

Stu Glen

883



OPERATING RULES

Ottawa 1964

8253071
Frank Hughes 632 4509

I N T R O D U C T I O N

The Gati neau Gliding Club, now often known as the GGC, was founded in 1942 and flew from Mulvihill field, below the Gatineau ridge, until 1947. The years of struggle for existence would appear to be over, but those years can be looked back upon proudly for the Club has each year done more soaring and also contributed very largely in the greater future of developing the art across the whole of Canada.

The memories of those years are retained best by the older members who are all too few. Although those remaining may not need too much pressing to recount those memories, if the conditions are conducive to reminiscence, it is felt that before it is too late some of the simpler traditions be put on record for the benefit of new members who should carry them on. In a purely voluntary organization such as this, those carrying the load are more than busy, and the new member oft-times finds himself hard pressed to find out what makes the club tick, what he can expect from the club and what the club expects from him other than his money and appearance on the flying field. The following few notes are for the new members to digest, and for the older ones to refer to.

From 1941 when the famous words of Johnny Orr were breathed over the Gatineau Hills - "It would be a wonderful place for a gliding club" - to the day Shorty Boudreault soared the Nacelle Dagling over that same hill in 1945, to win Canada's No. 1 F.A.I. certificate, was the first hard step. Not that Shorty was the first Canadian to earn a "C"; he was No. 1 simply and solely because members of the Gatineau Club looked, not only to their own fields, but took sufficient of their time to found a national organization, duly recognized and authorized to issue such a certificate; in 1944 the Club launched the Soaring Association of Canada. We were proud when in 1947 Shorty earned the first Canadian Silver "C" and here he was out front; never before had anyone ever qualified for a Silver "C" over Canadian soil.

In the same year the club mortgaged its soul and so the first aero-towed delivery of a glider from across the border was made. From Elmira came the British-built Olympia, the first high performance sailplane in Canada. How this machine was kept going after its major mishap early in the following year would fill a book. Suffice it to say here that it set a high enough goal, and tangible evidence of things to come, that, while it never made spectacular flights by modern standards (it did hold the Canadian height record of 14,400 feet for many years), and hardly earned its keep, it provided, over the years, the inspiration for many of those whose efforts kept the Club going.

The Club's close connections with National Research Council, the Navy, the RCAF, and the Department of Transport have often resulted in tangible aid when these organizations have been able to help unofficially. While official government aid seems as far off as ever, there is considerable sympathy among government personnel which is growing as our determination to help ourselves becomes more evident.

Any statistically minded individual could, without much difficulty, prove that gliding and soaring in Canada is a rich man's fun. The cost is high and none but the wealthy could possibly afford it. The GGC has never been wealthy -- the intangible grease that keeps the wheels rolling and gliders airborne is nothing more or less than the members' enthusiasm. Not once but many times has the Club been close to collapse either because of some heavy financial committment, loss of facilities, a prang or the moving off of key personnel; always when things looked their blackest, someone with a fund of that intangible something would come along to save the day. Never yet have we run into anyone with "a pile of dough" willing to use it to ease the burden, but many times when it seemed impossible to raise another dollar for some cherished project, a fortunate whip round the members brought forth sufficient to win the deal. Of the moves from Kingsmere to Carp to Pendleton, the founding of the Buckingham Gliding Club, the trips to the S.A.C. Annual General Meetings each winter, and to the Soaring Meets in summer, there is always a story to be told by those who participated.

Until recent years a workshop was a very necessary part of club operation. Our first two gliders, an open and a nacelle Dagling, were built from raw materials. From then on major repairs and overhauls have been the main work. Thus we have had shops in scattered locations, such as basements in NRC; a room at HMCS Carleton; Gatineau Point; Deschenes; the metal works at Quarries; and lastly the old Connor Washer factory on Booth Street. Some members will recall hoisting the fuselage and wings of the Pratt Read in and out of the second-floor shop there, with the aid of a pulley block, a tow rope attached to a car, another rope manipulated by a man on an adjoining roof, and all this just after an ice storm.

Gliding and soaring and all that goes with them are amateur sport at its best. All tuition is provided gratis by those who are qualified; like father to son, master to apprentice, the game is passed on for the love of it. The reward, the satisfaction of opening up the pleasures of soaring flight to yet another earthbound human.

- - - - -

Those words, in slightly different form, written in 1954, introduced the first issue of the Club's Operating Rules. Progress continues and it gives me pleasure to add to the saga of the Club's growth.

The last few years have been nothing but solid and careful gain and I cannot but express both gratitude and wonder at the way those who came after have paved the way to make 1961 a great year in our history. Twenty years ago we dreamed of owning our own field with a hangar that would house all our aircraft. Today the dream is a fact and it is now up to all of us to make these foundations of a Club into something as attractive as they are essential.

