assures that the aircraft has sufficient fuel and oil for the day's tows, and

makes a pattern flight to warm up the aircraft and verify that all systems are operational.

The tow pilot is responsible for the safety of the tow. He assures that the pattern is clear and initiates the tow by announcing “glider tow in progress” and taxis onto the active runway with the glider. When the glider pilot gives the “ready” signal (rudder wag and/or radio call), the tow pilot starts the takeoff roll. Most tows are done at 75 mph (65 KIAS), but can be modified depending on glider requirements and tow plane cooling requirements.

Most tows are done in a racetrack pattern to the west of the airfield, but can proceed to the mountains to the east after sufficient altitude is gained. When the glider releases, the tow plane banks left in a descending turn, closes the cowl flaps, and reduces power to 18-20 inches MP and 2200-2300 RPM, typically. The tow pilot monitors CHT cooling rate to no more than 1 degree per 3 seconds. The preferred descent is with 10 deg flaps and at 110 to 120 mph (160 mph maximum with 10 deg flaps) until CHT is below 350 deg F.

The tow pilot logs all glider tows noting glider, pilot, and altitude of release. After all tows are complete for the day, the tow pilot completes the tow log, noting any maintenance issues, and returns the aircraft to the hangar.

The chief tow pilot and/or another current tow pilot check out new tow pilots. All tow pilots are required to fly 3 flights in a glider every 12 months, or 3 flights in a tow plane towing a glider while supervised by another current tow pilot, in accordance with FAR 61.69.

The Tow Pilot can, and should, refuse to tow anyone who is unprepared or unsafe.

4.3 - INSTRUCTOR

WSSA instructors are not scheduled on a fixed rotation, but make arrangements with students on an as-needed basis. They do not charge for services, but all tow costs are borne by the student. If you need to make arrangements with an instructor, call them a few days ahead of time, preferably a week. They are available for the following duties:

Flight Instruction:

Ground and Flight instruction in accordance with the FARS for glider ratings

Biennial Flight Review:

Flight reviews in accordance with FAR 61.56

Check Rides:

Presentation of candidates to the FAA Examiner for Practical Tests

Checkout in Club Aircraft:

Administer written tests and check out Club members in various Club gliders

Supervision of Solo Students:

Persons without a glider rating must be under the supervision of a WSSA instructor at the airfield

WSSA instructors are final arbiters of any member’s qualification to fly a Club ship.

5. FACILITIES AND SUPPORT EQUIPMENT

5.1 - HANGAR

The Club hangar is used for the safe storage of the tow plane and gliders. Each aircraft has a specific place. The tow plane always goes in the West Side, gliders on the East Side. The Grob Astir CS fits behind the Blanik on a special dolly. The Blanik must be removed from the hangar before the Grob Astir CS can be removed. Have an experienced Club member show you how to move the gliders in and out. It is very easy to damage the aircraft because they are a tight fit. Canopies should be closed and latched and side windows and vents shut. The hangar doors should remain closed whenever aircraft are not being moved in or out, to prevent wind from blowing through the hangar and damaging equipment. At the end of the day, check that the doors are secured with pins at the bottom and that the **lights are turned off**.

5.2 - CLUBHOUSE

The Clubhouse is a gathering place for members and gets a lot of use. It needs attention now and then. Treat it like your own house, unless you're a slob, then treat it like your Mom's place.

Trash - If the trash can needs to be emptied, take it to the Dumpster near the airport terminal.

Refrigerator - Canned and bottled beverages are available for a fee. Deposit the money in the coffee can on top of the refrigerator. Don't leave dead food inside.

Coffee maker - Clean it and turn it off at the end of the day.

Kitchen utensils and dishes - Clean them and put away when you are finished.

Popcorn maker - Make sure it is off at the end of the day.

Swamp cooler - Be sure the cooler is turned off with the circuit breaker and the water feed is turned off at the end of the day.

Telephone - Except in an emergency, don't make long distance calls or accept collect calls, use a calling card.

Hot water heater - The switch for the hot water heater is located on the south wall of the bathroom. Turn it off unless hot water is really necessary.

5.3 - GLIDER TRAILER TIE - DOWN AREA

There are 10 trailer tie-down slots in a semi-paved area with trailer balls anchored in concrete for the storage of glider trailers. Usage is first- come, first-served (The Club's trailers are always first). If you use the area, you will be billed yearly from the Club.

5.4 - FUELING EQUIPMENT

The Club maintains an aboveground gasoline storage tank located in the airport fuel yard, from which gasoline can be transferred to the Club's fuel trailer and then pumped into the tow plane. The gasoline is delivered to the above ground tank in the fuel yard through a contract with Cortez Gas Company, a local fuel distributor.

Have an experienced Club member show you how to transfer fuel and how to operate the fuel trailer pump. Always ground the trailer to the tow plane with the cable and clamp on the fuel trailer.

