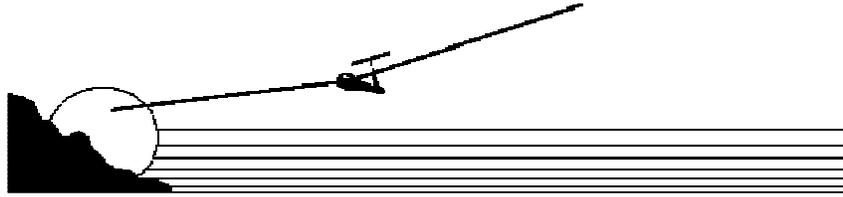


*Las Vegas Valley Soaring Association*  
*Field Rules*

- 1) PEOPLE
  - a) All non-flying minors shall remain east of the taxiway at all times.
- 2) PETS
  - a) All pets must be under complete control or on leashes at all times, no exceptions.
- 3) VEHICLES
  - a) All vehicles will have a radio on and tuned to 122.9 when in the aircraft operations area.
  - b) Vehicles will only be allowed in the aircraft operations area for the purposes of aircraft maintenance or aircraft movement.
  - c) The aircraft operations area is defined as any area exclusive of the parking lot or immediate club house area.
- 4) AIRCRAFT
  - a) Club gliders shall be secured to the tie down line with canopies closed and latched at all times when not directly in a member's control.
  - b) Each PIC shall preflight and post flight each glider flown for every flight or series of flights. The canopy shall be cleaned before the first flight of the day by the PIC or designated pilot with a clean rag and water. A series of flights is defined as any continuous group of flights where the PIC does not change.
  - c) Club gliders may be staged for takeoff to the east of the runway, clear of the runway with the wing towards the runway lowered to the ground. Gliders may remain on the runway for immediate re-light. Immediate re-light is defined as tow plane ready for immediate hook up and launch. Vigilance will be maintained to be sure no glider or other aircraft enters the pattern and needs to land before the glider can be launched.
  - d) The launch and aircraft use shall be by first come first served basis. The FOO will maintain a waiting list if required. The normal time of exclusive use is one hour per person in the glider. In the event a member intends to be aloft more than 50 minutes, it is their responsibility to have an operating radio tuned to 122.9 and continually check hourly with glider operations to see if anyone is waiting for the glider. If a pilot is unable to contact glider operations on an hourly basis he or she must immediately return.
  - e) When landing it is desirable to clear the runway on the east side on roll out if possible unless an immediate re-light is planned. Fiberglass aircraft may choose to remain on the runway to lessen damage from stones, the pilot should exit the aircraft and push clear as quickly as possible.



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5) INFLIGHT

- a) No thermalling in the airport traffic pattern area below 1200ft AGL. If thermalling close to the traffic pattern, care should be given to aircraft approaching the traffic pattern so that your intentions are well known. If unable to make radio contact with an approaching glider, clear the area so the landing has a clear traffic pattern. Jean glider traffic pattern is 800ft AGL (3632MSL).
- b) Aerobatics are prohibited in club aircraft. The club definition of aerobatics is a nose up or down attitude of 30 degrees, a bank angle of greater than 60 degrees or any rapid or high "G" acceleration in any plane.
- c) Exercise extreme care when near the designated aerobatic box west of the airfield. It is defined by white panels on the ground approximately 2 miles west of the airfield. Aircraft utilizing the aerobatic box may stray outside the ground markers.
- d) Avoid the parachute drop zone 4 miles south of the field by a radius of at least 2 nm.
- e) Land before official sunset. Observations at Jean have determined that official sunset coincides with the last trace of direct sunlight on the ridge immediately east of Jean.

6) MAINTENANCE

- a) Any and all maintenance issues shall immediately be referred to the club maintenance officer or a board member.