

The CuNim Gliding Club

2017 Membership Application Form

(April 1/2017 – March 31/2018)



Personal Information

Last Name	First Name	E-Mail Address

Street Address	Home Telephone

City	Province	Postal Code	Work Telephone		

Emergency Contact and/or Significant Other's Name	Emergency Phone Number

If you will be a student with the club this year, what is your weight? Please be aware that higher weight students will need to fly with only lower weight instructors.

Experience (Please submit photocopies of your licenses or certifications)

Student	Licensed Pilot	Instructor	Tow Pilot	Official Observer
Glider License #	SAC Instructor #	Instructor Rating Expiry Date	Power License #	Medical Expiry Date & Category
Private Glider Type	Private Glider Reg.	Do you plan to instruct this year?	Do you plan to tow this year?	Hours last season (glider) P1: P2:
Power Flarm?				
Do you have a current First Aid certificate?			Standard	Emergency

Communication

Would you like to participate in the CuNim e-mail discussion group? Yes No Already Do

Fees

For insurance reasons, no one may use club equipment until club membership fees are paid in full or post-dated cheques for instalments are received. Please complete the fee schedule on Page 2 and record the total below.

_____ Total Fees Owing

_____ Received for the Club by

Method of Payment

Please select the used method of payment from the options below

Cash Cheque# _____ Visa/MC Debit

Paid in full Paid in installments Dates: _____

The CuNim Gliding Club 2017 Fee Schedule

	Before Aug 1	Aug 1 & later	Enter Amounts Below
1. Basic Fees (See Notes on Page 6)			
Regular Member	\$600	\$350	
Family Member (2 nd Flying Member of the Family) ¹	\$220	\$120	
Youth (School Student) and Junior (Full Time Student up to the Age of 22) Member <ul style="list-style-type: none"> • Date of Birth: 	\$90	\$90	
Tow Pilot (Towing Only)	\$260	\$260	
Active Glider Instructor ²	\$400	\$350	
Visiting Pilot <ul style="list-style-type: none"> • Includes: Membership and flat fee rental for <u>one day</u> • Add SAC membership • Visiting Pilot must buy tow tickets separately and fly with current instructor 	\$150	\$150	
2. Flat Rate Glider Rental			
Regular Annual Club Glider Rental	\$800	\$420	
Flat Rate for Private Owners ³	\$500	\$300	
3. SAC and ASC Memberships			
Club Affiliated (Regular Member)	\$80	\$40	
Spousal Member <ul style="list-style-type: none"> • Regular Member's Name: 	\$40	\$20	
Junior Member (Full Time Students up to the Age of 22)	\$40	\$20	
Youth (School students) <ul style="list-style-type: none"> • ASC Membership fee of \$1 paid on your behalf by CuNim 	\$0	\$0	
Associate Member	\$0	\$0	
Life Member	\$0	\$0	
4. Campground Fee⁴			
Payable by those connecting to water or power or those leaving a trailer or RV in the campground. Indicate Lot # _____ RV Type _____ VIN _____	\$270	\$270	
5. Capital Levy			
Members are required to pay a capital levy for the first 3 years only. Family, Tow Pilot Only, Youth, Cadet and Life Members are exempt.	\$190 per year	\$190 per year	
6. Student Training Manual			
SAC Soar and Learn to Fly Gliders Manual	\$25	\$25	
7. Other (Glider Insurance, Hangar Fees - Please Specify)^{5, 6}			
Total Fees Owed (Transfer to Front Page)			

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Welcome to our Club! CuNim Gliding Club is a group of people working together to achieve a common goal, to participate in the sport of soaring. The Club will continue to exist only so long as the Club experience is enjoyable and safe, and everyone participates in the required support activities. Therefore, as a Club member, you are expected to act in a manner consistent with the following.

Participation

- Each member will assist in the operations of the Club, including aircraft and field maintenance activities, to the degree compatible with their knowledge, experience and time available.
- Each member agrees to follow Club policies, procedures and operations manual found at the Club House and on the CuNim website.
- Each member agrees to assist other members in Club related activities.

Knowledge and Skill

- Each member commits to continuous learning, as greater knowledge results in improved safety combined with greater achievements and enjoyment.
- Each member acknowledges the need to remain current, as skill levels improve with practice and experience, but degrade with time, fatigue and stress.