(3)

Utilization of both facilities and equipment is likely to be the keynote of success from now on. In order to improve the utilization of our relatively short season, Pendleton must be made as attractive and as habitable as possible. It is ours to make what we will of it. Its appearance is a direct reflection of the members' outlook, behaviour, and willingness to work for the common good. In time we should be sponsoring the National meet and other equally desirable activities. For years past we have had among our members a goodly number of well-qualified aeronautical types. Pendleton should become a centre from which factual and useful information should flow to beginner clubs.

I would close with a challenge to all present and future members to do their best to make our Club something which we can, with the greatest pride, introduce to our friends, relatives or bosses as a place for the enjoyment of soaring at its best.

A. N. le Cheminant
A. N. le Cheminant.

Ottawa, 1962.

GATINEAU GLIDING CLUB

OPERATING RULES

1. OBJECTS:

The objects of the club are: to promote and encourage the development of the science and the practice of the sport of soaring and gliding in all its aspects; to provide social facilities for persons interested therein, and generally to undertake and do all other things as may be conducive to the encouragement and development of the foregoing objects.

2. MEMBERSHIP:

2.1 Membership of the club is open to all and consists of Honorary members, Life members, Sustaining members, Flying members, Junior members, Associate members, Provisional members, Day members and such other classes with such rights as may from time to time be determined.

2.2 Life members are those elected as such on payment of a special capitalised subscription which shall not be less than \$350.00.

2.3 Sustaining members are persons admitted as such by the Board of Directors. They must have been Flying members in good standing with the Club for at least three years.

2.4 Only Life and Sustaining members are entitled to voting privileges.

2.5 Flying members are those admitted as such by the Board of Directors, and shall have full flying and social privileges.

2.6 Flying membership may be limited in accordance with the amount of equipment available for training but applicants may then join as Associate members (see 2.8) and will be admitted to Flying membership as vacancies occur.

(2)

2.7 Junior members are members of less than 18 years of age or students in full-time attendance at a school or university.

2.8 Associate members are those who, while not desiring full membership, wish to take a practical interest in the activities of the Club. Up to 5 flights per year may be taken by an Associate member.

2.9 Day membership may be obtained on the field for a nominal fee in order to permit guests or prospective members to participate in flying activities. The day membership fee may be waived for fully paid-up members of S.A.C. affiliated Clubs.

2.10 Honorary members of any class may be admitted by the directors in special circumstances with the limitation that there be no more than three Honorary Life members at any one time.

2.11 An officer of the Club may, on being presented with an application form duly completed and signed by the applicant, proposer and seconder and a membership fee, admit the applicant to provisional membership; this type of membership to remain in force until the Directors consider the applicant for one of the forms of permanent membership.

3. ELECTION OF MEMBERS:

3.1 An application for membership in the Club shall be supported by two members of the Club and approved by the Directors. Alternatively, if the applicant is unknown to the members of the Club, he or she may supply the names and addresses of two referees of standing as to character or may appear personally before the directors in support of his or her application for membership.

(3)

3.2 The name of any candidate who has been rejected by the directors shall not be put forward again until at least twelve months from the date of such rejection, nor shall any such candidate be admissible into the Club premises as a guest.

3.3 On the election of a member the secretary shall notify him or her of election and shall furnish him or her with a copy of the Rules of the Club, but no member shall be absolved from the duty of complying with the Rules of the Club on account of non-receipt thereof.

4. EXPULSION:

If any member shall be charged with conduct which in the opinion of the directors renders it desirable that the member shall cease to be a member of the Club, such member shall be invited to a meeting of the directors at which enquiry into the circumstances shall be held and at which the member shall be invited to give an explanation. If, after enquiry, the directors are unanimously of the opinion that the charge is justified, the member may be cautioned, suspended in whole or in part from his membership rights, required to resign, or expelled as the directors may think fit. Provided always that in the case of expulsion the member shall within fourteen days after notification thereof have the right to appeal to an extraordinary general meeting of the Club to be convened on twenty-one days' notice at his or her request.

5. LIABILITY OF MEMBERS TO THE CLUB AND VICE VERSA:

5.1 Except as hereafter appear, the liability of members as such shall be limited to the payment of such entrance fees, dues and other charges as may from time to time be authorized.

(4)

5.2 A Club member, having satisfied the requirements for the appropriate pilot licence, shall be liable up to a maximum of \$100.00 for damage to a Club-owned aircraft through his own fault. Instructors while instructing, tow pilots while towing and any other pilot flying on authorized Club business are not so liable. Extent of any liability (up to the maximum) shall be determined by the directors.

