



Crown Service Gliding Club

HANDBOOK

Issue 10.3 January 2014

1. INTRODUCTION

1.1 History, Nature and Aims of the CSGC.

The club was first formed in 1959 as part of the RAE Aero Club and became a separate organisation, in the form of the Royal Aircraft Establishment Gliding Club, in 1965. The name was changed to the DRA(F) Gliding Club in 1991 when the Defence Research Agency was formed and changed again to the Crown Service Gliding Club (CSGC) in 2000 following the split of DERA into Dstl and QinetiQ.

After operating at Farnborough airfield for many years, the advent of commercial flying at weekends forced a move to RAF Odiham in April 1995. Restrictions on gliding at Odiham made it necessary to move a second time, in 2002, and the club now operates at Lasham under the overall control of the Lasham Gliding Society (LGS).

The club's aim is to provide affordable gliding facilities for crown servants and other members. In order to minimise the cost, as much of the work as possible on the gliders and other equipment is carried out within the club. The members are expected to contribute to this work within their experience and capabilities.

The club is a non profit making organisation. It is a registered company, limited by guarantee without share capital. CSGC is a member club of the British Gliding Association (BGA) via LGS. The club is administered by an elected Council in accordance with its Articles of Association. Flying operations are overseen by the CSGC senior instructor who acts on behalf of the LGS chief flying instructor.

1.2 Aims of this Handbook and Relationship to Other Documents.

The aims of this handbook are to provide an introduction to the club for new members and to act as a record of the club's rules and customs. It does not cover the flying regulations at Lasham. Other current information about the club can be found on the web site at www.csgc.org.uk.

Other relevant documents are :

- The Memorandum and Articles of Association (which forms the club's constitution)
- The current issue of the BGA Laws and Rules for Glider Pilots.
- The Lasham Airfield Manual

2.MEMBERSHIP AND FEES.

2.1 People Eligible for Membership.

There are currently no restrictions on membership but applications for membership must be approved by the Club Council.

2.2 Types of Membership.

The following types of membership are available. Only full members are eligible to vote at general club meetings.

Full Membership

Full membership entitles members to use any of the CSGC gliders that they are qualified to fly.

Reciprocal Membership

Reciprocal membership is intended for members of other gliding clubs (excluding LGS) who wish to fly with the CSGC on an occasional basis. Reciprocal members of CSGC must also be temporary members of LGS if they fly at Lasham.

Temporary Membership

Temporary membership is intended for friends and relatives of full members who wish to fly as passengers on a particular day. Temporary members of CSGC must also be temporary members of LGS if they fly at Lasham.

Associate Membership

Associate membership is intended for long standing members of the club who no longer wish to fly as P1 but would like to maintain contact with the Club and would like to fly occasionally as P2. Up to 5 P2 flights in CSGC gliders are allowed each year. Associate members are accepted at the discretion of the Council. Those who are not already members of LGS must take out temporary LGS membership on each day that they fly.

2.3 Membership of LGS

All members of CSGC who wish to fly at Lasham must also be full or temporary flying members of LGS. The membership combinations that are required are listed below:

Full CSGC	Recip CSGC	Temp CSGC	Associate CSGC	Full LGS	Temp LGS	Full Members of Other Clubs	Entitlement to Fly in CSGC Gliders at Lasham
Yes				Yes			Fly on a regular basis and receive training in the CSGC two seater.
Yes					Yes	Yes	Fly and receive training within the limitations of LGS temporary membership
	Yes				Yes	Yes	Fly and receive training occasionally
		Yes			Yes		Fly as a passenger occasionally
			Yes	Yes (either)			Fly as P2 occasionally (Up to 5 times a year)

2.4 Membership Fees.

The current policy is to cover the cost of the club through membership fees. We do not charge soaring fees and launch costs are paid directly to LGS. There is no joining fee. Membership runs from 1 April each year. There is a reduction for new members who join later in the year and a small daily charge for temporary membership. Full members who bring friends or relatives as temporary members are responsible for paying the temporary membership fees to LGS and the CSGC.

3. USE OF GLIDERS FOR NORMAL FLYING AT LASHAM.

3.1 Currency, Approval for Cross Country Flights and Conversion to New Types

CSGC members are expected to observe the LGS regulations relating to flying currency and the approval needed for cross-country flights. The requirements for conversion to a new type of CSGC glider are summarised in Annex A.