The pump delivers about 8 gallons per minute. Time the pumping, calculate the quantity with the dipstick and chart, and write down the quantity used in the fuel log in the trailer. Have an experienced member show you how.

5.5 - OXYGEN

We keep two 150 cubic foot cylinders of breathing oxygen in the hangar. A full cylinder is at approximately 2,200 PSI. When filling the onboard cylinders in the gliders, draw from the cylinder with the lowest pressure first. Note the pressure reading and write it on the cylinder, then top off the onboard cylinder in the glider with the higher-pressure cylinder. Again, write the new pressure reading on the side of the cylinder. This is the most efficient way to use the oxygen. Have an experienced Club member show you how to connect the lines the first time. Use great care when moving the cylinders on their dolly and always replace the safety caps when finished. In addition, keep the hoses and fittings *clean*. Have an instructor show you how to use the oxygen systems in the gliders.

The Club maintains an account at Valley Welding in Alamogordo where used cylinders can be exchanged for full ones.

5.6 - PARACHUTES

The Club owns several parachutes, which are for the use of the Club members flying Club ships. ***Get instruction in their use from your instructor.*** They should be treated with care, as they are susceptible to damage from excess sunlight, dirt and water. The safest place to store them is in the glider, never on the hangar floor or anywhere where they might be subjected to moisture or damage.

5.7 - ELECTRONIC EQUIPMENT

Glider batteries:

Each glider has its own battery to power the radio and instruments. They are not interchangeable and must be charged outside the glider.

The Blanik's "battery" is actually two batteries in series; a 12-volt and a 2-volt. It must be charged on the "Fletcher Charger" (Dave Fletcher, former member), which is designed for the 14 volt pack. When putting the Blanik's battery on the charger, the charger must be unplugged from the 120v source and plugged in again to trigger the charging cycle correctly. Otherwise, the charger will work only in "float" mode and not bring the battery up to a full charge.

The Grob 102 and Grob 103 batteries are each 12-volt units but have their own chargers and cases with special connectors that are made to fit each glider. The batteries are stored and charged on a shelf in the hangar near the Grob 103. At the end of the day, all batteries should be on the chargers. Have an experienced Club member show you how.

Radios:

The Clubhouse, tow plane and each glider have two-way radios. They are all different models but serve the same purpose, communication. Familiarize yourself with their operation. Again, have an experienced Club member show you how.

GPS Data Loggers and Computer:

The club owns two Volkslogger GPS flight data loggers for the verification of Badge claims and for recording flights to be submitted to the Online Contest (OLC). Study the manual and have someone show you how to use them. The computer at the Clubhouse was donated by Club member Terry Kryway. The Club does not currently support internet access, but you can use your own local dial-up connection through the Clubhouse phone line. ***Be sure to disconnect when you're done!***

5.8 - GOLF CART

The electric golf cart, donated by former member Rex Stage, is stored in the tow plane hangar and is used to tow gliders to the launch point. It has an amber beacon attached to the canopy. Be sure to plug the beacon into the receptacle on the left rear fender when operating on the ramp or taxiway. Do not drive the cart over mesquite thorns on the dirt strip or other areas. At the end of the day, the cart needs to be plugged into its battery charger, with the charger set for 8-10 hours. Have an experienced Club member show you how to operate the cart and connect the charger.

5.9 - AIR COMPRESSOR

The air compressor in the tow plane hangar is on loan from member Roger McMakin and should be treated accordingly. The portable air tank belongs to the Club. The compressor should be unplugged at the end of each day so it doesn't cycle unnecessarily. Have an experienced member show you how to charge the air tank and operate the compressor.

5.10 - GLIDER TRAILERS

The Club owns three glider trailers for transportation of Club gliders. They are specially fitted for each glider. They require a 2" tow ball on a vehicle with adequate weight and power to pull them. They should be thoroughly checked for proper operation of lights, condition of tires and current registration before use.

5.11 - CLUB LIBRARY

The Club has a library of soaring reference materiel at the Clubhouse, donated by member Howard Ebersole. If you check out a book, be sure to note it in the card file, and **return it when you're finished!**

6. INSURANCE

The Club carries hull, liability and medical cost coverage. Copies of the policies are on file at the Clubhouse. Insurance covers flights by Club members and their guests and sightseeing for hire (Demos). The following rules apply:

Any person operating a Club aircraft must be a Club member, period.

All passengers, guests and Demos alike, must fill out and sign a waiver of liability.

Demo flights are insured up to a 25 NM radius from the Alamogordo Airport and must be piloted by a Club member with a commercial glider rating.

No more than two people, including the pilot, are allowed in the tow plane during **any** operation. *Also, per Club rule, only Club members involved in training are allowed during tow Ops.*

In addition to meeting the requirements of the FARS, tow pilots must meet the terms stipulated in the Club's insurance policy, which are more stringent than the FARS requirements. See the Club's Chief Tow Pilot and the insurance policy for information.