5.3 In no circumstances shall the Club be liable for injury to the person or property of a member or any guest introduced by such member while upon Club premises or taking part in Club activities. Members (and in the case of minor members, their parents or guardians) are required to sign a Waiver of Indemnity to this effect before taking part in the activities of the Club.

6. ENTRANCE FEES AND DUES:

6.1 The entrance fees, annual fees and flying charges payable by the various classes of members shall be fixed from time to time by the Directors.

6.2 One half of the annual fees shall fall due on January 1st each year and the remaining half on June 1st and shall remain in effect until December 31st. Persons who become members after September 1st shall be liable for one half of the annual fees and those who become members after November 1st shall pay only the following year's membership.

6.3 All flying fees are payable on demand.

6.4 A member may not make his or her first flight of the year until his outstanding flying fees and current year's membership have been paid.

7. MEETINGS OF THE CLUB:

7.1 An annual general meeting shall be held for each year on the last Friday of November of the previous year, or within two weeks of that date. Other general meetings may be called by the Directors from time to time.

7.2 The presence of five or more Life and/or Sustaining members shall constitute a quorum at a general meeting.

7.3 Five members, who must be either Life or Sustaining members, shall be elected to the Board of Directors for a period of one year at the annual general meeting of the Club.

7.4 The immediate past President shall be a non-voting member of the Board of Directors for one year after his term of office expires.

7.5 The Board of Directors shall meet within six weeks after the annual general meeting and elect from among their number a President and a Vice-President, and appoint from among the members a Secretary, a Treasurer, a Chief Flying Instructor, a Chief Tow Pilot, a Chief Ground Engineer and any other officers it may deem necessary.

7.6 The Directors shall meet as often as necessary for the proper conduct of Club business.

7.7 The presence of three or more Directors shall constitute a quorum at a meeting of the Board of Directors.

7.8 In the event that one of the directors resigns before the end of his term of office the remaining directors may appoint another eligible club member to take his place.

7.9 A director's term of office shall expire at the end of the calendar year for which he was elected.

8. DUTIES OF OFFICERS

8.1 The President shall act as chairman at meetings of the Club and shall have charge of the general management of the affairs of the Club. The President shall be, ex officio, a member of all the Committees of the Club.

8.2 The Vice President shall perform the duties of the President during his absence.

8.3 The Secretary shall keep the Club records, handle correspondence under direction of the Board of Directors, file annual company returns, and perform such other duties as the Board may require. The Secretary shall be ex officio a member of all the committees of the Club.

8.4 The Treasurer shall receive and disburse the funds of the Club under direction of the President and the Directors and such committee chairman as are authorized. Such disbursements shall not exceed \$500.00 for the maintenance and repair of operating equipment or \$250.00 for any other purposes without the approval of a general meeting. He shall advise the Directors in financial matters and prepare the annual financial report for the Club.

8.5 The Chief Flying Instructor shall have full control of the instruction and flying operations of the Club, and shall be the final authority in all matters pertaining to the use of the flying equipment, except that (a) the Chief Tow Pilot shall be the final authority in all matters pertaining to the use of the towing equipment, and (b) the Chief Ground Engineer may impose limitations as outlined in para 8.9.

8.6 The C. F. I. may prohibit any member from using Club aircraft, for any reason whatsoever, until the case can be investigated by the Directors.

(7)

8.7 The C. F. I. shall appoint qualified members to be instructors as required.

8.8 The Chief Tow Pilot besides having final authority in all matters pertaining to the use of the towing equipment (see 8.5) shall appoint qualified members to be tow pilots as required.

8.9 The Chief Ground Engineer shall be responsible for the mechanical condition of all Club equipment and for the maintenance of the relevant logs of such equipment. He may also place restrictions on the use of any Club equipment if in his opinion such restrictions are desirable in the interests of safety.

9. STAFF

9.1 The Directors may employ and discharge such paid or honorary staff as they may consider necessary in the management of the Club.

10. GUESTS

10.1 Members shall be entitled to introduce guests to the Club premises subject to the following restrictions:

(a) The member shall be responsible for all guests introduced by him and for compliance by such guests with the Club rules and regulations.

(b) The Directors shall have the right to exclude from the Club premises any guest without assigning any reason therefor.

(c) A member by introducing a guest thereby undertakes to indemnify the Club against any claim for loss or damage sustained by such guest.

11. NOTICES

11.1 Every member shall supply to the secretary an address at which notices may be sent to him and all such notices shall be deemed to have been served forty-eight hours after being posted to such address by ordinary pre-paid letter mail.

12. FLYING RULES

12.1 Supervision at the Field

12.1.1 The Chief Flying Instructor is responsible for appointing a Field Manager and a Duty Pilot for each day of regular flying activities as well as securing instructors.

