

Grand Teton Soaring Club Handbook (rev. 7/1/2010)

Flying Speed	Blanik L23 (knots)	Standard Cirrus (knots)	Genesis 2 (Aerobatics prohibited) (knots)
Max speed in calm air (V_{NE})	124	119	150
Max speed in rough air (V_B)	86	119	110
Max speed airbrakes open	124 (V_{NE} limiting)	119	
Max maneuvering speed (V_M)	81	81	110
Max winch launch speed (V_W)	65	65	not certified for ground launch
Max aerotow speed (V_T)	81	81	100 (65–75 recommended)
Stall speed (V_{SO}), airbrakes closed / open	33 / 35 (1100 lbs)	33	43 / 47 (807 lbs)
Min approach speed (Yellow triangle)	41 (43-51 recommended)	43	55
Best L/D	47 (28:1)	51 (38:1)	65 (43:1)
Min sink	42 (200 fpm)	41 (128 fpm)	53 (140 fpm)

	Blanik L23 (lbs)	Std. Cirrus (lbs)	Genesis 2 (lbs)
Maximum flying weight	1124	728	1157
Empty weight	683	445	549
Max total load	440	282	608
Max load rear cockpit	198	n/a	n/a
Max load front cockpit	242	242	242
Min load front cockpit	154	154	154

L/D	Vertical feet lost per mile flown	Miles flown per 1000 vertical feet
14:1	377	2.7
28:1	189	5.3
21:1	251	4.0
42:1	126	8.0

Signals on Tow	
<p>Signals from tow plane: <i>Rock wings:</i> immediate release <i>Wag rudder:</i> spoilers out <i>Yawing:</i> cannot release</p>	<p>Signals from glider: <i>Roll Wings:</i> increase speed <i>Waggle rudder:</i> decrease speed <i>Fly to side and roll wings:</i> cannot release <i>Fly to side and stay there:</i> turn to opposite side</p>

Driggs Area Landmarks		
Landmark	Elevation (ft. MSL)	Location
Driggs-Reed (U59) Airfield	6,228	43.74°N, 111.10°W
Targhee / Fred's Mtn.	9,770	11 miles from U59
Table Mtn.	11,106	13 miles from U59
Grand Teton	13,770	15 miles from U59

Driggs Unicom: 122.7, **Driggs ASOS:** 120.775

Call Signs: *Driggs FBO:* “Driggs Unicom”, *Husky tow plane:* “Husky Hotel Uniform”

Grand Teton Soaring Club

Operating Procedures and Policies

Mail: GTSC, Box 444, Driggs, ID 83422, online: tetonsoaring.org

Revision, March 27, 2007

1. Pilot Certification

Only Grand Teton Soaring Club (GTSC) members in good standing can act as pilot in command of a GTSC glider. Any GTSC member who acts as pilot in command of a GTSC glider must hold an appropriate and current FAA pilot certificate. All GTSC glider pilots must perform an annual checkout with a GTSC CFGI. This checkout will consist of at least one flight and the completion of a short written exam. This certification shall be recorded in the pilot's logbook.

Cross Country Flights

GTSC pilots conducting cross country flights in a GTSC glider must be certified by a GTSC instructor in cross country flying. This certification shall be recorded in the pilot's logbook.

Mountain Flights

GTSC pilots conducting flights over mountainous terrain in a GTSC glider must be certified by a GTSC instructor in mountain flying. This certification shall be recorded in the pilot's logbook.

2. Glider Insurance, Glider Damage

Glider insurance will be maintained by GTSC. Any club member who causes damage to a GTSC glider that results in an insurance claim will be responsible for the cost of the deductible on the insurance claim.

3. Soaring Society of America (SSA) Membership

All members of GTSC shall be members in the SSA. This is a requirement of our glider insurance policy, which is held by the SSA/Costello. GTSC will pay SSA member dues and bill individual members for this cost.

4. Glider Maintenance

Glider maintenance falls into two categories: maintenance required by the FAA, and normal care of the gliders. Required maintenance will be paid for by GTSC. Normal glider care includes tasks that do not require FAA certification to perform, such as cleaning, checking of tire pressure, etc... Normal glider care will be performed by club members. Any club member identifying a maintenance issue shall immediately notify the designated maintenance officer.

5. Glider Scheduling

GTSC gliders are available 7 days a week. Gliders are reserved using an Internet service: www.aircraftclubs.com. Tows are obtained from Teton Aviation, and can be scheduled by calling them at 354-3100.

6. Off Field Landings

Any person who lands a GTSC glider away from its home airfield (a “land out”) shall be responsible for returning the glider to its home airfield. Glider retrieval can be accomplished in any way that incurs no damage to the ship, for example, transporting the ship in its designated trailer or by aero-tow.

7. Field Camps

Regular GTSC members can transport a GTSC glider to another location for flying. Members will pay a daily fee for having a glider away from its home airfield. A GTSC glider can be taken to another location only with the approval of the GTSC board.

8. Ground Procedures

Pre-flight

Opening hangar door: unlatch door, turn door power on, close man-door, open door
If you have to move another plane to get ours out, put it back inside before you fly

Post-flight:

- Clean wings and canopy; use only a soft chamois on canopy, sponge on wings & body
- Log number of flights and total flight time in aircraft log
- Stow glider & golf cart,
- Chock wheels on glider & cart
- Tidy Up! (*remember, we are guests*)
 - Make sure GTSC stuff is in our cabinet
 - Sweep the floor
 - Take the trash with you if it is full
 - Keep the hangar looking nice!
- Close hangar door, latch the door, turn door power off
- Ensure key is in hiding place, lock man-door