

# Texas Soaring Association, Inc.



## Notes for Visiting Pilots

1 SEPTEMBER 2011

## Texas Soaring Association, Inc.

# Notes for Visiting Pilots

### Introduction

Welcome to TSA! The purpose of these notes is to provide you with local information to help you fly safely. TSA's procedures may differ from those you are familiar with. Knowledge of these will allow you to better integrate with TSA's operations. Review of these notes satisfies TSA's requirement for a new member to complete a "new member orientation" before flying from TSA provided you do not intend to fly as pilot-in-command of a TSA owned glider. If you will be flying a TSA-owned glider, you must complete a checkout with a TSA instructor and receive a logbook endorsement with the type(s) of glider(s) you are cleared to fly. Appendix 1 summarizes the requirements that a visiting pilot must comply with before flying at TSA.

These notes mainly contain a summary of the provisions of TSA's Operations Manual. If you have any questions, please refer to a copy of the Operations Manual, or ask any TSA Director or Instructor. A copy of the Operations Manual may be found in a binder in the TSA downstairs clubhouse.

### Rigging and Parking Gliders and Vehicles

Trailers can be parked, and glider rigged, parked and tied down in the assembly area in front of the north hangars – see the TSA general location plan in Appendix 2. There is a tiedown cable which runs north/south close to the east edge of the assembly area. Do not park, rig or tiedown east of the "no parking line". Also, please use this area so that gliders tied down in the north hangars are not blocked.

If you will require water ballast, there are water faucets beyond the north end of the assembly area, and at the east end of the north leg of the north 'C' hangar.

TSA golf carts are available to tow gliders as an alternative to driving personal vehicles on the field. Golf carts are for moving gliders, not personal transportation! When takeoffs are being made to the north, and you elect to take a vehicle to the south end of the field, it must be parked adjacent to the west fence line.

If you park anywhere else than the parking area beside the TSA clubhouse, leave your vehicle unlocked with the keys left in it.

### Checking Rigged Gliders

The pilot-in-command is responsible for completing a Critical Assembly Check prior to first flight.

### Staging for Launch

On most weekend days, a Line Chief supervises launch and recovery operations. The Line Chief will direct operations and may be contacted using the call sign, "TSA Ground" on 123.3 MHz. If you have questions or problems, contact the Line Chief for assistance. You will provide your tow ticket to the Line Chief, who will then give it to the tow pilot. Your takeoff and landing times will be recorded by the Line Chief. No Line Chief is normally scheduled for weekday flying, **so it will be your responsibility to insure you have a qualified wing runner and provide the tow pilot with your tow ticket.**

Towing is normally carried out from the asphalt runway. When takeoff is to the south, gliders are staged on the “angle” taxiway clear of the main asphalt runway, unless the tow pilot determines that launches will be conducted from the north end, **or another location on the runway**. In high density altitude conditions when takeoff is to the south, you may request, or be requested, to stage your glider at the north end of the asphalt runway. Water ballasted gliders normally launch from the north end of the runway. If launches are in progress from the north end, a cone will be placed on the angle to signify that no gliders are to be placed there until north end launches are complete.

When takeoff is to the north, gliders are staged at the south end of the asphalt runway. Please note and observe the “hold short” lines on the taxiways adjacent to the main asphalt runway.

Note: (1) Particularly in high density altitude or light wind conditions, but at all times, tows will NOT be made while there are obstructions ahead or to the side of the glider being towed. If there is such an obstruction present when you are about to be towed, you should refuse the tow until it has been removed. Please assist this process by not parking gliders, golf carts, or other vehicles where they may constitute such obstructions.

(2) If you do not wish to be towed from the angle, you may move your glider onto the main asphalt runway when it is your turn to be towed.

### Procedures on the Ground

Field elevation is 660 feet MSL.

TSA’s towrope assemblies contain a metal TOST weak link at both the towplane and glider end. There are two types of tow ropes, blue and green. Most gliders require the blue tow line, but lighter ships such as the 1-26, Russia, PW-5, or Libelle require the green rope. Please insure that your wing runner connects the proper tow rope for your glider. TSA uses Tost rings on its towropes. It also has available Schweizer-ring adapters. If you need a different towrope assembly, you need to provide it to the line crew.

