

CLUB HANDBOOK

KINGARROY
SOARING CLUB



Disclaimer:

This Handbook has been developed by Sports Community Pty Ltd in conjunction with and at the request of Kingaroy Soaring Club. While all effort has been made to ensure the information in the Handbook is factually correct and reflects the situation at the time of writing neither Sports Community or its employees accept responsibility for the accuracy or completeness of the contents and shall not be liable for any loss or damages that may be incurred, either directly or indirectly through the use or reliance of information contained in this Handbook. Sports Community gratefully acknowledges the contribution of Kingaroy Soaring Club Committee.

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WELCOME

A very warm welcome to the Kingaroy Soaring Club (KSC), we are really looking forward to your involvement in our club.

KSC was established in 1956 and soars all year round in the heart of Australia's cross-country heaven with access to Kingaroy Valley and Darling Downs. KSC prides itself on being a club for all types of gliding enthusiasts, with a passion for training and instructing new students, cross country and competitive and acrobatic opportunities. As a member of KSC, we look forward to meeting your needs as you are encouraged to follow your own path of participation with access to social flying, introduction to cross country and events within and outside the club throughout the year.

The KSC Club Handbook provides you with a brief overview of the club, and general information to assist you with your new membership. We are also seeking to grow opportunities for people to participate in the club, on and off the ground. Without the help of our members and community our club would not exist, so if you are able to assist the club in any manner or activity let one of our committee members know.

KSC has invested time and effort into ensuring the club remains financially productive, which has allowed the club to purchase gliders and maintain glider and tug standards. Weather permitting, the club operates every weekend with two extended weekends a month and usually on public holidays.

Stay connected on our KSC website, Facebook and Instagram pages where you will be able to find club information, news and updates on our great club and members.

<https://www.kingaroysoaring.com.au/>

<https://www.facebook.com/KingaroySoaringClub/>

<https://www.instagram.com/kingaroysoaringclub/>

You can review other club documents via the membership portal of our website.

Once again welcome to KSC, we hope this will be the beginning of a very long relationship with our club.

Todd Edwards

KSC President

MEMBERSHIP

Flying members of KSC must also have current membership with the Gliding Federation Australia (GFA).

GFA regulates gliding on behalf of the Civil Aviation Safety Authority (CASA) and will provide you with a membership card and their monthly magazine "Soaring Australia".

KSC is fortunate to be located at Sir Joh Bjelke-Petersen Airport, Kingaroy, where we operate the whole year through (no winter stop!) in a friendly gliding community. As a member of our club you now share our club owned modern fleet of gliders. This fleet includes 2 two-seater, 3 single seater and 2 tow planes. Any pilot in command of a KSC glider must be a Flying or Temporary Member of KSC.

It is vitally important you bring your flight log book to the field each time you fly, as it is a legal requirement of your membership to keep all your flying endorsements and authorisations up to date.

MEMBERSHIP CATEGORIES

As a member of KSC, you get to use our great facilities and equipment. The category of membership and membership fees required depends on the activities you wish to undertake at the club.

KSC membership categories have been outlined below.

ORDINARY MEMBERS (INCLUDING LIFE MEMBERS)

Ordinary flying members can receive instruction and fly those aircraft for which the member has been endorsed by the Club. As an ordinary and life member you are also entitled to vote at our General Meetings and Annual General Meeting as per our club rules.

STUDENT/YOUTH MEMBERS

Student/Youth memberships are available for those persons under 25 in full-time education. You will be granted a reduced membership rate and reduced flying fees to assist young members who are undertaking training to become solo pilots. There are no voting rights for student members.

FAMILY/FAMILY FLYING MEMBERS

Immediate family members can use all club facilities on the ground but are not allowed to fly as pilot in command in any glider or club aircraft. These members are welcome to be passengers when organised with qualified pilots.

Flying Family Membership is a reduced fee membership which allows family members to receive instruction but no pilot-in-command rights and must fly with an instructor.

RECIPROCAL MEMBERS

If you are a member of another gliding club in Australia, you can fly as a reciprocal member. There is no charge for this membership, although a Reciprocal Membership application must be completed for each financial year in which flying takes place. Reciprocal members can use all club facilities but cannot fly as pilot in command of any club aircraft.

Reciprocal members can be launched in their own aircraft at members' rates for up to three visits totalling 14 days in any one financial year. Visiting pilots flying more than 14 days in a year or visits on more than three occasions should take out a full or associate flying membership.

