

Self Launching Motor Glider Policy

Rules applying to all flying days

1. Aircraft must be a type approved by the committee
2. Pilots need to comply with all existing club rules and procedures including check flights and duty rotas
3. Pilots must have the CFI's permission to fly the particular type from The Park
4. The climbout path must not enter the power no fly zones and pilots must avoid circling flight under power
5. An SLMG operating from The Park pays an annual fee of twice the normal trailer parking price, whether the aircraft is kept on or offsite. Visiting SLMGs pay a launch charge of £20 with up to a maximum of five visits per year.

Rules applying to days when club flying is not taking place

6. Pilots must be approved by the CFI for operating on these flying days
7. The CFI must be informed that flying will be taking place
8. A trace of every flight must be sent to the CFI within 48 hours
9. The pilot must complete a club logsheet and provide the fees manager with a copy within 48 hours
10. Pilots should arrange a lost glider safety system to ensure that emergency procedures are put in place in case of their non-return to The Park at the end of the day.

Notes

The aims of the policy are:

- Improve members' opportunities to fly from the club
 - Attract new members
 - Avoid causing any noise nuisance
 - Discourage SLMG visitors from other clubs from using The Park just as a place to launch occasionally
1. They need to be "gliders", not TMGs, but may be Microlight gliders or Annex II gliders. We feel at this stage it is not possible to list specific types that are not approved, as pure decibel level is not a reliable guide to the actual noise footprint, which will also depend on climb rate. The CFI should consult with the committee for agreement of any new type before the member is given permission to fly it at The Park. The committee may make a subjective judgement that a SLMG is too noisy to operate from The Park and may wish to see an aircraft demonstrated at The Park before giving approval.
 2. A new member would not be aware of existing club procedures. Any SLMG pilot has to fit in with the club culture. It is just a different form of launch. As well as conforming to the 'club culture' there would be an expectation of complying with the 'gliding culture' i.e. sharing thermals.
 3. The same as with any glider. Any prospective SLMG pilot should have the policy explained to them.
 4. The "no circling under power" is to reduce noise nuisance.
 5. The fixed annual charge is to avoid an aircraft kept offsite not paying a fee. Currently it would be £332. The rate is the double the normal trailer parking rate and equates to 33 launches at £5 per take off. The level it is set at depends on the committee's view on the desirability of SLMGs. The alternative method is a launch/landing fee, but to produce any substantial income from an SLMG that might not be flown many times in a year, it would need to be in excess of the current winch launch fee. We should charge a launch fee of £20 to discourage visiting SLMGs from other gliding clubs, and allow five launches per year maximum.
 6. To ensure pilots flying on these days are of sufficient experience.
 7. Or someone the CFI authorises to be the designated contact. Communication could be by text or email.
 8. It is very important we do not cause a noise nuisance. Visitors need special monitoring.
 9. Physically or by email.
 10. Best arranged outside the responsibility of the club by the pilots concerned. Pilots need to be aware that they are flying with slightly enhanced risks.