



Antelope Valley Soaring Club

Dear Interested Pilot:

Thank you for your interest in the Antelope Valley Soaring Club (AVSC). Membership in the Club is open to any person who has been invited to join the Club, has indicated acceptance of the invitation, and has been accepted by a majority vote of members present at a general Club meeting.

Our meetings are usually held the first Saturday of each month at Krey Field, with the exceptions of some social functions or holiday conflicts. Our meetings are open to all and we encourage prospective members to attend and get acquainted with the Club and its members.

Due to the stability and uniqueness of our Club, we may have a waiting list. Since the membership is limited to 60, candidates on the waiting list are acted on as openings occur. Obviously, the more interest shown in the Club by prospective members, the more interest the Club will show toward their selection when an opening becomes available. We look for safe, cooperative and responsible pilots who are willing to assist AVSC in continuing to be one of the finest clubs around. We maintain our own equipment, so a willingness to volunteer is welcomed and encouraged.

The financial commitment after being voted into the club is:

1. A non-refundable initial membership fee of \$300. Due at acceptance.
2. Dues are \$25.00 per month, payable on the first of each month.
3. Membership in the Soaring Society of America (SSA) is required. New members pay \$64 annual SSA dues on admission to the club. Any pre-payment already made to the SSA gets pro-rated by SSA, and rolled over to the next year.

There are NO rental fees for use of Club equipment, nor are there any check-out fees.

AVSC owns 4 sailplanes: One Schweizer 2-32, two Schweizer 1-26's, and one Blanik L-13.

The 2-32 has oxygen. Both 1-26's have trailers, one is equipped for cross country. Normally all ships are based at Krey Field during the soaring season. Occasionally, the Blanik is relocated to Crystal Air during the winter months. The club maintains parachutes for all aircraft and has 2 barographs.

Our e-mail address is info@soarav.com

Please contact any of the following for further details:

Sean Clancy (909) 425-2220

Dennis Sharp (909) 338-5582

Richard Sebern (760)249-5192

BY-LAWS, RULES AND REGULATIONS

Of The

ANTELOPE VALLEY SOARING CLUB

Revised October 2006

BY-LAWS OF THE ANTELOPE VALLEY SOARING CLUB	4
NAME	4
OBJECTIVE	4
MEMBERSHIP	4
CLASSIFICATION OF MEMBERSHIP	4
FEEES	5
RESIGNATION	5
ADMINISTRATION	5
OFFICERS AND DIRECTORS	6
CLUB CHIEF CHECK PILOT	6
AUTHORIZED CHECK PILOT	6
SAFETY BOARD	6
TECHNICAL COMMITTEE	6
MEETINGS	6
USE OF EQUIPMENT	7
INSURANCE	7
LIABILITY	7
DAMAGES	7
INTERPRETATION	8
DIRECTORS MEETINGS	8
AIRCRAFT ACQUISITION	8
SURPLUS	8
RULES AND REGULATIONS	9
DUES	9
USE OF EQUIPMENT	9
FLIGHT PROFICIENCY	10
QUALIFICATIONS FOR PILOTING CLUB SAILPLANES	12
CROSS COUNTRY	13
WEEKEND SCHEDULING FOR DURATION AND CROSS COUNTRY FLIGHTS	13
FLIGHT SCHEDULING SIGNALS	14
FLIGHT SCHEDULING SIGNALS DIAGRAM	14

BY-LAWS OF THE ANTELOPE VALLEY SOARING CLUB

(Founded in 1955 - with subsequent amendments)

September 2006

NAME

The name of the club shall be the ANTELOPE VALLEY SOARING CLUB and shall hereafter be referred to as the Club.

OBJECTIVE

The objective of the Club shall be to promote and encourage the art of motorless flight in the Antelope Valley, California.

MEMBERSHIP

The membership of the Club shall be open to any person who has been invited to join the Club and has indicated acceptance of the invitation, and has been accepted by a majority vote of the members present and in good standing at any general Club meeting. All applicants for membership under 18 years of age shall present a written statement that the parent(s) or legal guardian(s) will assume all responsibility for the applicant. Any member may be expelled for cause from the Club as a result of a majority vote of the members present and in good standing at any general Club meeting.

To the extent that each member benefits from club membership, he or she has a responsibility to contribute time and effort to support club activities. This includes, but is not limited to, maintenance of club gliders, facilities, and other property and equipment, and representing the club at air shows and other public gatherings.