INTRODUCTORY TRIAL MEMBERS

GFA Introductory Members can become an active flying member for 30 consecutive days. Flying rights are limited to 10 flights &/or 5 hours with no solo flights and no permission to be pilot in command. There are no voting rights. Available more than once in any one calendar year.

SOCIAL MEMBERS

Family & friends of members are always welcome at our club. Social members can access all club facilities, except flying privileges. No voting rights apply to this membership category.

MEMBER PARTICIPATION

KSC is a voluntary not for profit organisation, so no members are paid to fulfil their roles within the club. To assist in sharing the workload to ensure our club remains viable for years to come, we ask all members contribute in some way towards the running of the club.

Contributions can include becoming a committee or subcommittee member, supporting club operations, maintenance of the facilities, aircraft, organising/preparing communal meals, assisting with events, etc. The list is endless. We encourage your attendance and contributions at our general meetings and AGM held at the club.

We will regularly conduct KSC working bees which allow people to participate in the upkeep of our facilities as well as getting to know your fellow club members better.

We are a training-friendly flying club and work together to upskill pre and post solo pilots as well as provide social and cross-country flying opportunities whenever the weather is suitable. Pilots are encouraged to participate in cross-country activities by engaging with an instructor or a coach to discuss the stages in becoming a cross-country pilot with a GPC certificate.

The club has social events at the clubhouse, including shared meals such as BBQ's and roast dinners after a day of flying. We are fortunate to have a licensed bar to allow members and family the opportunity to unwind at the end of the day. We would love to see you at these meals to share gliding experiences and to get to know you better. Numbers are usually taken at the morning briefing so no need to book.

MEMBER ACCOUNTS

Flying accounts are issued via email using our electronic accounting system and annual subscriptions are issued on renewal (email reminders will be sent).

KSC does not offer credit and expects members to pay for their flying monthly as accounts are issued. Members must ensure that accounts are always at least \$50 in credit at all times.

SAFETY

Gliding is a potentially hazardous activity, but in our flying, we are trained to be risk managers not risk takers. Safety is the number one priority for all members of the club on and off the ground. To ensure we provide the safest flying and club environment KSC has a Safety Management System (SMS) which can be found on our website.

The Safety Officer, Chief Flying Instructor and Airworthiness Officer are all members of our Safety Committee and are responsible for ensuring our flying operations standards meet GFA requirements.

Ultimately, we ask all members to treat safety as their highest priority. It is a good idea to familiarise yourself with the KSC SMS and if you see anything you feel is or could be unsafe, please mention it to our Safety Officer or any other safety committee member.

FLYING AT KSC

KSC has rules to ensure the day to day operations of the club are carried out safely and for your enjoyment.

Before operating at KSC pilots are to ensure they have a current flight review recorded in their logbook and on the Go Membership system, are current members of the GFA and meet the KSC currency requirements.

For further information, please refer to the KSC Operations Handbook.

CROSS COUNTRY FLYING

Pilots wishing to fly beyond 10nm of the Sir Joh Bjelke-Petersen Airport must hold a C Certificate qualification and possess a sound knowledge of the KSC Operations Handbook.

For the protection of our gliders and members, before taking a club glider cross country, pilots must be fully aware of the aircrafts performance capabilities as obtained from the flight manual and have approval from an instructor at KSC.

All pilots undertaking these flights must also carry a means of communication in addition to the aircraft radio. Suitable equipment would include a mobile phone or a handheld radio.

Appropriate arrangements must be in place prior to launch for glider retrieval if required. Please notify the instructor of the day prior to take off your intentions and report back to him/her to indicate the flight has been successfully completed to avoid a SAR response.

KSC FLYING DAYS

We fly every weekend, public holidays and some pre-arranged mid-week flying at KSC if weather permits.

The rostered instructor will hold Daily Safety and Operations Briefings and these typically commence at 9.00am in summer and 10.00am in winter. It is important you are at the airfield before this time. The briefings will detail expected weather conditions, soaring forecasts and operational matters. At this briefing you will be informed of any safety aspects, establishing who is flying club gliders and cross-country pilots will advise their intended flight details.

It is great to get to the club early to assist in moving the gliders from our hangars, or alternatively putting them away at the end of the day.