Billing and record keeping for tows is achieved by use of tow tickets. A pad of YELLOW tow tickets is normally kept in the cockpit. One ticket is completed for each tow. Before hookup, one of the line crew will convey your completed tow ticket to the tow pilot or Line Chief, as appropriate. No tow will be made without presentation of a tow ticket. Tow tickets for private (i.e. not TSA owned) gliders are YELLOW in color. A specimen appears in Appendix 3. It is used amongst other things to convey special instructions to the tow pilot, such as tow speed (TSA’s Pawnees have airspeed readout in MPH), water ballast aboard, etc.

When you are ready to be towed (when your pre-flight checks have all been completed) you will be offered the towrope for attachment. Once attached, and you are ready to go in all respects, you must signal accordingly to the wing runner by giving a “thumbs-up” signal. Until this is done, the towplane will not take out the slack, nor will the wing runner signal for this to be done. On receiving the thumbs-up signal, the wing runner will first check the pattern is clear, then level the wings and signal take up slack. When you are ready to begin takeoff, indicate this by wagging the rudder, and the wing runner will signal “begin takeoff”. If you elect to give instructions to the towpilot on the radio, you must still give the visual signals to keep the wing runner in the communications loop.

Note: If you intend to hold your airbrakes open at the start of the tow, please so advise the line crew.

### Signals

TSA's signals are based on the standard SSA signals, but with some minor variations. Details of these are in Appendix 4.

### Radio

Use of radio advisories is encouraged. Only a "downwind" call is required, unless there are special pattern traffic considerations. The local frequency is 123.30 MHz. If you are flying cross-country, please use 123.50 MHz when away from the vicinity of TSA.

### Airspace Restrictions

TSA is situated approximately 3 miles to the south of the perimeter of the DFW Class B airspace, which extends from 4,000 to 10,000 feet MSL at that point. The southern edge of the Class B airspace is delineated on the surface by the extreme south end of a clearly visible white rock quarry/gravel pit due north of TSA. Refer to a current copy of the DFW VFR Terminal Area Chart.

Temporary Flight Restrictions affect flights from TSA. One potential TFR that is often activated is around P 49, Crawford ranch. The timing, radius and altitude varies, so it is vital that you check TFRs prior to launch if you may be flying south and west of TSA. When in effect, this precludes operating south and west of Hillsboro Municipal Airport (INJ). Other, closer TFRs sometime exist, sometimes with very little notice. It is your responsibility to check for the existence of TFRs!

Hillsboro Airport has frequent skydiving activity. Avoid a 5NM radius of this airport and monitor Unicom on 122.9. It is recommended that you use the service station at Carl's Corner as a substitute turnpoint to avoid this area.

### Traffic

TSA is just beyond the south edge of the DFW Class B airspace and Mode C veil; these both cause a high volume of traffic transiting just outside their edge. Additionally, when north approaches are being made at DFW airport, traffic separation for aircraft approaching satellite airports (e.g. Dallas Love Field, Fort Worth Meacham and Fort Worth JRB) is provided by routing inbound traffic close to TSA – expect to see heavy jet traffic crossing west/east or east/west at 4,000 feet MSL or above. This requires extra care and vigilance.

### Cross-Country

If you plan to fly cross-country, you must have made arrangements for a crew and leave your trailer (closed up and ready to go) attached to your tow vehicle, which should be left unlocked with the keys in it.

### Weather Information

TSA has internet access via wireless internet. Ask for assistance in logging into the network. You may also use computers located in the briefing room on the second floor of the TSA clubhouse.

### Motor Gliders

If you operate a motor glider, please ask the TSA Instructor who gives you your local area briefing to point out the location of the noise-sensitive areas close to TSA.

## Other Airports

The DFW Sectional and VFR Terminal Area Charts show several small private airports close to TSA. Certain of these are considered unsuitable for landing, and are marked accordingly. It remains your responsibility to check any of the others you propose to use!

## TSA Traffic Pattern

TSA traffic patterns are flown to the EAST of the field with normal entry at 1,500 feet MSL, 840 feet AGL – see the diagram in Appendix 5. You should be aware that TSA training operations include frequent pattern tows (release at 1,500 feet MSL near the IP-- typically the glider will do a 270 degree turn on release before heading downwind to increase separation from the towplane), non-standard patterns, and use of the east/west runway. For non-standard patterns and landings on the east/west runway, specific radio advisory calls are normally made.