CLASSIFICATION OF MEMBERSHIP

There shall be ~~five~~ [six] types of membership: 1) Active, 2) Owner Active, 3) Honorary Active, 4) Honorary, 5) Intern, and 6), Inactive.

Active, Owner Active and Honorary Active shall maintain membership in the Soaring Society of America.

Membership shall be limited to 60 flying members - 45 Active and a combination of Owner Active and Honorary Active limited to 15 total. If less than the maximum membership exists, the Owner Active and Honorary Active maximum limit is reduced proportionately.

Active Member: Full member,

Owner Active member: A full member with all current dues and assessments paid who owns an interest in a currently operational sailplane or motorglider with no more than three other owners (total of four owners). The monthly dues shall be one-half the dues

for an Active Member. Eligibility of Owner Active members shall be determined and approved by the Board of Directors.

Honorary Active Member: A member who has given extraordinary service for many years and is anticipated to continue to do so. Recommended by the Board of Directors and voted upon by the membership. Pays no Club dues and retains full member status.

Honorary member: A person whose achievements or service to the Club or the soaring community has been recognized by the membership of the Club. Recommended by the Board of Directors and voted upon by the membership. Pays no Club dues, receives newsletters and invitations to Club events, has no Club flying or equipment use privileges.

[Intern member: A person who may remain with the club for a limited time. An Intern member pays one-half of the normal initiation fee, normal monthly dues, and has no voting rights. An Intern membership is only valid for one year. At the end of a year, the Intern member must either resign, or pay the remaining one-half of the initiation fee, and become an Active member. Intern membership is limited to one-quarter of total current membership.]

Inactive Member: An inactive member (without voting rights) shall be entitled to reinstatement to full membership (Active Member) without paying additional initiation fees. The granting of Inactive status shall be limited to those leaving the general area of Club activity, prolonged illness, disability, or for reasons approved by the Board of Directors.

An inactive member shall receive the Club bulletin and shall have priority for reinstatement over all other applicants for membership as openings occur.

Requests for Inactive status, and for reinstatement, must be made in writing.

FEES

The initial membership contribution to the Club (the Initiation Fee) shall be determined by the Directors and approved by the membership, and shall be due and payable upon election to the Club as a member, or by a method agreeable to the Club. All dues and assessments as agreed upon by the Club shall be due and payable on the first day of each calendar month.

RESIGNATION

Any member in good standing may resign his membership upon written notice to the Treasurer of the Club.

ADMINISTRATION

The affairs of the Club shall be administered by the Directors of the Club. The Directors shall be members in good standing and shall hold office for one year or until replaced.

It shall be the duty of the Board of Directors of the Club to carry out the objectives of the Club as determined by the Directors, and to that end the Officers may make or cause to

be made for the Club and in its name any kind of contract into which the Club may lawfully enter and that is not contrary to the objectives and best interests of the Club, or in violation of the legal requirements for a social club under the Tax and Revenue Code of California.

OFFICERS AND DIRECTORS

There shall be a total of seven Directors, four of which shall be the officers of the Club - President, Vice President, Secretary and Treasurer.

The Officers and Directors shall be elected by a majority vote of the members in good standing present at the annual meeting of the Club.

CLUB CHIEF CHECK PILOT (CCCP) will set and help maintain suitable AVSC flight performance standards, and is so designated by the Board of Directors of the Antelope Valley Soaring Club (AVSC).

AUTHORIZED CHECK PILOT - Those AVSC members who have been authorized by the CCCP to approve 1-year Flight Reviews for any other AVSC member.

SAFETY BOARD 1. For each accident or incident involving either a member of the Club or any equipment belonging to the Club, a Safety Board shall be designated by any Director who is present at the time of the accident and is not involved therein, or, if no such Director is present, by the first Director apprised of the accident.
2. The Safety Board shall consist of three members of the Club who were not involved in the accident.
3. The Safety Board shall take all steps necessary to ascertain the facts, conditions, and circumstances of the accident; shall arrive at conclusions regarding the probable cause and the responsibility for said accident; and shall make known to the Board of Directors, and to all parties involved in the accident, its findings in the form of a written report.

TECHNICAL COMMITTEE consists of three members. It shall have charge of all experimental and development work, licensing, periodic inspection, and maintenance of all aircraft, trailers, parachutes, and any other club owned equipment.

DIRECTOR OF MEMBERSHIP is appointed by the President, and has the responsibility of maintaining and increasing club membership.