START OF DAY

Club gliders must be removed from hangars, washed and a daily inspection (DI) carried out. Batteries are located in the Battery Room and must be installed as part of the DI. Parachutes must also be checked for currency as part of the DI. To make the most of the day, this should occur before briefing.

DURING THE DAY

Check in with the Duty Instructor who will advise you how you can help. Assistance is always required in getting gliders off the field once they have landed to ensure a quick turnaround for the next flight. The Instructor will let you know if you need to be signed off on ground handling before assisting on the field.

END OF DAY

The Duty Instructor will need assistance in returning gliders to their hangars. All DI books are to be completed and, batteries put away and put on charge correctly within the club hangar.

DUTY INSTRUCTORS

The duty instructor is the instructor in charge of the gliding operations on the day, which includes allocation of gliders.

The duty instructor must also approve any non-standard operational activities such as aerobatics and low-level flying prior to flying.

PARACHUTES

Parachutes are worn in KSC gliders whilst training and on cross country flights for safety.

It is compulsory when flying in competitions.

VEHICLES ON THE AIRFIELD

Vehicle use should be minimised and perimeter tracks used where possible

- Vehicles without gliders attached are not permitted to cross runways.
- Cross Runway 16/34 at right angle to strip (Do not taxi on 16/34)
- Vehicles and gliders gridded on the field shall be positioned outside the gabled area
- Tow vehicles must have a serviceable VHF radio and report on the CTAF prior to crossing a runway
- Vehicles on the airfield must use hazard lights

WHAT DO I NEED TO FLY?

As a member of GFA and KSC, you must bring to every flight:

- **GFA Membership.** This may have to be checked online if no membership card is available.
- **Log-book** showing your total and recent flight experience.

We also strongly encourage members to wear a hat, long sleeved shirt, sunscreen, suitable footwear, and to bring plenty of water.

FLIGHT SHEETS

GLIDER FLIGHT SHEETS

KSC uses Ditto Log to record flight details and duration. It is the pilot's responsibility at the end of the day to ensure that flights are correctly logged in the Ditto Log system and the flight is recorded correctly.

TUG FLIGHT SHEETS

If a flight has not loaded correctly in Ditto Log, please check with the Tug pilots for the time and height that was recorded manually.

CLUB COMMUNICATION

WEBSITE

Our website is your main source of information, where you will find information on learning to soar, competitions and specific information for visitors and members. The membership section will link you to documents, safety management, flight manuals, rosters, newsletters and a schedule of charges.

The website also has a link to our two weather cameras, runway and hangar, which provides you with updates from the club.

<http://webcam.kingaroysoaring.com.au/>

For any potential members, visitors or family and friends, our website can provide useful information regarding gliding and KSC.

The website provides access for members to see the instructor and Tug Pilot Roster. If you are training either pre solo, post solo or cross country, or require check flights please make your intentions known by email in the days prior to coming out to the airfield. Having all this information in advance of the weekend's flying allows our rostered instructors to manage your training needs more efficiently.

KSC CHAT

Keep up to date or if you have any news to share KSC has an online chat (email) that may be used to share weather, flight details and even photos of your adventures. Email address is: chat@kingaroysoaring.com.au

We are always keen to hear our member's stories and experiences or to share information on our latest club adventures.

TRAINING

TRAINING INTENTIONS

You must notify your training intentions using the KSC website Link. Click on the Members page and the Instructor Requests Page.

By making your training intentions known, it allows KSC's instructors to manage training loads efficiently. Please note we cannot guarantee instructor availability for both days of the weekend, so it is important to check the Instructor Roster via the member section of the website. Students with bookings will have priority over students who just turn up on the day, so if you book please turn up.

CLUB FACILITIES

Our clubhouse is your club house. You have full access to the clubhouse which includes a briefing room, Wi-Fi, bar, well equipped kitchen, BBQ and amenities.

A desktop computer is provided for basic internet use only such as accessing the Online Soaring Competition (OLC) and only software relevant to gliding is installed.

Please note that the KSC Wi-Fi is used primarily for club systems, gliding related activities and general communication. It is available to members for email, instant messaging, internet browsing and using apps, which we consider fair use or for use for club systems. Transferring large amounts of data uses up bandwidth so should not occur as it could interfere with club operations.

Members connect to the KSC network at their own risk. KSC will not be held responsible for any damage, viruses etc which affect your equipment as a result of connection to the KSC network.