3.2 Policy for fair use of Club gliders.

The following considerations are intended to allow members to have a reasonably fair share of the available flying time in club aircraft at Lasham. Experience at Lasham has shown that this is possible with guidelines such as those set out below and a 'priority list' system for task flying has not been necessary. If members wish to undertake task flying more often and competition for the use of gliders increases markedly it may be necessary to introduce such a system, after consultation with the membership.

The Grob 103

The Grob 103 is the Club's only two-seater and is available for supplementary training, mutual flying and flying friends and family as passengers. Section 3.3 deals with this in more detail. A key use of the glider is for check and familiarisation flights, especially for new members. It is important that prior arrangements can be made for this purpose so that members may be cleared to fly without undue delay. The Club membership will be given at least 3 days' notice by e-mail of such an arrangement, subject to an objection being raised in the meantime.

The Ka8

The Ka8 is normally kept rigged in the hangar. It is intended mainly for local flying so that it is available for members who are not cleared to fly the more advanced gliders or who cannot arrive until later in the day. Subject to briefing, and approval by a LGS duty instructor, the Ka8 may also be used for early cross-country flights such as Silver Badge 50km flights—it is expected that Silver Badge 50km attempts will normally be undertaken in the Ka8. Such use is to be agreed with others wishing to fly the glider that day.

When there is competition to fly the Ka8 it is recommended that a flying list is compiled at 9:45am and then kept at the launch point. Members who arrive later can add their names to the end of the list. When others are waiting to fly the glider flights are normally expected to last no more than 90 minutes. Otherwise, longer flights can be made but the pilot must be prepared to land after 90 minutes if other members arrive and state by radio their intention to fly. (For this reason the radio in the Ka8 must be left on the local flying frequency, 131•025 MHz.)

The Other Club Gliders

In the summer the other single-seaters are normally kept rigged under covers; at other times they are derigged in their trailers. During the season they are intended to be available for cross country flying subject to appropriate briefing and approval by a LGS duty instructor. A decision on how best to use the gliders for the day is expected made by mutual agreement between the members who are present at 9:45 am. If necessary a vote will be taken, but priority is normally given to members who arrive early and help prepare the aircraft. When there is competition to fly it is recommended that a flying list is compiled at 9:45am and then kept at the launch point. Members who arrive later in the day can add their names to the end of the lists. When the gliders are used for local flying and a longer flight, such as a Silver Badge 5-hour flight, has not been pre-arranged on the day, the pilot must be prepared to land after 90 minutes if other members arrive and state by radio their intention to fly.

When any CSGC gliders are used for cross-country flights the pilot must arrange a retrieve crew and ensure that the trailer is in a road-worthy condition. The intentions of the pilot must be recorded on the CSGC notice board in the hangar, stating the task and the person in charge of the retrieve.

There is a considerable amount of work associated with gliding, particularly at the start and end of the flying day. It is therefore expected that that members should normally be present either to help in preparing the gliders for flying, or for putting them away in the hangar or their trailer afterwards. In addition, members are expected to assist during gliding operations, eg by retrieving gliders after landing.

3.3 Training, Mutual Flying and Passenger Flying in the Two Seater

The mainstream training at Lasham is carried out by LGS in LGS gliders. This is regarded as the main route to the issue of a Lasham Red Card or EASA licence as appropriate. CSGC members may receive supplementary and more advanced training in the Grob 103 including for conversions to glass gliders and cross country training. If no CSGC instructors are available, CSGC members may fly in the Grob 103 with a LGS (non-CSGC) instructor. For insurance purposes one member of the crew must be a paid-up member of the CSGC. The Grob 103 may also be used by full CSGC members for mutual flying and passenger flying. The requirements for the P1 are listed below:

Passenger carrying

It is possible for non-instructors to take family and friends flying in the Grob 103. The requirement is for Silver Badge complete, 50 hours P1 and CFI/DCFI authorisation. The pilot must also hold a current JAA medical certificate or a certificate equivalent to the DVLA Group 2 standard. The passenger must sit in the rear seat unless the P1 is an instructor. Exceptionally the Club member may fly from the rear seat if he/she has been authorised to do so by both the LGS CFI and the CSGC Senior Instructor. Completed CSGC and LGS day membership forms are required before flying and the appropriate fees must be paid to both organisations. When carrying a passenger, the CSGC member must pay for the launch unless he/she is an instructor and the passenger is receiving some form of instruction

Mutual flying

The requirement for mutual flying by two CSGC members is that the P1 should have a Silver Badge and have CFI/DCFI authorisation. He/she should occupy the front seat unless he/she is an instructor or is approved to fly from the back seat. Exceptionally, and with the LGS CFI's approval, a Bronze Badge pilot may be authorised to fly as P1. The pilot acting as P1 must be determined before flight. That pilot must take full responsibility for the safe conduct of the flight. If the P1 only holds a medical certificate equivalent to the DVLA Group 1 standard, the P2 must be qualified to fly the glider from the seat that he/she occupies (usually the back seat).