The annual meeting of the Club shall be held on the first Saturday of November at a place designated by the President. Should the first Saturday of November be a legal holiday, the meeting will be held on the second Saturday of November.

MEETINGS

The regular meetings of the Club shall be at such locations and dates as are agreed upon by the Club. Special membership meetings may be called by the President upon written request of four Directors of the Club. All members must be given 48 hours notice of special meetings. At all regular meetings, the majority vote of the members present and in good standing shall rule. Each member in good standing shall have one vote. Only in the event of a tie shall the President have a casting vote. All meetings shall be conducted according to Robert's Rules of Procedure. Resolutions approved at a membership meeting shall remain in force until changed at a subsequent meeting. A quorum shall consist of at least one club officer, and two additional club members.

A 2/3 majority vote of all members present and in good standing taken at a regular or special meeting shall be required for approval of any nonrecurring expenditure of Club funds in excess of one thousand dollars or for any assessment of the members. Notice of the consideration of any such action shall be given to the membership seven days in advance and any member unable to attend may cast an in absentia ballot in advance of the meeting.

A 2/3 majority vote of the full active membership shall be required for approval of the dissolution of the club.

USE OF EQUIPMENT

All flying members in good standing shall have equal rights to the use of the sailplanes and equipment, in conformity with the rules and regulations of the Club.

INSURANCE

The Club normally does not carry hull insurance on any of its gliders.

The Club does carry liability insurance. Contact a board member for details.

The Club shall maintain a self-insurance fund of liquid assets (Cash, Savings Accounts, CDs, etc.) of at least \$20,000. These funds shall be used for the sole purpose of aircraft repair, overhaul, or maintenance that exceed the costs not otherwise covered.

LIABILITY

The Club does not accept liability for any injury or damage sustained by any member of the Club as a result of his participation in Club activities. See attached Release Agreement. No member shall be held liable by another member for any damages arising from a shared flight in a club owned aircraft.

DAMAGES

The Club will pay out of the treasury for all minor damages occurring through the normal use of the gliders or equipment by flying members in good standing.

Any damages resulting from or occurring because of improper use of the glider or equipment, or as a result of a violation of any field rules shall be bought and paid for by the responsible party.

INTERPRETATION

The interpretation of the by-laws, rules, and regulations of the Club shall rest entirely with the Directors of the Club.

DIRECTORS MEETINGS

Meetings of the Directors of the Club shall be called at the discretion of the President.

AIRCRAFT ACQUISITION

Additional aircraft may be purchased with funds exceeding the self-insurance requirement, by assessment of members, or member loans. All purchases shall be approved by the Directors and a majority vote at a membership meeting.

SURPLUS

The net savings or surplus remaining after all operating costs and other expenses have been paid shall remain in the Club's treasury for the purchase of new equipment, or for contingencies as shall be determined by the Board of Directors. The net savings in any event shall not be distributed to the members for the individual use. Upon dissolution of the Club, all money must be given to another non-profit organization with similar interests.

RULES AND REGULATIONS

DUES

Active Member	\$25.00 per month
Owner-Active Member	\$12.50 per month
Inactive Member	\$ 1.00 per month

All members must be SSA members and it is the responsibility of each to keep his SSA membership current by payment of dues through the Club or by Life Membership in the SSA.

Dues are payable prior to the first day of the month and are delinquent if not paid prior to the beginning of the current month. Dues are payable to the Club Treasurer. Members are encouraged to pay dues in advance and in increments of six months or more.

No member may use any of the Club sailplanes or equipment if his dues are delinquent. It shall be the responsibility of each member to keep his dues current. Any member who becomes delinquent for over three months dues may be dropped from the Club. It is not the responsibility of the Club to remind members that dues are owed.

USE OF EQUIPMENT

Members shall adhere strictly to Club, FAA, and local airport rules.

No member may use the Club equipment if his dues are delinquent.

Use of any Club equipment for other than Club activities without having requested and received permission from the Directors in writing is prohibited. This includes, but is not limited to Club radios, generator, tools and trailers.

The Pilot in Command of all flights must be a Club member in good standing or a Check Pilot designated by the Club Chief Check Pilot.

A Flight Proficiency Board shall be set up by the Directors and consist of at least three check pilots.

Check rides: A check ride and sign-off by a check pilot is required annually but is recommended every six months. These check rides shall be at a time mutually agreed to by the member and check pilot.

Landing Patterns: Always fly the recommended field patterns. Low passes are prohibited in Club aircraft.

At no time will the sailplanes be left unsecured and unattended.

