

**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:

Total Hours: Gliders Power All Categories

Total Number of XC Flights exceeding 2 hours

Any Land outs? Airports Open Fields etc.

Any Aircraft Accidents? If “yes”, please explain on reverse or attach a separate sheet

*The Initial fee is $1,000 (non-refundable) (Reduced TO $750 if a current Regular member). Monthly Dues: Regular members in good standing shall pay monthly $225.00.*

*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 CFIG. 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@silveradosoaring.com](mailto:ken@silveradosoaring.com), or mail to: Silverado Soaring, Inc. PO Box 316 Genoa, NV 89411

# Rules and Qualifications to fly the Diamond N543MD

## 1. Initial Qualification Requirements (IQR’s):

1. Minimum 50 hours and/or 100 flights as Pilot in Command (PIC) of a glider.
2. Cross wind flight check-off at each airport where the DIAMOND HK-36 will be flown. These will normally be flights to pattern altitude. At least two cross wind check rides shall be done at anytime during the day in conditions that in the judgment of the CFIG represent the typical crosswind challenge that may be expected in the later afternoon of the field being used. The CFIG may or may not elect to require more than two crosswind check rides.
3. Demonstrate facility at calculating weight and balance for Diamond HK-36.
4. Current Bi-Annual Flight Review (BFR).
5. Applicant has obtained and read the Diamond HK-36 Flight Manual.
6. IQR Notes:
7. The President may, for special circumstance pilots, reduce the minimum hours and flights to 25 hours and/or 50 flights.
8. The Diamond HK-36 Flight Manual may be downloaded from the Silverado Soaring website.

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

1. Diamond HK-36 Currency: A pilot who has not taken-off and landed as PIC of a glider at least three times in the preceding 90 days, shall, on the next flight, make circuits with a CFIG until such time as the pilot has made three PIC flights in the preceding 90 days.
2. Current BFR with spin awareness noted.
3. MCR Notes
4. Under A above, when re-familiarization dual flights with a CFIG are required, at least three flights with a CFIG shall be made, one of these to 3000 feet AGL or higher. The CFIG may require more than three flights of any type, at his discretion.
5. The spin awareness note must be obtained with the first and subsequent regular BFRs to occur after Diamond HK-36 flight privilege is initially given. The appropriate sections in the Flight Manual must be complied with when executing spin awareness.

## Rules:

1. Check lists shall be used for pre-flight, pre-takeoff, pre-landing, and post flight.
2. On landing the pilot should normally select the runway that has more headwind than crosswind. Wind direction shall be determined using all available indicators.
3. Airspeed minimums at low altitudes shall be sufficient to avoid stall/spin.
4. The ship will remain grounded when the surface wind speed would make takeoff or landing unsafe. The ship shall remain grounded when cross wind speed component exceeds the Flight Manual maximum allowed for launching or landing in cross winds.
5. Cross country flights:
   1. Pilots flying cross-country in the Diamond HK-36 must be cross-country qualified as defined by the Silverado Operations Manual.
   2. The pilot shall have completed at least one 2 hour duration flight.
   3. A pilot may not fly cross-country in the Diamond HK-36 until after he/she has made at least three solo cross country flights as PIC in a glider other than the DIAMOND HK-36 .
   4. Cross-country flights shall be planned so that forced land outs will be only at airports.
   5. 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.
6. Flights above 18,000 feet are permitted in the DIAMOND HK-36 when the appropriate clearance from the FAA is given. Avoid high-speed descent from high altitude. Temperature below 4° F, particularly when combined with high-G maneuvers, may damage the Gel coat or Canopy Plexiglass.
7. Aerobatics, loops, chandelles, wingovers, high-speed high-bank turns, and high G maneuvers **shall not** be done in the DIAMOND HK-36.

## 4. Recommendations:

1. On touch down, gently lower the nose wheel onto the ground to prevent damage to the prop from any foreign objects. The main wheel should be about 6 inches above the runway when the glider stalls for touch down.
2. General comments:
3. Many gliders with long wingspans like the DIAMOND HK-36 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.
4. The solution:
   1. Keep the airspeed up, particularly in turns.
   2. Be gentle when making aileron movements.

## 5. Maintenance of the DIAMOND HK-36

1. Members authorized to fly the DIAMOND HK-36 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 DIAMOND HK-36
2. The DIAMOND HK-36 shall be maintained well and in accordance with the DIAMOND HK-36 Flight Manual and Maintenance Manual.
3. The DIAMOND HK-36 shall be kept clean. Pilot and passenger will wear clean shoes. Passenger will be instructed not to step on upholstery.  
   1. After the last flight of the day, post-flight clean-up and leading-edge bug removal is required.
4. The last pilot to fly the DIAMOND HK-36 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

1. Certification to fly the DIAMOND HK-36 as Pilot in Command (PIC):
   1. Pilots flying the DIAMOND HK-36 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 RAQ’s 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 RAQ’s to the president, are authorized to fly the DIAMOND HK-36 as PIC.

**FLIGHT EXPERIENCE**

|  |  |
| --- | --- |
| FAA Certificates & Ratings |  |
| Total Pilot Time |  |
| Power PIC Time |  |
| Total Glider PIC Time |  |
| FAA Medical Held |  |
| Last Flight Review |  |
| Flights Last 180 Days |  |

1. Dual instruction with CFIG may be logged toward the minimum hours and flights needed to qualify for PIC authorization.
2. The President or his appointed alternate reserves the right to audit member logbooks for compliance.

**Pilot Name (please print)** **Date**

**Pilot Signature**