ACCOMMODATION

Overnight accommodation at a small cost is available to KSC members, friends and families. It includes rooms with bunks and beds, plus powered caravan and tent sites. If you would like to use your caravan on site, you will need to gain approval from the club by putting a request to the committee.

BAR

A licensed bar is available once flight operations have ceased. Our bar is open to all members of the club and visitors over the age of 18.

Drinks and snacks are available for purchase. We accept both cash and card with a \$10 EFTPOS minimum.

KITCHEN

A full kitchen is available with fridges to store members' food. Club members are welcome to use the kitchen facilities for cooking meals although it is each member's responsibility to clean the kitchen after use. Any food left in the fridge should be named and dated. Please take home all food stuff at the end of your stay. Any out of date food should be thrown out in the rubbish bins provided.

If you are the last to leave after flying has ceased please empty the kitchen and clubhouse rubbish and place the external bin in the carpark for collection (Normally Sunday)

WATER

KSC has town water supply and tank water in places. Please be careful not to waste water. Additionally, we have septic tanks so please be mindful of this.

AT THE END OF THE DAY

At the end of the day everyone needs to ensure a few small tasks are completed to ensure the club house is ready for the next day. These tasks include:

- Rubbish removed from inside rooms and tables and outside area
- Bar needs to be closed and locked.
- Lights need to be turned off.
- Clubhouse secured (doors and windows locked, including sliding and front doors)

MERCHANDISE

We are proud of our Club and the reputation it has in the gliding community, and we want you to be part of it. Merchandise includes long and short-sleeved chambray shirts, flying shirts, polos and bucket hats. All have our Kingaroy Soaring Club logo and are available on site. Please see a committee member if you are interested.

WORKSHOP FACILITIES

The workshop is available for use by members, who generally use their own tools and equipment.

It may be possible to have work done on a glider on a weekend, public holiday or after-hours mid-week.

Form 2 Inspectors who assist with a Form 2 inspection on a club glider may be granted use of the workshop to complete a Form 2 inspection on their own glider in return. This only applies to Form 2 inspections and not ongoing maintenance during the year.

MEMBER PROTECTION

Member protection is important to us as well as GFA. We want anyone in our club or involved with our club to be treated with respect, dignity and be safe and protected from abuse.

Any concerns you may have in this space can be directed to the KSC President.

WHERE CAN I GO WITH GLIDING?

There are plenty of opportunities and different pathways in the sport of gliding to suit every individual as seen in Appendix C. The first goal of the glider pilot should be to gain the Glider Pilot Certificate (GPC) and become an independent operator. The steps for this are as follows:

GO SOLO

The initial training is focused on learning the basics of gliding and gaining the skill to safely fly a glider. Once this is achieved, your instructor will send you solo.

COMPLETE A, B, C CERTIFICATES

The A, B & C certificates provide follow training up after going solo. This includes qualifications for mutual flying (B certificate) and the carrying of private passengers and cross country flying (C certificate).

CROSS COUNTRY FLYING

Cross country gliding is the when you fly the glider out of glide range from the airfield. This is where the real challenge begins. Cross country flying puts your gliding ability to the test and is great fun! You can fly on adventures with other club members covering distances of 50km, 100km, and even 1000km.

Cross country gliding requires the pilot to put together many concepts such as the basic piloting of the glider, navigation, knowledge of the weather, the ability to predict the location of and find thermals, the ability to maximize the climb rate in thermals, knowledge of the terrain and crops, and knowledge of the performance characteristics of the glider.

GLIDER PILOT'S CERTIFICATE (GPC)

The GPC qualification recognises the pilot's ability to carry out cross country flights in varied conditions, operate independently and safely, and be able to fly at any site in Australia. The GPC allows a pilot to enter gliding competitions.

Once you have obtained your GPC, there are many other aspects to enhance your skills and knowledge:

BECOME AN AIR EXPERIENCE INSTRUCTOR (AEI)

Achieving your Air Experience Instructor rating authorises you to fly passengers who may not be members of the Gliding Federation of Australia (GFA). This may include members of the public who come out and want to experience gliding. It allows you to help the club by assisting instructors when people wishing to go on and Air Experience Flight come to the club. It also improves your gliding skills.

LEARNING GLIDER MAINTENANCE

Gliders require maintenance according to schedules, as well as an annual inspection. The club is always looking for people to assist in this area and it is a great opportunity to increase your knowledge of how a glider works.