It is the responsibility of the last person using the sailplane and its equipment to see that it is properly secured prior to leaving the field.

Ground Towing: The tow line used when car towing the glider MUST be longer than one-half the wing span plus one half the vehicle width in length. One person on each wingtip is desirable, and care should be exercised to avoid rocks and other hazards. The majority of ground propulsion energy should occur at the fuselage, not at the wingtips.

The 2-32 will not be used for aerobatics; only stalls, spins, and steep turns will be performed.

It is the responsibility of each member to make his own entries in the applicable aircraft log book. All time is to be logged in hours and minutes, with minutes rounded off to the nearest five minutes.

Flight time may be scheduled in advance by signing up on the schedule kept in the Clubhouse at the Field. A member may schedule only one time in advance; 2 hours on weekends or holidays, unlimited time during the week. However, due to the commitment of personal time for Club benefit, the President, Vice President, Secretary, Treasurer and Crew Chiefs may sign up for an aircraft more than one time in advance. Neither can be consecutively in the same day.

Pilots failure to return sailplanes in time for the next flight may be fined \$5.00 for each 15 minutes overdue, not to exceed \$25.00 for each infringement. It shall be the decision of the member whose time is infringed upon as to whether the fine is payable.

In the case of substantial damage to Club property, maximum liability shall not exceed the member's share in the Club. Responsibility for damage shall be determined by a majority vote of the Directors present at a regular Club meeting.

FLIGHT PROFICIENCY

The AVSC pilot-in-command must have completed the following:

- a. A minimum of 20 hours glider time.
- b. Dual instruction with the CCCP or a CFIG in a AVSC type two-place sailplane.
- c. Received a sign-off from the CCCP or a CFIG before first solo in each type AVSC aircraft.

Currency in Club Ships

- a. All club members meeting AVSC flight requirements must continue to meet a club currency requirement of one flight in a AVSC type sailplane during the previous 90 days. This type ship may be interpreted to mean any glider of equal or greater performance than a AVSC type sailplane.
- b. All club members must have a flight review every year with either the CCCP, or an AUTHORIZED CHECK PILOT.
- c. Flight reviews shall be due on the last weekend of the twelfth month after the month in which the previous checkride was given. The flight reviews should be conducted prior to 12:30 p.m. when feasible.

FLIGHT REVIEWS - A special flight proficiency check is required of all AVSC members every year. This check must be made with an AUTHORIZED CHECK PILOT, a CFGP, or the CCCP.] The following shall be taken into consideration when a member is being given a check ride for proficiency.

Preflight:

Check for clean canopy. Inspect fittings, tires, tail wheel, main skid, brake, control surfaces, and general condition of equipment.

Perform an operational check of flight controls, spoilers, and tow release.

Takeoff and tow:

Maintain good control of the glider on tow, proper tow position and good coordination. Know the tow signals and release procedures.

Observe that good judgment is exercised when release is made; considering altitude, conditions, distance from the field, and use of weak link.

Flight:

Maintain good coordination, steady attitude during turns and straight flight; stalls and spins may be performed at the discretion of the check pilot.

Pattern and landing:

Observe the proper entry altitude (800 feet). Maintain the proper track over the ground, and roll out on final at not less than 250 feet.

Maintain a proper line-up and ground track during final approach. Maintain an appropriate airspeed, considering the glider type and wind conditions. Make a wheel type landing with no side drift: do not touch down tailwheel first!

Parking:

Canopy should be secured and the aircraft tied down in the designated tie down areas.

Authority to ground pilots:

Directors and check pilots have the authority to ground Club members.

The Directors shall subsequently meet and determine the final action to be taken. The Directors will review and be the final authority on all grounding, suspensions, or fines against Club pilots for violations of published Club rules, regulations, or by-laws, or other actions by the pilot deemed to be contrary to the Club's best interest. The individual will be given the opportunity to discuss his actions with the Board of Directors, if desired.

QUALIFICATIONS FOR PILOTING CLUB SAILPLANES

Schweizer 1-26

1. Must hold a valid student or higher rated license.
2. Must be signed off to fly the Club 1-26 by a Club approved check pilot.
3. Must be signed off to fly a 1-26 by a CFI-G.

Blanik L-13:

1. Must hold a valid student or higher rated license.
2. Must have a minimum of 25 hours as pilot in command of a glider.
3. Must be signed off to fly the specific aircraft type by a Club approved check pilot.
4. Must be signed off to fly the specific aircraft type by a CFI-G.