Thermalling is prohibited in and close to the pattern. You are also requested to stay clear of the IP area except when entering the pattern, and not make spiral descent down to it.

## Landing

Except where specifically marked, the entire field is acceptable for landing although parts of the grass may be rough and have ruts. The asphalt runway (18/36) is 3,200 feet long, and the east/west runway approximately 800 feet long. The primary landing areas are the asphalt runway and the grass to the east of it. If the primary landing areas are not available, landings may be made on the grass to the west side of the asphalt runway.

After touch down, no turns – there may be another glider close behind you. However, it is permissible to roll clear of the asphalt runway at the end of the landing roll. When landing south on the asphalt runway – if there are towplanes/gliders awaiting tow at the angle, stop short of the “do not cross” line, or roll off the asphalt runway onto the grass to the east (left) to keep well clear of the aircraft at the angle. The grass runway to the east of the asphalt runway is wide enough for two gliders to land, so when choosing your alignment, allow room for another glider to land on the asphalt runway as well as on the grass next to you. In other words, don't land in the middle of the grass, and keep your wingtip well clear of the asphalt runway. Upon completion of your landing roll, immediately move your glider so that other gliders may land. Do not merely sit in your glider awaiting a golf cart or wing walkers!

## Contest Finishes

Practice contest finishes are permitted if, and only if, the rules can be complied with – see Appendix 6.

## General

Please report any unsafe behavior to a TSA Director or Instructor.

Please give payments (cash or preferably check) to a TSA Director or place them in the slot in the office door on the second floor of the TSA clubhouse. MARK CLEARLY from whom the payment is made and what it is for. Appendix 7 sets out TSA's Schedule of Charges. Reciprocal Members and Visiting Members pay dues of \$5 per day in addition to the TSA flight charges listed in the Schedule.

For visiting members age 21 and over, beer etc. is available in the refrigerator in the towplane hangar. Pay \$1 per can/bottle/glass, on the honor system, into the cash box beside the refrigerator. Soft drinks are in a vending machine on the first floor of the clubhouse.

TSA hopes you have a safe and enjoyable visit to TSA. If you have any suggestions for improving or adding to these notes, please e-mail these to Dave White (davewhitetsa@gmail.com) or Omri Kalinsky (omri@omrikalinsky.com).

#### Appendices

1. Flight Eligibility Requirements for Short Term Members.
2. TSA General Location Plan.
3. Specimen Yellow Tow Ticket.
4. TSA Tow Signals.
5. TSA Traffic Patterns.
6. Practice Contest Finishes.
7. TSA Schedule of Charges

