



## APPLICATION FOR PLATIUM MEMBERSHIP

Name: \_\_\_\_\_ DOB: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phones: Home \_\_\_\_\_ Business \_\_\_\_\_ Cell \_\_\_\_\_

Fax: \_\_\_\_\_ E-Mail: \_\_\_\_\_

Employer: \_\_\_\_\_ Occupation: \_\_\_\_\_

Member of other Flying Clubs? \_\_\_\_\_

Member of SSA? (Required) \_\_\_\_\_ SSA Membership Number: \_\_\_\_\_

Member of PASCO? (Recommended) \_\_\_\_\_ PASCO Membership Number: \_\_\_\_\_

FAA Certificate #: \_\_\_\_\_ Date of Issue: \_\_\_\_\_ Date of last Flight Review \_\_\_\_\_

Licenses & Ratings: \_\_\_\_\_

Total Hours: Gliders \_\_\_\_\_ Power \_\_\_\_\_ All Categories \_\_\_\_\_

Total Hours PIC \_\_\_\_\_ Total Hours XC \_\_\_\_\_ Total Hours Complex (Gear) \_\_\_\_\_

Total Number of XC Flights exceeding 3 hours \_\_\_\_\_

Any Landouts? \_\_\_\_\_ Airports \_\_\_\_\_ Open Fields etc. \_\_\_\_\_

Any Aircraft Accidents? \_\_\_\_\_ If "yes", please explain on reverse or attach a separate sheet \_\_\_\_\_

*The Initial fee is \$1,500 (non-refundable) (Reduced TO \$1000 if a current Regular member). The Dues \$1,680 per year. Regular members in good standing may pay monthly \$140.00.*

*Before flying Club Aircraft, I agree to abide by the FAR's, airport and FBO rules and procedures, as well as the rules, regulations and By-Laws of Silverado Soaring, Inc. I agree to join the Soaring Society of America (SSA) if I'm not already a member. I understand that, if accepted, I will fly Club Equipment at my own risk. Further, as a condition of membership, I freely and voluntarily agree to hold harmless Silverado Soaring, Inc., it's officers and directors, members and former members from all injuries and damages which may result from any casualty or event which is connected to my membership in any manner.*

*I understand that this application is subject to the consideration and approval of the Board of Directors and an Associate CFGI. Should I not be accepted, the initiation fee will be refunded.*

*I understand the above and affirm that the information concerning me is, to the best of my knowledge true and accurate.*

Signed: \_\_\_\_\_ Date \_\_\_\_\_

When paid by Check or Credit Card and conditionally approved, Please send this application to: [ken@silverado soaring.com](mailto:ken@silverado soaring.com), or mail to: Silverado Soaring, Inc. PO Box 316 Genoa, NV 89411

## Rules and Qualifications to fly the DG 505

### 1. Initial Qualification Requirements (IQRs):

- (A) Minimum 50 hours and/or 100 flights as Pilot in Command (PIC) of a glider.  
-See IQR Notes 1 and 2.
- (B) To insure the pilot is proficient using retractable landing gear, either
  - a. Ten or more flights that included a gear cycle, at least five of which have been in gliders. Only flights exceeding 30 minutes duration may be counted. Or,
  - b. CFGI instruction piloting retractable gear ships, including use of gear picture and landing check list with gear-down item - CFGI may or may not elect to satisfy this item when doing (3) below. CFGI will require the pilot demonstrate competent use of gear, which may, in the judgment of the CFGI, require less than or more than five glider flights).
- (C) Cross wind flight check-off at each airport where the DG 505 will be flown. These will normally be flights to pattern altitude. Check-off to be done by CFGI and in the wing configuration, 18 or 20 meter, that the glider will be flown. Check-off in 20-meter configuration satisfies 18-meter check-off. At least two cross wind check rides shall be done at anytime during the day in conditions that in the judgment of the CFGI represent the typical crosswind challenge that may be expected in the later afternoon of the field being used. The CFGI may or may not elect to require more than two crosswind check rides.
- (D) At Truckee, at least one landing with CFGI shall be done on runway 29.
- (E) Demonstrate facility at calculating weight and balance for the DG 505. This will be done by written questionnaire administered by the President or his designee.
- (F) Current Bi-Annual Flight Review (BFR).
- (G) Applicant has obtained and read the DG 505 Flight Manual. See Note IQR c.
- (H) **IQR Notes**
  - (1) The President may, for special circumstance pilots, reduce the minimum hours and flights to 25 hours and/or 50 flights provided he gets recommendations from two CFI-Gs.
  - (2) The DG 505 Flight Manual may be downloaded from the Silverado Soaring website

