

# PNGC Duo Discus Rules

## Introduction:

This document outlines the rules for the operation and flight of G-CKPE as well as the charging policy. This document sets out the club policy on the operation and care of the aircraft that are to be adhered to by all.

## Operations:

The following restrictions are to be observed in the operation of the Duo Discus:

- No aerobatics are to be conducted under any circumstances.
- Trial Lessons are not to be conducted.
- Instructional flights are only to be conducted in the aircraft by Ass Cats and above.
- Spinning is prohibited.
- Mutual flights may be conducted provided the P2 is a Bronze or above and P1 sits in the front seat. Minimum qualifications for P1 detailed below.

## Qualifications:

The following qualifications are required in order to act in the capacities as detailed below:

Captain (P1)	Min Qualification	Additional Requirements
Solo (Local Soaring)	Silver & 50hrs	Check Flight with a type current Full-Cat
Solo (X-Country)	Silver & 100hrs	Field Landing Check on type within 12 months 6 Landings on type within previous 3 months
Instruct (Local) – Front / Back Seat	Ass Cat +	Conversion to front seat then back seat check
Instruct (X-Country) – Front Seat	Ass Cat +	As per Silver
Instruct (X-Country) – Back Seat	Ass Cat +	CFI Approval + 6 Ldgs on type in last 3 months

## Charging:

- Please refer to charges document for latest charges.
- All flights from Middle Wallop will be charged on a per-minute basis.
- For instructional Cross-Country flights, consideration should be given to cost sharing.

## Hire Policy:

As with all other aircraft, approval must be sought from the CFI to take the glider off-site.

The aircraft will only be permitted to go off-site if arrangements can be made for an independent person to inspect the aircraft on departure and again on arrival (Inspector / Full Cat).

## Storage:

Wherever possible the aircraft is to be hangar. If no hangar space is available, the aircraft may be left outside provided it is fully cleaned, dried then the full set of covers is to be donned and the aircraft securely staked out.

The trailer is to be hangered wherever possible to minimize damage due to the elements.

The aircraft is to be washed at the end of every flying day.

## Oxygen:

Oxygen should not be used or filled without prior approval from the CFI in order that individuals can be suitably briefed.