## **Appendix 1**

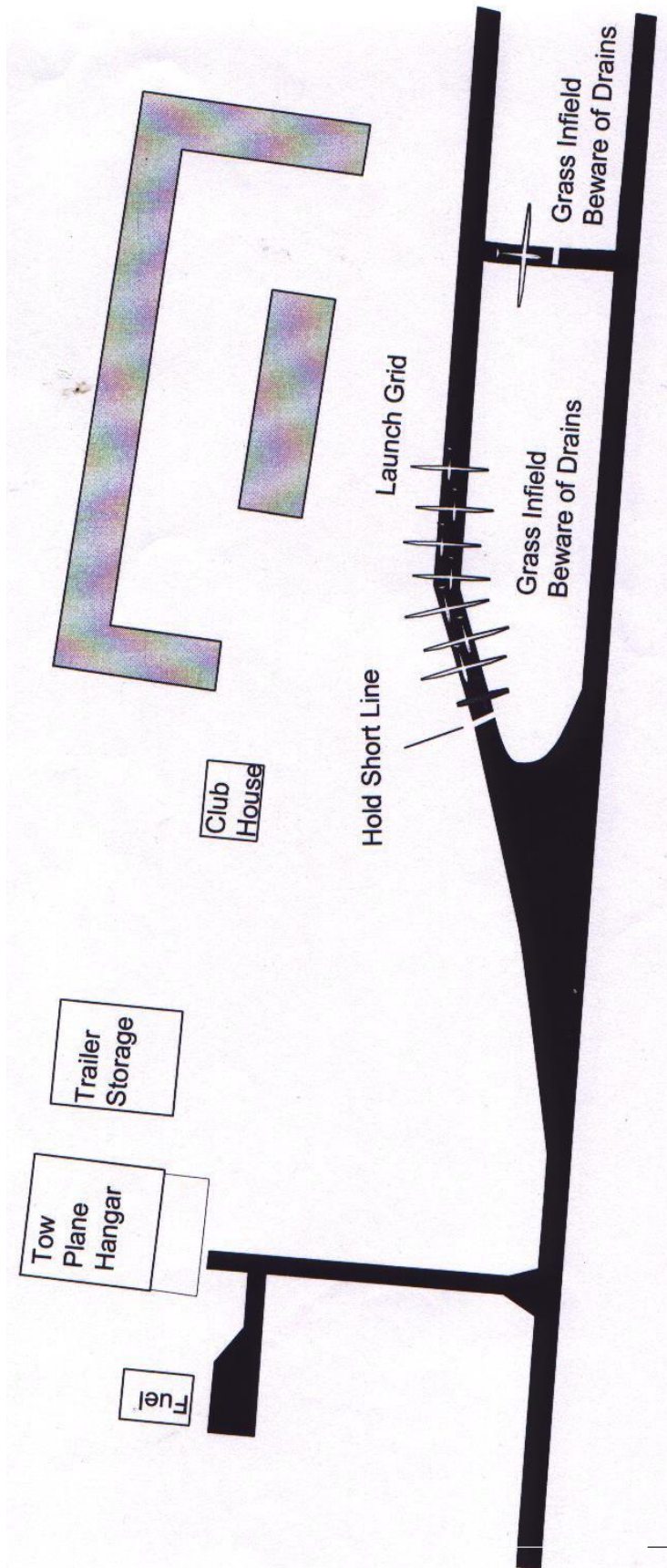
### **Flight Eligibility**

For the purposes of short term memberships, flight eligibility requires the pilot-in-command to –

- (i) have flown as pilot-in-command of a glider launched by aerotow within the preceding 3 months, or take a check ride with a TSA Instructor.
- (ii) have completed and logged a flight review within the preceding 24 months.
- (iii) have received a New Member Orientation. In the case of a pilot not flying as pilot-in-command of a TSA owned glider, this can be accomplished by review of a copy of the *TSA notes for Visiting Pilots*.
- (iv) have received from a TSA Instructor a local area briefing and, if so required by the TSA Instructor concerned, a local orientation flight with a TSA Instructor. In the case of flying at a contest sponsored by TSA, this briefing may be accomplished by attendance at the contest mandatory pilots' safety meeting.
- (v) if to act as pilot-in-command of a TSA owned glider, must have received a TSA Instructor's written logbook endorsement for the make and model of glider to be flown confirming that he/she has demonstrated the piloting skill required to act as PIC of that glider.

Appendix 2

TSA General Location Plan



**Appendix 3**

**SPECIMEN TOW TICKET – MUST BE YELLOW**

**TSA Tow Ticket**

Tow according to TSA Tow Signals.  
Prior to accepting this tow, I verified that this glider is airworthy.

Account # \_\_\_\_\_ Date \_\_\_\_\_

Name (print legibly) \_\_\_\_\_

Type \_\_\_\_\_

N #/Contest # \_\_\_\_\_

(complete ALL the above)

