

Proposed Safety Guidelines for South Bay Soaring Society

General

- 1) All pilots should be familiar with the **AMA Safety Guidelines** as they apply to sailplanes.
- 2) **All pilots at AMA sanctioned fields must be AMA members.** It is an AMA requirement in order for the AMA insurance to be valid.
- 3) It is highly recommended that **all freshmen pilots** have a more experienced pilot with them to both inspect the airplane for safety and to help with their first launches.
- 4) **Frequency Control** - The use of 2.4 Ghz systems have made frequency control much easier since many airplanes can be flying at the same time as long as they are using this system. However, 72mhz systems are still legal and are being used by many pilots. Only one aircraft may use any of the 72 mhz frequencies at any time. At no time should you turn your 72mhz system on unless you are in control of the frequency pin provided or arrangements have been made with **all** pilots present. On 72 mhz:
 - a. Casual flying – Small group – always check your frequency with other pilots before turning on.
 - b. Casual flying – Large group – some type of positive active control should be agreed upon by participants.
 - c. SBSS events - SBSS will provide a frequency plan for each event which may include a formal transmitter impound area.
- 5) **Overflying persons or property** – Pilots overflying of other pilots and spectators should be avoided. If it is necessary, over flights should be done at a safe altitude. **A minimum altitude of 50** feet should be observed over all persons and property.
- 6) **High speed passes** – should be avoided over pilots, spectators, parking areas, or buildings unless above 150'. Only experienced pilots flying aircraft designed for high speed flight should attempt these or other aerobatic maneuvers unless at a safe altitude and over an uninhabited area.
- 7) Flying must be done at least 50 feet from all spectators.
- 8) No fly zones should be established and posted for all venues.

Thermal Flying and Electric Gliders

- 1) Launching areas and landing areas should be established based on the locale and current wind conditions. High starts and non-retriever winches should be placed so that prevailing wind will

carry the line away from other launching devices. Pilot should fly so that the wind will carry the parachute equipped free line toward its original position on the ground after release.

- 2) Loitering over the launch area is discouraged. Launching aircraft have the right of way.
- 3) When making landing approach, be aware of other pilot locations and possible launches underway. Plan your approach to avoid overflying other pilots.
- 4) Landing areas should be marked with brightly colored marker cones whenever possible.
- 5) When readying for launch, look around to see if any planes are in the vicinity that may collide with the hi-start or winch line.
- 6) Separate launch areas could be established for thermal aircraft and electric gliders. Electric gliders are defined as thermal glider type aircraft that use limited motor runs.
- 7) Electric gliders must give right-of-way to unpowered aircraft.

Slope

- 1) All flying will be done at least 25 feet in front of the pilot/spectator area.
- 2) Turns (except for landing) should be made away from the hill.
- 3) The landing area will be placed away from pilots and spectators.
- 4) If a large number of planes are being flown it is strongly suggested that spotters be used.

Aero Tow

- 1) Most of the aforementioned rules apply depending on location.
- 2) Towing pilots should be very experienced regarding flying and towing.
- 3) Release mechanisms are unique to this sport and offer a source of failure if reliable testing procedure is not completed. All tow release mechanisms should be tested for consistent release under a load of at least 2 times the weight of the aircraft.

R. De Mattei 10/02/09

Edited by Bob Smith, Jan. 2012