### 2. Maintenance of Currency Requirements (MCRs):

- A. DG-505 Currency: A pilot who has not taken-off and landed as PIC of a glider at least three times in the preceding 90 days, with one of those flights in a retractable landing gear glider, shall, on the next flight, make circuits with a CFGI until such time as the pilot has made two PIC flights in the preceding 90 days. See MCR Note a.
- B. PIC from the rear seat is prohibited for pilots not cross-country approved. See MCR Note b.
- C. Current BFR with spin awareness noted. See MCR Note c.
- D. The President may, without notice, request the pilot demonstrate facility at calculating weight and balance for the DG 505.
- E. MCR Notes

- (1) Under A above, when re-familiarization dual flights with a CFG are required, at least three flights with a CFG shall be made, one of these to 3000 feet AGL or higher. The CFG may require more than three flights of any type, at his discretion.
- (2) Cross country approved pilots who have a rear seat check-off: To maintain check-off the pilot must have at least three take-offs and landings from the rear seat of the DG 505 in the last 90 days, or be rechecked by a CFG as in MCR Note a.
- (3) The spin awareness note must be obtained with the first and subsequent regular BFRs to occur after DG 505 flight privilege is initially given. Spin awareness testing shall be done in the DG 505.  
CAUTION: The appropriate sections in the Flight Manual must be complied with when executing spin awareness testing.

### 3. Rules:

- A. Check lists shall be used for pre-flight, pre-takeoff, pre-landing, and post flight.
- B. The gear shall be lowered and locked down when the decision is made to land. The gear-down picture shall be verified. "Gear down, picture correct" shall be radio called upon entering the pattern. The pilot agrees to pay for repairs for gear-up landing damage, to a maximum of \$3,000.
- C. On landing the pilot should normally select the runway that has more headwind than crosswind. Often runway 29 at Truckee has less crosswind in the afternoon than does runway 20, and 29 should then be the selected. Wind direction shall be determined using all available indicators.
- D. Airspeed minimums at low altitudes shall be sufficient to avoid stall/spin.
- E. The ship will remain grounded when the surface wind speed would make launch or landing unsafe. The ship shall remain grounded when cross wind speed component exceeds the Flight Manual maximum (8 knots) allowed for launching or landing in cross winds.
- F. All flights to be in the 18meter configuration until checked out in the 20meter configuration by a CFG. Using 18 meter tips on windy or gusty days is recommended.
- G. Cross country flights:
  - a. Pilots flying cross-country in the DG 505 must be cross-country qualified as defined by the Silverado Operations Manual.
  - b. The pilot shall have completed at least one 4 hour duration flight.
  - c. A pilot may not fly cross-country in the DG 505 until after he/she has made at least three solo cross country flights without landout as PIC in a glider other than the DG 505.
  - d. Pilots flying cross country at Truckee shall have made at least one of the above three cross country flights into the Carson Valley.
  - e. Cross-country flights shall be planned so that forced landouts will be only at airports, preferably aero-towable airports. Nevertheless, the pilot should have a back-up plan for the unlikely event the glider lands in a field.
  - f. The PIC shall confirm that all airports on the planned flight path currently provide at least 50 feet of clearance over the wingspan that will be flown. Check advisories on airport status before each flight.
- H. Flights above 18,000 feet are permitted in the DG 505 when the appropriate clearance from the FAA is given. Avoid high-speed descent from high altitude. Temperature below 4 degrees F, particularly when combined with high-G maneuvers, may damage the Gel coat.
- I. Aerobatics, loops, chandelles, wingovers, high-speed high-bank turns, and high G maneuvers shall not be done in the DG 505. This is a Gelcoat preservation item.