If you enjoy helping and learning more about the maintenance side of gliding, there are courses available to obtain qualifications and ratings for glider maintenance.

BADGE FLYING

FAI badges are international standards of achievement in gliding which have been established since the beginning of cross-country flight and are there to provide specific goals for glider pilots. Silver, Gold and Diamond Badges are available for various distances (50km, 300km, 500km) and flight times (1 hour, 5 hours), and height gains (1000m, 3000m, 5000m).

COMPETITION FLYING

A couple of times a year, some pilots pack up their gliders or book club gliders and head to various competitions around the state and even the country. These events are a great opportunity to fly against other pilots from other clubs as well as broadening your social networks in gliding.

Competitions need not be scary, however pilots do need a certain amount of skill and experience level before they are allowed to fly as pilot in command.

BECOME AN INSTRUCTOR

Once you have completed your GPC you can look to train to become an Instructor. Instructing not only improves your flying skills but allows you to help the club.

BECOME A TUG PILOT

If you have your power licence and meet the requirements for towing, you can look to become a tug pilot for the club. The club will assist you in getting endorsed on the tug planes.

Further information on the GFA pathways can be found at <https://discoversoaring.com.au/index.php/pathways/>

QUESTIONS

This is your club, so we always want you to feel welcome. If you have any questions, we want you to feel comfortable in asking a club member to assist.

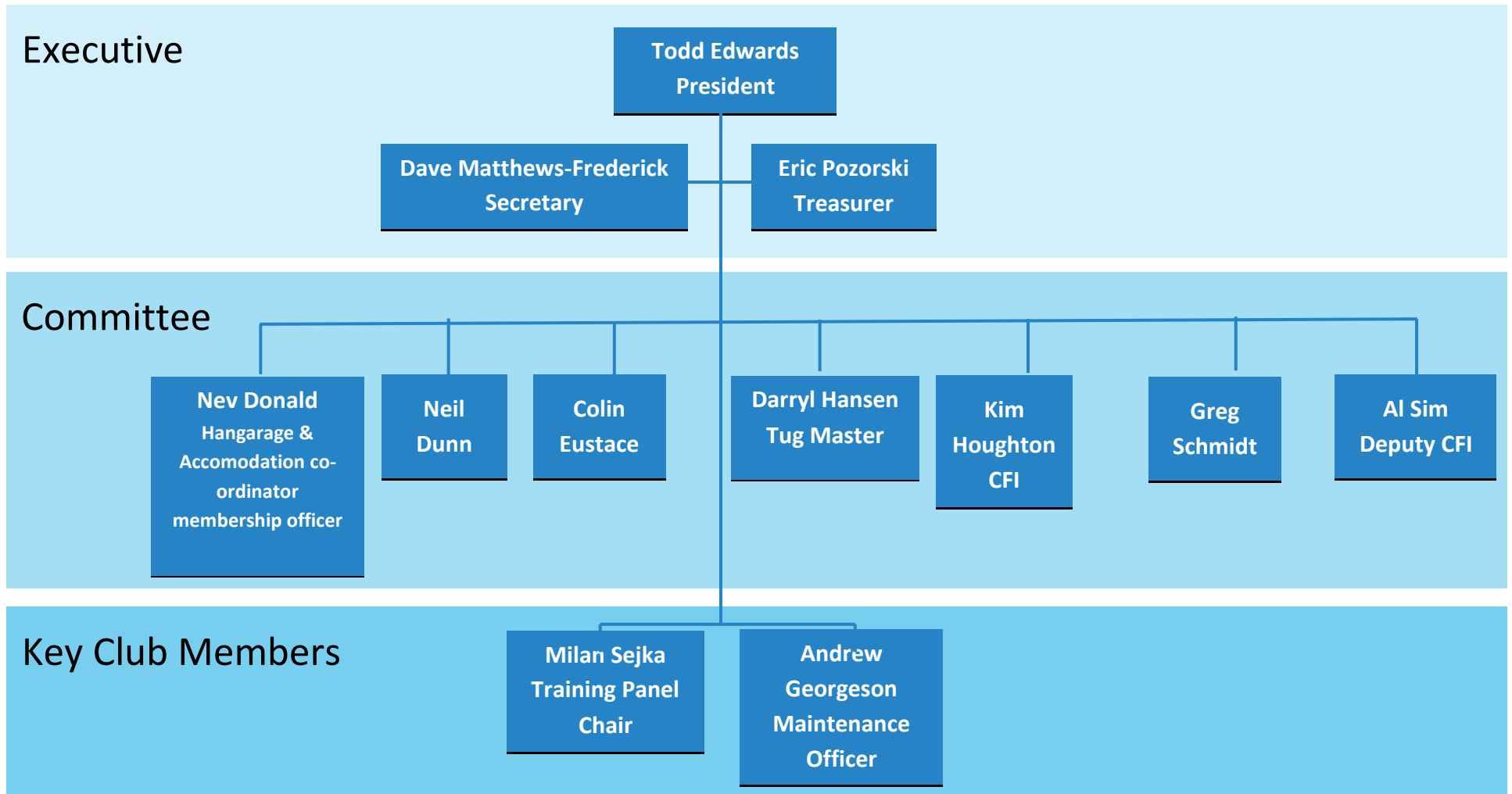
If you have any flying related questions it is best to speak to a GFA qualified instructor. General club questions can usually be answered by a committee member, and if they cannot they will direct you to someone who can.