The pilot-in-command is liable for the costs of damage to club aircraft up to the current deductible amount. The deductible amount varies depending on recent insurance claims.

If a pilot damages an aircraft, they are expected to help out with the repairs to the extent they are able, and assist with transportation of the aircraft to a repair facility, if necessary. This includes arrangements with the shop doing the repairs and the Club's insurance carrier. If damage to Club equipment occurs as the result of gross negligence or willful violation of the Club rules or the FARS, the Board may elect to take actions to recover the entire cost of the damage from the responsible party.

7. WAVE WINDOW

Sacramento Air Traffic Control Assigned Airspace

In order to take advantage of lee wave conditions that sometimes occur here, the Club has a letter of agreement with the FAA to operate gliders at 18,000 ft MSL and above when permission is granted by Albuquerque Center and HAFB RAPCON. The letter spells out procedures to open the window and conditions of its use. A copy of the letter and a map showing the boundaries of the window is available at the Clubhouse. Pilots must obtain instruction before attempting high altitude wave flight, particularly in the use of proper oxygen equipment, communications and true airspeed limitations, as the consequences of ignorance are severe at high altitude.

8. MISCELLANEOUS INFORMATION

Tow plane: N71784

1969 Cessna 182M, Serial #182597

Blanik: N6288

1973 LET Blanik L-13, Serial #025520

2 place glider, metal and fabric

Twin Grob: N223WP, "WP"

1984 Grob 103A Twin II Acro, Serial #3846-K-92

2 place glider, fiberglass

Astir: N7497, "E4"

1977 Grob Astir CS Jeans, Serial #20041

1 place glider, fiberglass

Phone Numbers

ALAMOGORDO AIRPORT MANAGER: 439-4110

ALAMOGORDO AWOS: (Automated Weather Observation System): 439-4112

ALBUQUERQUE CENTER (FAA): 505-456-4500

ALBUQUERQUE FSS: 1-800-WX-BRIEF

ALBUQUERQUE SOARING CLUB: 832-9921

CARRIZOZO AIRPORT: 648-9996
CORTEZ GAS (FUEL): 434-5391
ED'S FLYING SERVICE (ALTERNATE FUEL, SUPPLIES): 437-4330
HAFB AERO CLUB: 572-3752
HAFB RAPCON (Radar Approach Control): 572-5072
JOHN HARDY, FAA Designated Glider Examiner: 915-852-7674
NEW MEXICO STATE POLICE: 437-1313
VALLEY WELDING (OXYGEN): 437-5320
WSSA CLUBHOUSE: 434-2671

Radio Frequencies

ALAMOGORDO AWOS: (Automated Weather Observation System): 127.825 MHz
ALAMOGORDO CTAF: 122.80MHz
ALBUQUERQUE SOARING CLUB (MORIARTY): 123.30 MHz
CARRIZOZO CTAF: 122.80
GLIDER to GLIDER or GLIDER to GROUND: 123.50 MHz
HAFB (Holloman Air Force Base) TOWER: 119.30 MHz
MORIARTY CTAF: 122.90