**P  
R  
I  
V  
A  
T  
E**

Tow # \_\_\_\_\_

Towplane  
35Y/04L/42L/\_\_\_\_\_

Towpilot Account  
# \_\_\_\_\_

Release Altitude \_\_\_\_\_

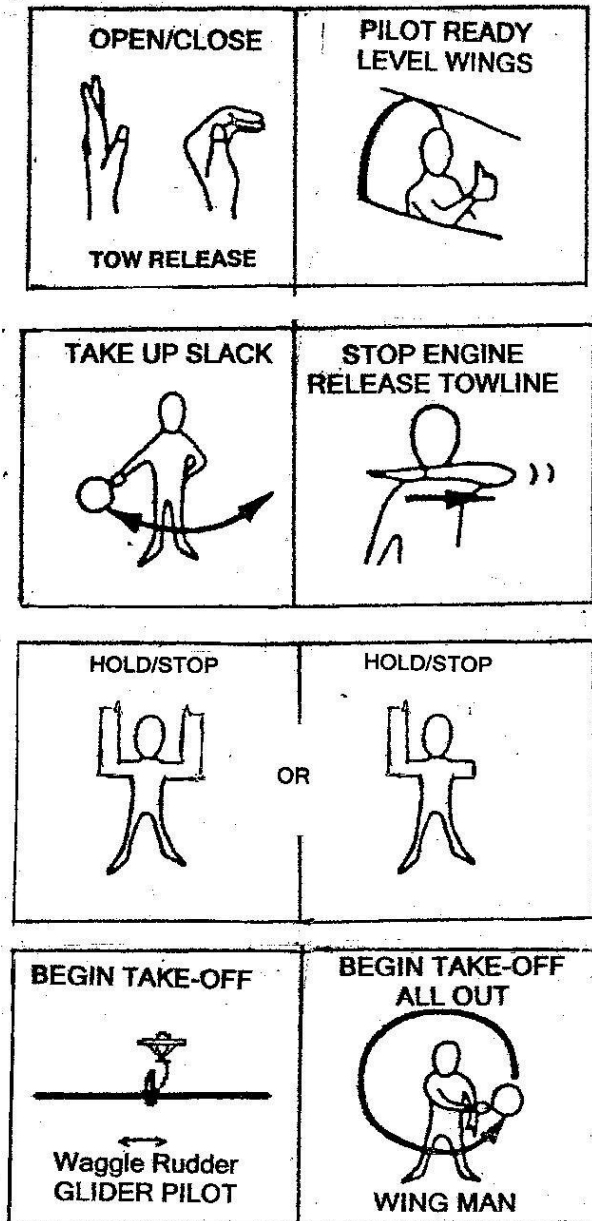
Special Instructions

Box Wake   
Student Pilot •

tsf39f

Appendix 4

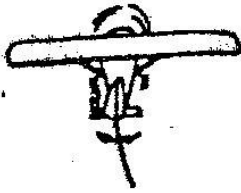
TSA Tow Signals



**ON GROUND**

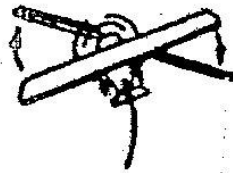
Figure 1 - TSA Tow Signals

**WARNING  
CHECK GLIDER**



**Fan Rudder**

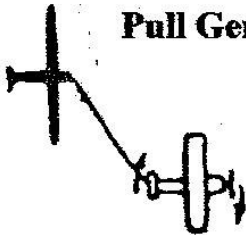
**RELEASE NOW!**



**Rock Wings**

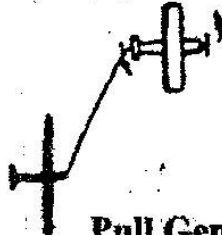
**TURN RIGHT**

**Pull Gently**

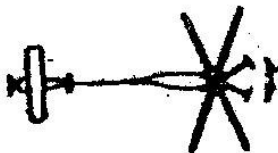


**TURN LEFT**

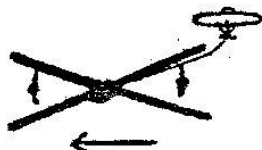
**Pull Gently**



**DECREASE SPEED  
Glider Fishtail**

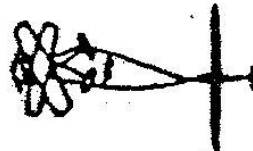


**GLIDER CAN'T  
RELEASE**



**Move Out Left  
Rock Wings**

**TOWPLANE CAN'T  
RELEASE**

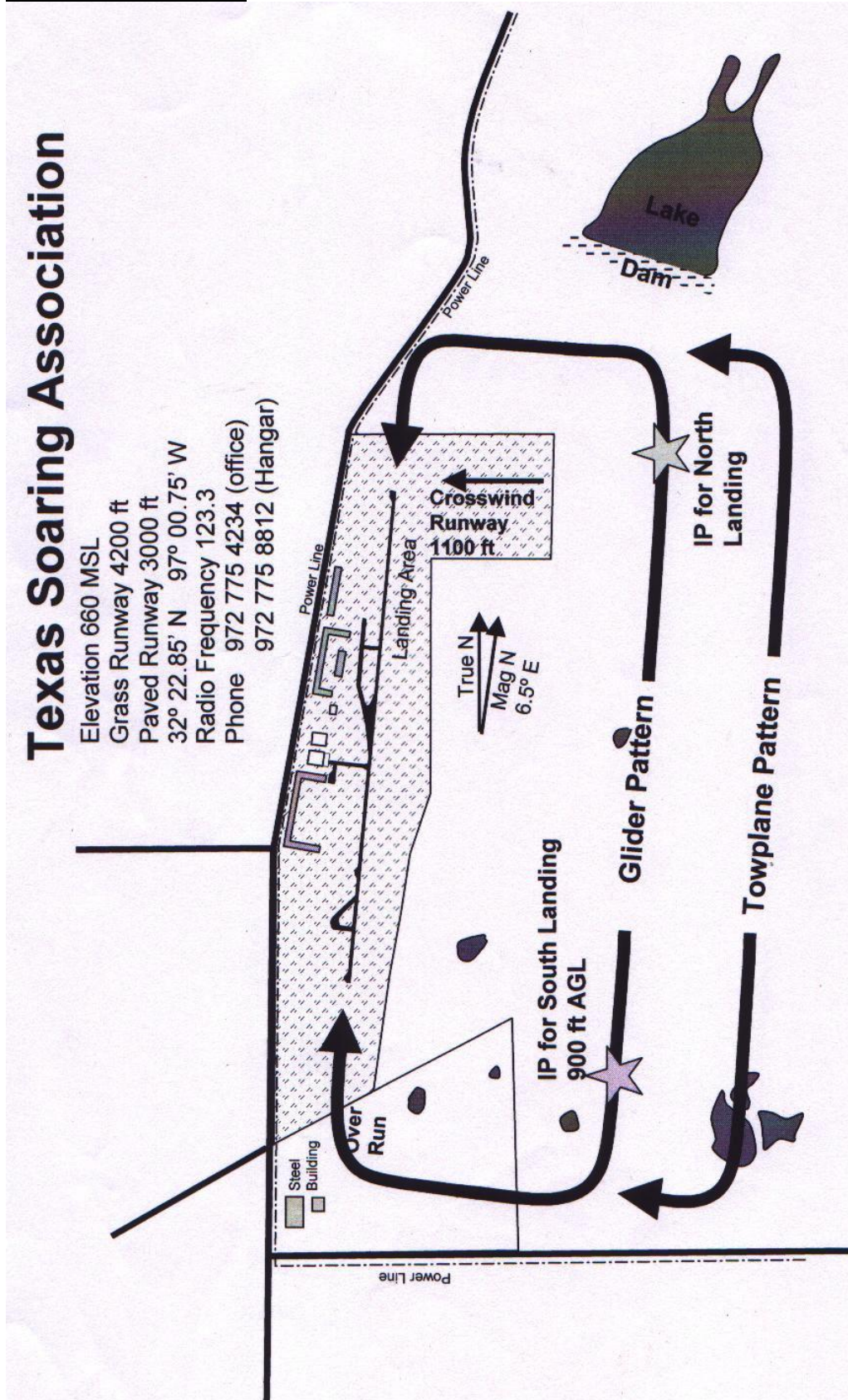


**Towplane Fishtail**

**IN AIR**

**Note: Use Radio Where Possible**

TSA Traffic Patterns



## Appendix 6

### Practice Contest Finishes

- e. A glider may practice a low altitude (below 800 feet AGL) contest finish if, and only if, the pilot-in-command conforms to all the provisions of this Paragraph e:
- 1) the low altitude contest finish must be performed between the east boundary of the field and the normal pattern downwind leg;
  - 2) the glider making the low altitude contest finish must NOT pass over the main asphalt runway below 800 feet AGL regardless of the direction of the glider's finish;
  - 3) the glider making the low altitude contest finish must have an operating radio and have transmitted a traffic advisory on 123.3 MHz;
  - 4) the relevant part of the pattern in use must be clear of traffic throughout the period the practice contest finish and subsequent approach to landing is being made;
  - 5) the relevant part of the pattern is –
    - (a) when traffic is taking off and landing to the south, that part of the pattern which is to the north of the tow grid; and
    - (b) when traffic is taking of and landing to the north, that part of the pattern which is to the south of the tow grid;
  - 6) if the glider making the low altitude contest finish is a TSA glider, the pilot-in-command must hold a private or higher glider certificate, meet the requirements for cross country flight in TSA gliders set out in Paragraph a of Part 2 (Flight Operations), Section F (Use of TSA Gliders), Subsection 7 (Cross Country), and have been signed off by a TSA Instructor as having satisfactorily completed a dual flight demonstrating ability to safely make a low altitude practice contest finish.