12.1.2 The Field Manager shall supervise all flying activities at the field for the day he is on duty and he is expected to remain on the ground throughout this time.

12.1.3 The Duty Pilot shall assist the Field Manager as required.

12.1.4 The Chief Tow Pilot will arrange that qualified tow pilots are available.

12.2 Inspection of Aircraft

12.2.1 It is the duty of the Field Manager to ensure that each Club aircraft is daily inspected using an authorized checklist before its first flight of any day.

12.3 Qualification and Permission to Fly

12.3.1 All flying must conform to D.O.T. requirements. All members flying shall be in possession of the appropriate permits or licenses, and a paid-up Club Membership of one of the forms listed in para 2.

12.3.2 All student pilots must have the authority of a qualified instructor and be briefed before undertaking any flight.

12.3.3 Any new member or guest, even though licensed or otherwise qualified, must have a check flight by an authorized Club instructor before being permitted to fly Club machines.

12.3.4 No glider shall take off without the help of a competent person to run the wing tip.

12.3.5 Before attempting to fly Club aircraft on other than regular flying days, permission shall be obtained from a director and the C.F.I.; and, in the case of a club tow plane, from the Chief Tow Pilot.

12.3.6 To qualify for passenger flying a member must have his log book so endorsed by the C.F.I. and must meet the necessary D.O.T. requirements.

12.4 Order of Flying

Order of flying is to be according to a priority list formed daily in order of request or placing of name on such list. The Field Manager may make exceptions if reason demands.

12.5 Use of Club Aircraft

12.5.1 A two-place sailplane shall only fly solo if there is no demand for it for instructional or passenger flying.

12.5.2 Members are permitted to fly the Tow aircraft when complying with the following requirements:

12.5.3.1 The member must possess a valid DOT Private Pilot License or better.

12.5.3.2 The member must be familiar with paragraph 12.11 of these rules.

12.5.3.3 The member must be checked out by the Chief Tow Pilot after performing five dual tows and one solo tow of a single place glider flown by a qualified glider pilot.

12.5.3.4. The member must be checked out as capable of conducting a daily inspection of the tow aircraft.

12.5.3.5 The tow aircraft are primarily for launching gliders but may be used for other Club purposes when there is no glider launching required.

12.5.4 Duration of Flights

Except with prior authorization, single-place gliders shall not be kept up for more than one hour, or two-place gliders for more than half an hour, unless it is known that no one is waiting to fly the aircraft.

12.5.5 Aerobatics

Members must not attempt aerobatics without instruction and permission, and authorization before flight.

12.5.6 Cross Country Flying

Cross country flying may be done, with permission of a Club instructor, by members who hold a glider pilot license and who have successfully passed a test under the supervision of a club instructor consisting of three consecutive spot landings, all in different parts of the field both near and remote from the approach side, in which the glider comes to rest within 100 feet of a clear mark. The approach must be normal; i.e., similar to the approach described in the training syllabus. In addition the member must pass an oral test on cross country flying. Initial granting of permission to make cross country flights shall be indicated by log book endorsement. Instructors granting permission for a specific flight shall do so only when satisfied of the member's flying ability and with due regard to the weather conditions prevailing and forecast.

12.6 Ground Signals

Take up Slack: A movement of a fully extended arm, swung across the body, below the shoulders, continued until all slack is taken up.

Take Off: A side to side swing of a fully extended arm above the head.

Stop: Both hands held straight up above the head.

12.10 Air Signals

Request for Release: If either the tow pilot or the glider pilot wants the other to release, he should rock the wings of his aircraft in a definite manner while endeavouring to maintain position. The Glider Pilot must release immediately when requested. The Tow Pilot, if requested to release, will attempt to bring the glider over the field before doing so but will release the glider immediately if requested a second time.

If it becomes apparent that neither pilot is able to release, the tow pilot should commence a slow descent followed by a long flat approach so that a landing may be made. After landing, the glider may veer to the right to avoid running into the tow aircraft.

12.11 Aero-towing

Unless otherwise requested (a) the tow pilot shall maintain a speed of 55 mph. (b) the tow shall be to an altitude of 2000' at a location immediately above or slightly upwind of the field.

The early stages of the flight should be carried out as close as possible to the field with due regard to suitable landing fields which may have to be used in the event of an engine failure.

(12)

The Glider Pilot should endeavour to maintain his position right up to the time of release. He should not pull up just before release. After release the Glider Pilot must turn to the right at once.

After release the Tow Pilot should turn to the left, but not until he has made absolutely certain that the glider has released. He should then descend as rapidly as possible consistent with safety and with due regard to the proper operation of the tow aircraft.