Safety and Procedures

Each member commits to:

- Abide by the Club's rules, by-laws, regulations and operations manual. These documents are all available at the Club House and on the CuNim website in the Public Documents section, at: (<http://www.cunim.org>).
- Continuous self-assessment and a willingness to consider the input of others regarding current capabilities and limitations.
- Learn and adopt best practices for safe operation of aircraft and equipment, more fully described in the points following, and the 'Hazards and Risks of Gliding/ section below.
- Have a proactive attitude towards the safety of fellow Club members and all involved in the sport of soaring.
- Present a constant diligence regarding the environment, activities of others, and the condition of equipment.
- A willingness to report, act on and learn from incidents.

Regard for Fellow Members

- Each member will treat Club members, guests and neighbors with honesty, respect and courtesy, and will fulfill commitments made to the Club and fellow members.
- The Club will revoke or refuse membership to anyone in significant breach of the above, as this puts the Club and its membership at significant risk.

Hazards and Risks of Gliding

There are a number of risks and hazards that are inherent to the sport of gliding and aviation in general. **You need to be prepared to assume these risks and to do your best to avoid the hazards, and help others to be safe in order to be on the airfield or flying.** The following list points out the most common hazards, but it is not absolutely comprehensive. For this reason, do as senior club members direct you, and do not automatically assume that because they do something, you can do it too. They have the experience to recognize and avoid hazards that you may be unaware of. Please, at all times, think safety first.

Tow Planes - Tow planes may start at any time. Stay well back from the propeller, even when it is stopped and the plane is empty. Note that the propeller is invisible when the engine is running. Walking into a running propeller will maim or kill you.

Runways - Aircraft may land or take off at any time, and landing aircraft are usually silent and in the case of single seat gliders, quite difficult to see. Further, the pilot may not see you or be able to avoid hitting you. Stay off the runway unless you have been trained to recognize the related risks and hazards or you are under the supervision of a senior club member. If you

must walk beside the runway, stay at least 50 ft. (15 m) off the runway. If a pilot loses control, the aircraft may veer off the runway. If an aircraft hits you, you could be severely injured. Please watch and take care of your children and pets. Finally, particular attention must be taken if helping with retrieval of a glider, to not cross or enter the runway without checking carefully for landing traffic.

Tow Ropes

When the tow plane returns to the field, it trails the 200 ft. tow rope. Stay out from under the flight path when a tow plane is landing. You could be severely injured by the rope and its metal connectors.

Glider Wings

Stay out from under wings unless you are directed to help in a specific action - you could get a bad cut or bruise from the wing or the spoilers, and the aircraft might be moved without you knowing it.

No Smoking

If a cigarette ignites spilled fuel or dry grass, it may cause a very serious accident. Gasoline is used in a variety of applications, including for tow retrieve vehicles.

Risks to Persons on the Ground

Although it is very rare, aircraft accidents do occur. If an accident occurs it will probably happen on or near the runway. Assuming that you are not personally involved in the accident, you could still experience severe psychological or physical trauma.

Hazards to Passengers in Aircraft

The greatest single hazard to the safety of your flight is you. If you are a passenger, be sure that you remain clear of the controls - interference with the pilot could result in a serious accident. Respect your pilot - if he says no, he means no and distracting him with arguments will put you at risk. If you opt for flight instruction, return control to the pilot immediately when requested.

Risks to Passengers in Aircraft

Although gliding is one of the safest of aero sports, accidents may happen. An in-flight problem, however caused, could result in anything from psychological trauma due to a joy ride turned frightening, to injury or death. Because of the low speeds at which gliders operate, combined with their excellent landing qualities and tremendous strength, most in-flight problems result in nothing more than a slight scare and an exciting story.

Pilot Error

As with any aircraft, flying gliders is complicated and involves many subtle judgments. Occasionally a pilot may make an honest mistake, which might result in the need for an emergency maneuver or landing. Very rarely, a hidden medical problem can incapacitate a pilot. Pilots must comply with Transport Canada medical requirements to fly.

Mid-air Collision

While Club pilots watch very carefully for each other, we cannot 100% guarantee the same of other aircraft passing through our flying area. Visual Flight Rules apply, which are based on the principle of 'See and be seen'. Because gliders do not use beacon or navigation lights, it is important to remember to look out for transiting aircraft who's pilot may not see you.

Aircraft Malfunction

Our fleet is maintained to government standards (Transport Canada), and we would not knowingly fly a deficient aircraft. However, between seasonal inspections, normal 'wear and tear' may result in damage to an aircraft that might compromise airworthiness. Normal Daily Inspections carried out prior to commencement of a day's operation are intended to discover these problems and are part of a member's responsibility if planning to fly a club aircraft.