A copy of the KSC organisational structure and committee members is found at Appendix A and B for your information.

APPENDIX A: KSC EXECUTIVE & COMMITTEE CONTACT LIST

Position	Name	Email
President	Todd Edwards	toddedwards1@bigpond.com
Secretary	Dave Matthews-Frederick	ksc_secretariat@outlook.com
Treasurer	Eric Pozorski	accounts@kingaroysoaring.com.au
Chief Flying Instructor	Kim Houghton	khoughton@bigpond.com.au
Deputy CFI	Al Sim	al@gosoaring.com.au
Hangar and Accommodation Co-ordinator	Nev Donald	donaldmn1@hotmail.com
Membership Officer	Nev Donald	donaldmn1@hotmail.com
Committee Member	Neil Dunn	yakman@aapt.net.au
Committee Member	Colin Eustace	colin.p.eustace@gmail.com
Tug Master	Darryl Hansen	daggshansen@bigpond.com
Committee Member	Greg Schmidt	gregschmidt88@gmail.com
Training Panel Chairperson	Milan Sejka	msejka@yahoo.com
Maintenance Officer	Andrew Georgeson	georgo28@bigpond.com.au

APPENDIX B: KSC ORGANISATIONAL STRUCTURE



APPENDIX C – GFA GLIDING PATHWAYS

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50KM, 100KM, AND EVEN 1000KM

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The GPC qualification recognises the pilot's ability to carry out cross country flights in varied conditions, operate independently and safely, and be able to fly at any site in Australia. The GPC allows a pilot to enter gliding competitions.

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Achieving your Air Experience Instructor rating authorises you to fly passengers who may not be members of the Gliding Federation of Australia (GFA). This may include members of the public who come out and want to experience gliding. It allows you to help the club by assisting instructors when people wishing to go on and Air Experience Flight come to the club. It also improves your gliding skills.



LEARNING ABOUT GLIDER MAINTENANCE

Gliders require maintenance according to particular schedules, as well as an annual inspection. The club is always looking for people to assist and it is a great opportunity to increase your knowledge of how a glider works. If you enjoy helping and learning more about the maintenance side of things, there are courses available to allow you to qualify to qualify for certain ratings for glider maintenance.



BADGE FLYING

FAI badges are international standards of achievement in gliding which have been established since the beginning of cross country flight and are there to provide specific goals for glider pilots. Silver, Gold and Diamond Badges are available for various distances (50km, 300km, 500km) and flight times (1 hour, 5 hours), and height gains (1000m, 3000m, 5000m).



COMPETITION FLYING

A couple of times a year some pilots pack up their gliders or book club gliders and head to various competitions around the state and even the country. These events give pilots a great time in both flying and also socialization. Competitions need not be a scary, however pilots do need a certain amount of skill and experience level before they are allowed to fly as pilot in command. DDSC actively brings 2-seat gliders to competitions allowing less experienced pilots to fly with coaches or instructors.



BECOME AN INSTRUCTOR

Once you have completed your GPC, you can look to train to become an instructor. Instructing not only improves your flying skills but allows you to help the club.



BECOME A TUG PILOT

If you have your power licence and meet the requirements for towing, you can look to become a tug pilot for the club. The club will assist you in getting endorsed on the tug planes.