### 4. Recommendations:

- A. At the end of the landing rollout, let the wing tip down only after the glider has completely stopped by use of the wheel brake. Do not taxi onto gravel unless required for safety. The purpose is to avoid scraping the under wing near the tip and the underside of the fuselage

- B. A wing tip runner shall be used when moving the glider and when launching the glider if available.
- C. On take-off and landing, be aware that once the wing dips, it is slow to get back up. This is particularly true of the 20-meter configuration. So stay on top of it and do not let a wing dip.
- D. On touch down, let the tail wheel touch slightly before the main wheel touches. The main wheel should be about 6 inches above the runway when the glider stalls for touch down. This is a PIO avoidance item.
- E. General comments:
  - (1) Many gliders with long wingspans like the DG-505 have the unpleasant habit of stall/spinning easily and without warning. Characteristically the low wing stalls when in a turn and flying slow. When in a turn, abrupt and large downward deflections of the aileron can cause the low wing effective angle of attack to exceed the stall angle of attack.
  - (2) The solution:
    - a. Keep the airspeed up, particularly in turns.
    - b. Be gentle when making aileron movements.

## 5. Maintenance of the DG 505

- A. Members authorized to fly the DG 505 are collectively and individually responsible to keep the ship properly maintained. Each pilot must accept this responsibility as part of the privilege of flying the 505.
- B. The DG 505 shall be maintained well and in accordance with the DG 505 Flight Manual and Maintenance Manual.
- C. The DG 505 shall be kept clean. Pilot and passenger will wear clean shoes. Passenger will be instructed not to step on upholstery, and will be provided a waste bag.
  - The DG 505 shall be waxed according to the following schedule, which is in agreement with the recommended Gelcoat preservation practice.
    - (1) Upper wing surfaces, upper horizontal stabilizer surfaces, fuselage, and tail surfaces (surfaces exposed to UV) shall be treated with Wx/Block about every 60 days during the most intense UV months, April through October. Between November and March, these surfaces shall be treated with Wx/Block about every 90 days. Every other cycle (120 days April through October, and 180 days November through March) follow the complete Wx/Seal and Wx/Block application.
    - (2) Lower wing surface and lower horizontal stabilizer surfaces (surfaces not exposed to UV) shall be treated with Wx/Seal and Wx/Block at the beginning of the season. About mid-season rejuvenate the finish with another coat of Wx/Block.
    - (3) After the last flight of the day apply Wx/Block for post-flight clean-up and leading edge bug removal.
- D. The last pilot to fly the DG 505 for the day shall install the wing, stabilizer and canopy covers. All covers, including the wing and stabilizer covers shall be put on even if another pilot is scheduled to fly the next day. Before putting on the covers, the wings and stabilizer shall be clean. All covers shall be kept clean. Remove bird poop and other dirt from the cover before removing it from the glider. All covers shall be put into a clean plastic container and covered when not installed on the glider. Before installing the wing and stab covers, tie the control stick in the neutral position so that the covers will not snag on the ailerons and elevator. When removing or installing the wing covers, one person shall be placed at the wing tip to feed the cover into or out of the plastic container, and so that no stress is put on the cover.

## 6. Record Keeping and Certification to Fly

- A. Certification to fly the DG 505 as Pilot in Command (PIC):
  - (1) Pilots flying the DG 505 shall sign and date this document signifying these Rules and Qualifications are understood and will be complied with.
  - (2) Send the signed document to the President.
  - (3) Pilots shall retain a copy of these RAQs and any subsequent revisions.

- (4) Pilots having met all Initial Qualification Requirements (Part 1.) and Maintenance of Currency Requirements (Part 2.), and so documented in personal logbook, and having sent a signed copy of these RAQs to the president, are authorized to fly the DG 505 as PIC.
  - (5) Failure to observe the MCRs and Rules (Parts 2. and 3.) is grounds for fine or suspension of DG 505 flight privilege.
- B. Failure to observe the Rules (Part 3) is grounds for fine or suspension of DG-505 flight privilege.
- C. Dual instruction with CFG may be logged toward the minimum 50 hours and 100 flights needed to qualify for PIC authorization.
- D. The President or his appointed alternate reserves the right to audit member logbooks for compliance on an unannounced schedule.

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**Pilot Name (please print)**

**Date**

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**Pilot Signature**