Rope Break

Tow ropes sometimes break. This may result in an emergency landing.

Sudden Changes in Wind or other Weather Condition - Although pilots watch weather carefully, conditions may change quickly. While we take precautions to avoid the invisible surprises in the air, turbulence and changes in wind cannot be completely foreseen.

Risks to Operators of Field Maintenance Equipment

Operating or being in the proximity of field maintenance equipment such as tractors and mowers exposes you to additional risks of serious even fatal accidents. Ensure you have been trained before attempting to operate or move club equipment. Please watch your children carefully.

Declaration

I hereby make application for membership in The CuNim Gliding Club for the 2017/18 membership year, and agree to abide by the Club's rules, by-laws, regulations, operations manual, equipment manuals and safety standards. I recognize and accept that participating in an aviation activity such as gliding has risks to which one is not otherwise exposed. I therefore hereby waive all manner of claims, demands, actions, causes of actions, (at law or in equity), any damages which might arise thereof, which I, my heirs, executors, administrators, successors, and assigns may be entitled to or have against the Executive of The CuNim Gliding Club, its Directors, and members, and agree to hold harmless any and all of the aforementioned entities or persons, from and against all claims, demands, damages, actions, causes of actions, arising out of or resulting from damage to property or injury suffered by myself while taking part in any activity of The CuNim Gliding Club. I have read the attached "Hazards and Risks of Gliding" description.

Applicant's Signature _____

Date ____/____/____

Ground Operations Experience

Please let us know about your interest and experience in the following activities.

Equipment or Activity	Comments
Towing trailers or gliders	
Driving golf carts and retrieve vehicles	
Operating tractors	
Operating mowers	
Maintaining tractors	
Maintaining mowers	
Using and handling general tools	

Payment Options

Flexible payment options are available to club members under the following conditions:

1. The member is a continuing member from a previous year.
2. The member is paying the Regular Member rate and/or the Flat Rate Glider Rental.
3. The member did not have delinquent payments in the immediately previous year.

Payment Option A

Payment in full once new season rates are set and the member begins flying for the season. This can be done by cheque, visa or debit, i.e. no cash. Cash is difficult to deal with and using it is discouraged.

Payment Option B

The membership and flat rate fees may be paid in three installments, payable on the 1st of April, 1st of June and 1st of August, once the new fees for the year have been set.

Provide post-dated cheques for the June 1st and August 1st installments must be provided with the first payment (no exceptions!)

Members renewing their membership after June 1st may only defer one third of the payment to August 1st.

Any cheques uncashable by the club because of insufficient funds will require immediate cash payment of all remaining fees and installment charges. **Flying privileges will immediately be revoked until funds are received.**

Submission of your registration and cheques

You can submit your registration form and payment by:

1. Deposit the registration form in the wooden mailbox located beside the computer desk at the club house.
2. Mailing the registration form and cheques to:
Pablo Wainstein: 40 Tuscany Court NW, Calgary, Alberta, T3L 2Z1, Canada.

NOTES:

- Note 1: Spousal SAC fee: Must be the spouse of someone that is already a club-affiliated SAC member.
- Note 2: An active glider instructor is a glider pilot with a valid instructor rating that is actively instructing.
- Note 3: Flat Rate for Private Owners: You must own a share in a glider that is currently insured and has an annual inspection for the current year to qualify for this rate.
- Note 4: There is no discount for half year or daily fees for campground fees (serviced lots). The campground fee is the same for serviced and non-serviced lots. Regular members and tow pilots will have priority to have a serviced lot over non regular members.
- Note 5: Hangar storage fees for the winter are \$150.00.
- Note 6: Associate membership fees (i.e. does not fly at Black Diamond) are \$50.
- Note 7: Tow tickets are \$20 for 1000 feet, \$30 for 2000 feet and \$60 for 4000 feet. The appropriate ticket must be use for the selected tow.
- Note 8: Rental rates/hr for Jantar and DG303 are 2 tickets (2000 feet) per hr.
- Note 9: Rental rates/hr for ASK-21, DG1000 and ASW28 are 4 tow tickets (2000 feet) per hr.
- Note 10: Intro flight gift certificates prices are \$175.00 per gift certificate.
- Note 11: Bulk rate for Intro Flights 10 or more is \$150.00, unless the executive has decided a specific price for a particular event.
- Note 12: Cash payments **MUST** be received by a member of Executive, Instructor or Tow Pilot. **DO NOT** leave cash in the wooden box without getting a member to sign that they have received the cash.