4. USE OF GLIDERS FOR COMPETITIONS AND FOR FLYING AND AT OTHER SITES.

4.1 General

In addition to normal club flying at Lasham, club gliders may be used for competitions and may be taken to other sites. This includes:

- Club camps and expeditions (Para 4.2)
- Competitions at Lasham or other sites (Para 4.3)
- Expeditions to wave sites. (Para 4.4).

- General flying on weekdays (Para 4.5)

In all cases permission must be obtained from the Council. There must be a named person in charge of the aircraft and he or she will be responsible for the equipment and for keeping a flying log. They must ensure that the trailer is in suitable condition before it leaves Lasham and that it is repaired in the event of any damage.

People who are not members of the CSGC may only fly in club aircraft on any detachments if they have taken reciprocal or temporary membership as described in Section 2 of this handbook.

For some competitions, the insurance company will impose additional excess and/or an increased premium. The people using the aircraft must ensure that appropriate level of insurance cover is in place. They will be responsible for additional premiums and the extra excess payments if there is a claim.

4.2 Club Camps and Expeditions

From time to time the club may organise official expeditions or camps. One of the main objectives will be to give members the experience of flying at other sites and these will be chosen so that they are suitable for pilots with a range of abilities. During club expeditions, the complete club flying operation may be moved to the temporary site and flying at Lasham may be suspended.

4.3 Competitions

Subject to availability, gliders may be used for competitions during the soaring season. This includes rated competitions, Competition Enterprise, the Inter-Services Competition, the Inter-Club League and official task weeks. Competition use is limited to 4 weekends per aircraft per year, and only one glider can be used in this way at any time. Priority is allocated by a draw held in January each year. The people who come the highest in this draw are expected to book their chosen competition within 2 weeks of details being published in Sailplane and Gliding. Failure to make a booking means that they lose their place and the next highest person may use the aircraft. Having secured a glider, the pilot may decide to share the aircraft with other members who may, or may not, be on the list. Any person may only take part in one competition per year.

4.4 Wave Expeditions

Club gliders may also be used for expeditions to wave sites. The Council will consider each application on its merits. Wave expeditions must take place outside the normal soaring season (April to September)

4.5 Use of Club Gliders on Weekdays at Other Sites.

Member may use club aircraft at other sites on weekdays for general flying. Permission must first be obtained from a member of the council.

4.6 The Booking List

The booking list on the notice board in the Lasham hangar must be completed before aircraft are taken away from Lasham. This list must show details of other equipment such as parachutes and barograph. It must also indicate the member in charge of the detachment and other members who may fly the aircraft during this period with their telephone numbers.

ANNEX A CONVERSION REQUIREMENTS

Lasham Gliding Society requirements for converting to new types apply to CSGC gliders too. In particular, a pilot flying a new type shall have their personal flying logbook signed by the instructor approving the conversion.

Local Flying	Cross Country
K8 831 5 solo flights Briefing Check flight	5 flights on type Briefing Cross country endorsement CFI/DCFI authorisation
Sport Vega EJE Solo on glass 2 seater Briefing Check flight including aerotow on belly hook LGS White card 'Solo Flying' (item 32) signed off	5 flights on type Briefing Cross-country endorsement CFI/DCFI authorisation Observed spot landing signed off by an instructor
DG300 FJX Bronze Badge 50 hrs total gliding including 10 hrs on Vega/Grob 102 or similar. Briefing Check flight LGS Red card complete apart from cross-country endorsement	Bronze Badge 5 flights on type Cross-country endorsement CFI/DCFI authorisation Observed spot landing signed off by an instructor
Grob Acro 2 HWW A & B certificates (No first solos in this a/c) Briefing Check flight LGS White card 'Glass Conversion' (item 31) signed off	Bronze Badge & current on type Cross-country endorsement CFI/DCFI authorisation

Notes

- 1 Except where noted briefings, check flights and authorisation are provided by the CSGC senior instructor, the LGS CFI or the LGS DCFI.
- 2 Other requirements for mutual and passenger flying are listed in Paragraph 3.3 of this handbook.
- 3 The CSGC senior instructor, the LGS CFI or the LGS DCFI may occasionally give a dispensation to pilots who do not meet these requirements based on merit and experience.