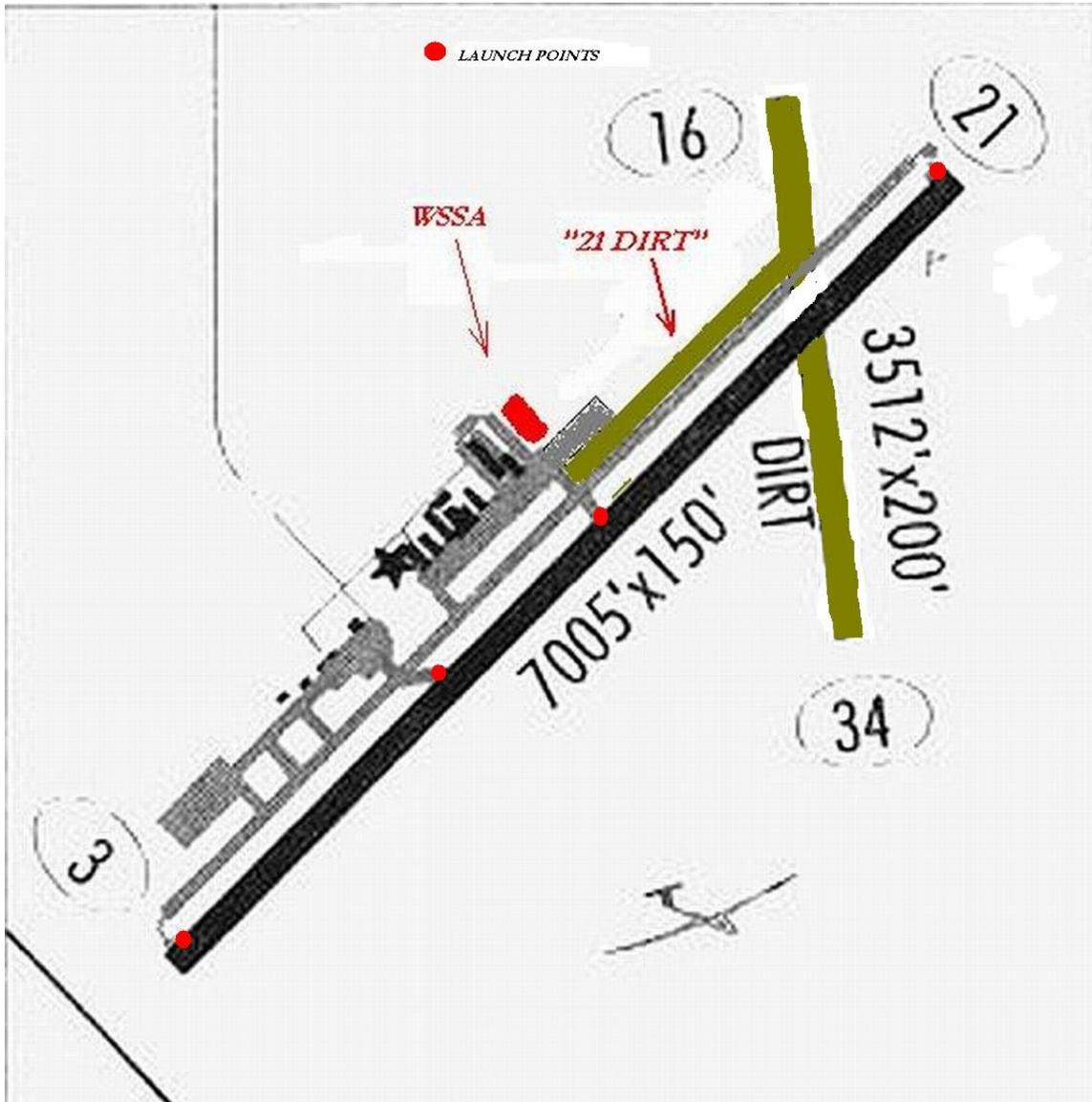
Member Phone Numbers and Addresses

A list with phone numbers and e-mail addresses is published periodically and distributed via e-mail. Members should keep their info current at WS_soaring.

The Club's Web Site is at: <http://www.netmdc.com/~geo/WSSA.htm>

Bulletin Board and Scheduling at: http://groups.yahoo.com/group/WS_Soaring/
(Accessible to members only)

ALM AIRPORT DIAGRAM
UNICOM - 122.80 Mhz



Approximate Costs for Private Glider Pilot Rating through WSSA			
Beginner		Transition from power	Remarks
<i>No aviation experience</i>		<i>Airplane Rating with 40 hours power time</i>	
WSSA Initiation Fee	\$250.00	WSSA Initiation Fee	\$250.00 fixed \$
Six months WSSA Dues	\$330.00	Six months WSSA Dues	\$330.00 fixed \$
First Year SSA Dues	\$64.00	First Year SSA Dues	\$64.00 fixed \$
Student Certificate	\$10.00	Student Certificate	<i>Not Required</i> fixed \$
Books and References	\$180.00	Books and References	\$50.00 varies \$
Pre-Solo Tows		Pre-Solo Tows	
<i>Assume 30 tows to 2,000'</i>	\$540.00	<i>Assume 12 tows to 2,000'</i>	\$216.00 variable \$
<i>5 tows to 1,000'</i>	\$65.00	<i>3 tows to 1,000'</i>	\$39.00 variable \$
<i>3 months to solo - Subtotal</i>	\$1,274.00		\$784.00 variable \$
FAA Written Exam	\$90.00	FAA Written Exam	<i>Not Required</i> fixed \$
Post-Solo Tows		Post-Solo Tows	
<i>12 flights solo, 2,000' tows</i>	\$216.00	<i>10 flights solo, 2,000' tows</i>	\$180.00 variable \$
<i>Assume 3 Instructional Flights</i>	\$54.00	<i>Assume 3 Instructional Flights</i>	\$54.00 variable \$
FAA Check Ride Fee	\$50.00	FAA Check Ride Fee	\$50.00 fixed \$
FAA Check Ride Tows		FAA Check Ride Tows	
<i>3 Tows to 2,000' AGL</i>	\$54.00	<i>3 Tows to 2,000' AGL</i>	\$54.00 variable \$
Cost to License (+/- 15%)	\$1,903.00	Cost to License (+/- 15%)	\$1,287.00 variable \$
Approximately \$1,800 - \$2,170		Approximately \$1,040 - \$1,460	