

Club operating rules

The Club Operating Rules should be read in conjunction with the Mid-Week Flying Standard Operating Procedures and the Mutual Flying Passenger Carrying Rules.

Compliance with these rules is mandatory to maintain the highest standards of safety. They do not replace or override British Gliding Association (BGA) regulations, which must always be followed.

1. Instruction and Supervision

- a. The instructor in charge must hold at least an FI(S) rating. If no instructor is available to take charge, flying may proceed under the under the Mid-Week Flying rules (see the separate Mid-Week Flying Standard Operating Procedures).
- b. The instructor/duty pilot in charge must ensure that NOTAMs are checked before flying commences and the full briefing check list adhered to.
- c. Solo pilots without an SPL must receive specific authorisation from an FI(S) instructor for any flight or series of flights. The supervising FI(S) must record the authorised activities on the training record card, sign it, and include their CAA reference number. For example:

‘Authorised to conduct winch launch and local soaring – J. Blogs, SPL 434935L.S.’

The supervising instructor does not need to be present at the launch point but must remain on site or flying in the local vicinity and be available to answer any questions that may arise.

2. Minimum Ground Crew:

- a. Winch launching - winch driver, light operator/log keeper and a wing runner.
- b. Aerotow - tug pilot, wing runner and radio operator/log keeper.

3. Glider – Daily Inspections

- a. A Daily Inspection (DI) must be completed, and Positive Control Checks carried out on all gliders (Club and Private). These checks must be recorded in the DI book before towing the glider to the launch point.
- b. Daily inspections of club single-seat gliders may only be performed by pilots who have completed conversion to these gliders, have instructor approval, and have their logbook and training record card signed accordingly.
- c. Daily inspection of club two-seaters may only be carried out by instructors, pilots under direct instructor supervision, or SPL qualified members specifically authorised to inspect two-seaters, with their logbook and training record card endorsed accordingly.

4. Land Rover, Winch, Tractors and Gators

- a. A Land Rover emergency vehicle must be on the field.
- b. No member may drive the winch before going solo.
- c. Land Rovers, the winch tractor, and the grass-cutting tractor may only be driven by individuals holding a full UK driving licence.
- d. Only approved “grass cutters” may drive the grass cutting tractor.
- e. Members under the age of 16 must successfully complete the club’s young driver training syllabus before they are permitted to operate a Gator – a full UK driving licence is not required.
- f. No club vehicles may be driven on public roads

5. Pilot Responsibilities

- a. It is the pilot’s responsibility to ensure compliance with SPL recency requirements and complete any check flights mandated by club rules.
- b. It is a pilot’s responsibility to ensure that their logbook and record card are completed and signed by an instructor after a check or instructional flight. When certifying a check flight, the instructor must include their CAA reference number alongside their signature.
- c. Pilots without an SPL must obtain authorisation from an FI(S) instructor and a briefing before flying (see 1c above).