Schweizer 2-32:

1. Must hold a valid private or higher rated license.
2. Must have a minimum of 25 hours as pilot in command of a glider.
3. Must be signed off to fly the specific aircraft type by a Club approved check pilot.
4. Must be signed off to fly the specific aircraft type by a CFI-G.

CROSS COUNTRY

Prior to flying a 1-26 cross country, the following conditions must be met:

1. Five hours in gliders in the past sixty days.
2. Have experience or training at disassembly, trailering and reassembly of the glider to be used.
3. A radio must be used on all flights over 50 miles.
4. Must be signed off by a Club check pilot for cross country flights and for the specific glider to be flown.

The 1-26s are the only Club aircraft approved for cross country flights. The 2-32 and Blanik L-13 are for local flying only.

WEEKEND SCHEDULING FOR DURATION AND CROSS COUNTRY FLIGHTS

Considering the large number of members who want to fly, and the limited number of weekends available, it is obvious that a special system will have to be used.

The basis for the system will be points. Eight points will be allocated each year to each member who is qualified to fly the aircraft, and do not roll over or accumulate from year to year. Points will be expended at the rate of two per day. The ship may be reserved in advance for one day or for an entire weekend. A weekend would consume four points, leaving the member with four more points for the rest of the year.

If the ship is to be flown cross country on a Saturday (or Sunday, if Monday is a holiday), it must be back on the flight line ready to fly by 10:00 A.M. the next day, or the member forfeits two more points. If a cross country is unsuccessful, the ship may be returned to the flight line by 2:15 P.M. that same day and only one point will be expended. Only one advance reservation is allowed per calendar year without written permission from the Board of Directors. The ships may be reserved and flown cross country during the week (except on holidays) and no points will be expended.

In the event of dispute, or if a situation arises that is not covered by the rules, any member of the board of directors present at the time will rule on the situation. This ruling will remain in effect until the next regular Club meeting.

A member who has the ship reserved for a particular day must be present at the field and have the ship ready to fly by 11:00 A.M. or forfeit his time for that day. In the event of forfeit, another member may proceed with a local or cross country flight on that day. The 1-26s may be used for either local or cross country flying, and it is the responsibility of the pilots involved to reach an amicable agreement in the event of conflict.