Regardless of any information which may be passed by radio to the pilot-in-command, it shall be the responsibility of the pilot-in-command making the practice contest finish to ensure, before beginning the practice contest finish, that the relevant part of the pattern will be clear of traffic throughout the period the practice contest finish and subsequent approach to landing is being made.

- f. Except in conformity with Paragraph e, no glider shall make a low altitude practice contest finish or other pass over or close to the field or in such a manner as to conflict with normal pattern traffic. This rule shall not apply to a glider while taking part in an organized contest, provided the pilot concerned complies with the applicable contest rules.

## Appendix 7

### TEXAS SOARING ASSOCIATION SCHEDULE OF CHARGES

(Effective October 1<sup>st</sup>, 2010 - Changes marked “\*”) )

#### Full Members (Flying and Youth Training Members)

##### Initiation Fees

At least age 18/completed full time education, or over 22 \$500.00  
Youth (includes SSA Dues and allowance for initial training manuals) \$125.00\*

##### Monthly Fees (Flying Members, not Youth Members)

Capital Improvement Fee \$37.00/ month\*

##### Annual Fees (payable each October -- includes SSA membership renewal)

Full Member \$64.00  
Family Member \$36.00  
Youth Member (Must be paid in cash) \$36.00

#### Temporary Members

##### Vacation Member (Visiting pilot not from a qualified club)

\$300.00 (includes membership fee \$50.00 and flying fee deposit \$250.00)

##### Visiting Member (Visiting pilot with own sailplane)

\$5.00 per day plus tow charges

##### Reciprocal Member (Visiting pilot from another qualified club)

\$5.00 per day plus tow and equipment charges

##### Temporary Member

\$100.00 (includes one day membership and one flight--waived for guests of Flying Members when tow and flight equipment charges are placed on member's account)

#### Tow Fees

Aerotow \$21.00 for the first 1,000 feet plus \$1.10 per each additional 100 feet\*

Pattern tow or PT3, not above 900 feet, not more than 0.1 hr \$15.00

(Pattern tow or PT3 in club glider also incurs 0.1 hr flight time charge)

Aerotow retrieve \$110.00 per tach hour

Ground launch \$10.00

(Ground launch with club glider will also incur applicable flight equipment charges)

Off-field landing exercise (includes flight equipment charges) \$100.00

#### Flight Equipment Charges

Flight time is reported and billed in 0.1 hour (six minute) increments. All flights, except Pattern Tows, PT3 and Ground Launches, incur minimum charge of 0.4 hours (24 minutes).

<u>Equipment</u>	<u>Hourly Rate</u>	<u>Minimum Charge</u>
Schempp-Hirth Duo Discus*	\$31.00*	\$12.40*
Schleicher ASK 21	\$25.00*	\$10.00*
Rolladen-Schneider LS-4	\$26.00*	\$10.40*
Schweizer 1-26	\$10.00*	\$4.00*
PZL Swidnik PW-5	\$20.00*	\$8.00*

#### Hangar and Parking Fees

Enclosed Sailplane Hangar (Covered, enclosed, reserved hangar space) \$152.00/month\*

Open Sailplane Hangar (Covered, reserved hangar space, includes trailer parking) \$57.00/month\*

Sailplane Trailer Parking (Uncovered parking adjacent to Hangars A & F when no hangar rented)

\$14.00/month\*

Disassembled glider/trailer covered storage (Covered unreserved storage in Hangar D) \$36.00/month\*

Towplane hangar (Casual overnight parking in towplane hangar E) \$10.00/ night\*

#### Shop Rates (60 day maximum period of occupancy)

Covered storage (Adjacent to paint shop) \$2.00 per day for first 30 days plus \$3.00 per day thereafter

Paint booth \$100 deposit plus \$3.00 per day first 30 days, plus \$4.00 per day thereafter

All other shops \$2.00 per day for first 30 days plus \$3.00 per day thereafter

**NOTE: ALL MEMBERS ARE PERSONALLY LIABLE FOR THE FIRST \$3,000 OF DAMAGE TO TSA EQUIPMENT.**