

Cross Country Flying in Club Aircraft

- **General Cross Country Flying**
 - The club wishes to encourage cross country flight in the club gliders as a natural progression of a pilot's education in the sport of soaring. Because of the club's limited resources in aircraft time and numbers the following should result in a workable solution.
 - In a further effort to increase the use of club aircraft for cross country, the rental charge for the 1-26, Grob and LS-4 shall be reduced to 1 hour per day or part thereof on weekdays and 3 hours per day or part thereof on weekends and holidays when used for cross country flight of more than 30 kilometers regardless of the total time flown. Weekdays are any part of any day from 00:00 Monday morning to 24:00 Friday night. Weekends are from 00:00 Saturday morning to 24:00 Sunday night. Holidays run from 00:00 to 24:00. If the glider is removed from the Jean airport for use or tow at another airport the minimum charge will commence at the time of departure and terminate at the time of return to Jean.
- **General Preflight Planning**
 - Have a working knowledge of techniques and procedures for cross country planning.
 - Prepare a game plan for a flight, including suitable landing areas enroute.
 - Prepare a map with radius of glide computations for the airports enroute and go-no-go geographic points considering both tail winds, head wind and cross wind.
 - Arrange for retrieval either by trailer and Crew or Aero tow in the event of an out landing prior to departure.
 - Have adequate amounts of water onboard, plan for a method of in-flight relief of waste water, have a suitable land out kit on board before departure.
 - Take a handheld transmitter as backup.
- **Required Proficiencies**
 - Demonstrate the ability to land and stop the aircraft consistently in 400 ft. with no reference to an altimeter.
 - Demonstrate the ability to find thermals other than the house thermals.
 - Demonstrate the ability to leave a productive thermal, fly three miles from it and return to it re-centering and climbing.

- **2-33 Cross Country**
 - Dual only with a club CFIG or cross country coach and only on week days that are not a holiday. Arrange for aero retrieve or crew and trailer prior to departure for a retrieve in the event of an outlanding.

- **1-26 Cross Country**
 - More than 20 flights in a 1-26.
 - If the pilot does not hold a gold badge or better, review, approval and Sign off of flight preparations by a club CFIG is required.
 - Approved arrangements for retrieval in the event of an off field landing.

- **Grob Cross Country**
 - Dual only with a club CFIG or cross country couch. Arrange for aero retrieve or crew and trailer retrieve in the event of an outlanding.

- **LS-4 Cross Country Checkout**
 - More than 20 flights in an LS-4.
 - If the pilot does not hold a gold badge or better, review, approval and Sign off of flight preparations by a club CFIG is required.
 - Approved arrangements prior to departure for retrieval is required in the event of an off field landing

Club Aircraft Cross Country Requirements are guidelines and can be increased at the discretion of any club CFIG. However, they may only be reduced by the Chief Club Flight Instructor and then only in specific circumstances.