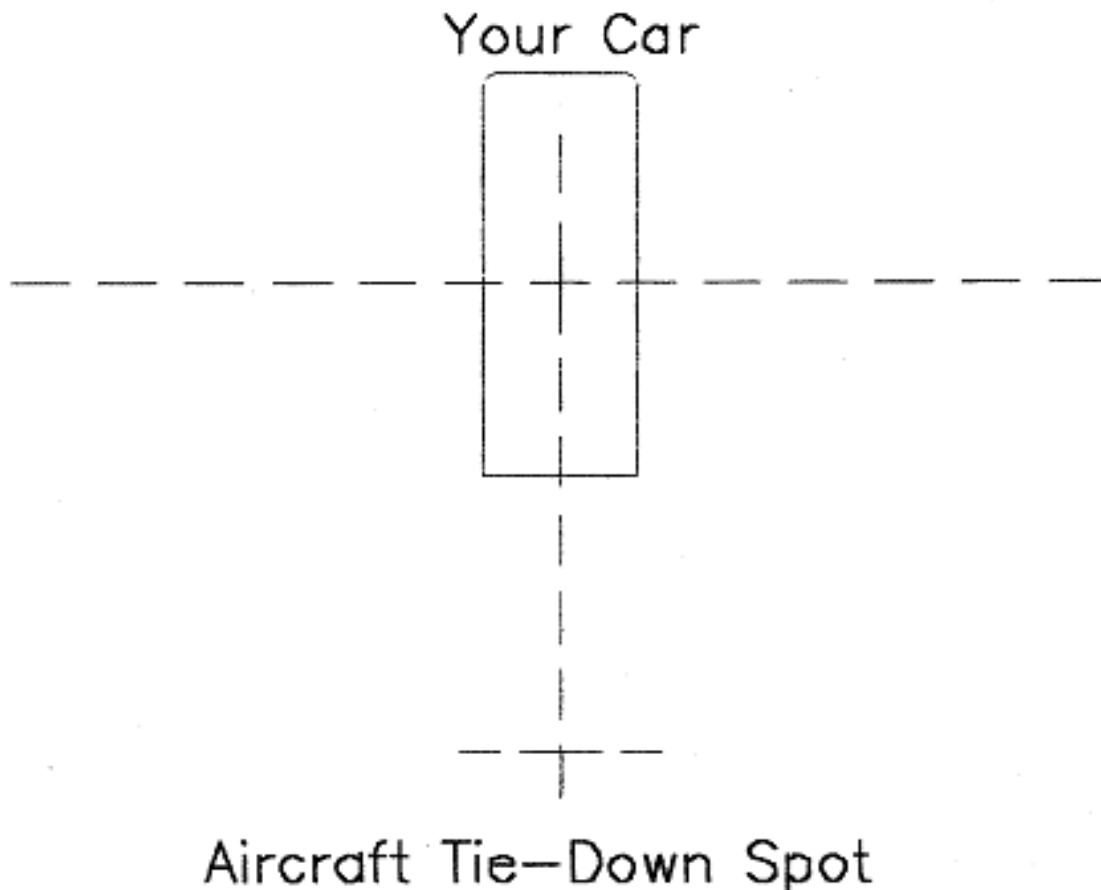
FLIGHT SCHEDULING SIGNALS

Park your car in the appropriate glider parking space as shown in the diagram on the following page.

This visual signal has the following 'significance:

1. To the Club member aloft, it means that the next flying period is reserved for another member of the Club. If no car is parked at the indicated position, the member aloft is assured that he automatically is cleared to fly an additional period because either no one is waiting for the glider, or the member who reserved the next period has cancelled his reservation. This procedure may be repeated for as long as the above conditions hold true.
2. To the member waiting to fly, it means that he has complied with the Club rule and can reasonably expect the glider to return for his scheduled flying period. Failure to indicate your presence at least 15 minutes prior to your takeoff time automatically clears the Club member aloft to fly for another period. Prior to take off, the car must be moved. Failure to do so automatically requires that you return at the end of your flying period.

FLIGHT SCHEDULING SIGNALS DIAGRAM



ANTELOPE VALLEY SOARING CLUB, INC.

MEMBER HOLD-HARMLESS & RELEASE AGREEMENT

I, _____, understand that use of the aircrafts and aircraft facilities owned by Antelope Valley Soaring Club involves a certain degree of risk that could result in SERIOUS INJURY or DEATH. I am aware that soaring activities may be HAZARDOUS ACTIVITIES, and I VOLUNTARILY am participating in these activities with knowledge of the DANGER involved and HEREBY ACCEPT ANY AND ALL RISKS, INJURY, MORTAL INJURY, OR DAMAGE THAT MAY OCCUR.

In consideration of the benefits to be derived and after carefully considering the risk involved and in view of the fact that the Antelope Valley Soaring Club is a not-for-profit corporation, I HEREBY RELEASE, HOLD HARMLESS, and WAIVE all claims I may have against Antelope Valley Soaring Club, its officers, directors, all employees, volunteers, other members, or other organizations associated with the Soaring Club's activities. In addition, I HEREBY INDEMNIFY Antelope Valley Soaring Club, and all its directors, officers, employees, volunteers, and other members, from all actions, claims, or demands I, or my heirs, distributees, Guardians, legal representatives, or assigns now have or may hereafter have for injury or damage resulting from my participation in the soaring activities. This release also INDEMNIFIES, RELEASES, and DISCHARGES the above named from any ERRORS and OMISSIONS that may occur.

Name _____ Phone _____ AC _____
 Address _____ City _____ Zip _____
 Occupation _____ Employer _____ E-Mail _____
 Business Address _____ Phone _____

Pilot Ratings Held (Please check current ratings only)

Power Student Private Commercial CFI
 Glider Student Private Commercial CFI

Experience – Power Hours Total _____ Glider Hours Total _____

Sailplane Flown	Dual	Solo	Number of Flights
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

Soaring Badges Held (List all partial requirements)

Silver _____
 Gold _____
 Diamond _____

Memberships in other soaring clubs: SSA# _____
 _____ Date _____
 _____ Date _____

I understand that my membership fee must be paid in full within 30 days or prior to solo. I understand that membership in the Soaring Society of America is mandatory for all members of AVSC. I will pay my SSA dues to AVSC by January 1st of each year. I have received, understand, and agree to the current club By-laws, Rules and Regulations. I acknowledge that I have read the Member Hold-Harmless and Release Agreement, and know and understand the content thereof.

 Signature of Applicant Date

 Signature of Parent or Guardian Date
 (for applicants under 18 only)

 Signature of Sponsor Date

 Signature of Check Pilot Date Applicant Passed Check Flight