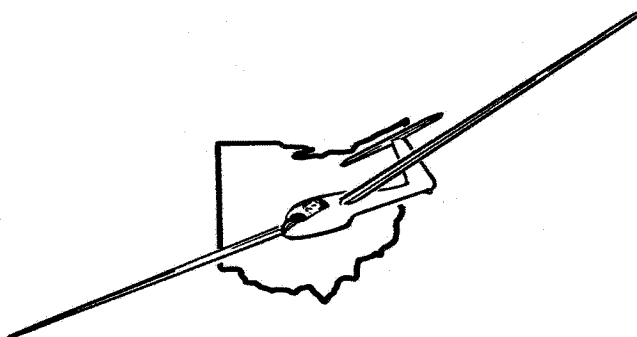


# CENTRAL OHIO SOARING ASSOCIATION

## C.O.S.A.



**P.O. BOX 218147 COLUMBUS, OHIO 43221**

**What is C.O.S.A.:** C.O.S.A. is a working club of members who enjoy the pleasure and skill of flying sailplanes (gliders). A “working club” means that everyone participates in supporting the club and the member whose turn it is to fly.

**Where is C.O.S.A.:** C.O.S.A. is physically located at the Marion Municipal Airport located on Pole Lane Road on the northeast edge of Marion, Ohio. The club maintains a post office box in Columbus and also an internet message group to disseminate information about current activities. The club flies primarily on week-ends and holidays with some members going to the field during the week when the soaring is particularly good. C.O.S.A. operates year round if the weather permits. Cold weather and snow on the ground does not stop student training.

**Who are C.O.S.A Members:** A large percentage of the members reside in Franklin County, Ohio. However, we have members scattered around the state of Ohio as well as several other states, including West Virginia, Indiana, Massachusetts, Colorado and Kentucky. The club normally has around 150 members consisting of men and women of all ages and nationalities and from all walks of life. A new student can solo as early as 14 years of age and obtain a pilot's certificate as early as 16.

**Membership Background:** The C.O.S.A. membership includes airline pilots, military pilots, former test pilots, corporate pilots, commercial pilots, private power pilots, glider only pilots, and glider pilot students. However, the largest percentage of members are people with no prior flying experience who decided they wanted to learn to fly gliders. Gliders are an excellent way to learn to fly and several members have gone on to obtain power and instructors ratings.

**C.O.S.A. Membership Meetings:** The club meets on the fourth Thursday of the month except in November when the meeting is held on the third Thursday. There is no meeting in December and the club has an Awards Dinner in January. The monthly meeting place is at the OSU Aeronautical & Astronautical Laboratory, 2300 West Case Road, which is the second driveway west of the main entrance to Don Scott Airport.

**C.O.S.A. Property:** C.O.S.A. owns two hangars at the Marion Airport. Hangar "A" is 284 feet by 27 feet and has 10 closed bays; 8 for aircraft and 2 bays for 3 sailplane trailers. Hangar "B" is 100 feet by 120 feet and is a single room, closed, arched type building. The hangars are located on land leased from the City of Marion.

**Glider Instruction:** C.O.S.A. has a strong student training program. Within the club are FAA qualified Glider Instructors who provide instruction to club members so they may qualify for the various glider ratings available. All rating qualification check rides are done by designated FAA Examiners. (There are FAA Designated Examiners within the club).

**Time to License:** A very rough estimate from a sampling of past students (no prior flying experience) indicates the nominal time to license is around 8 months (depends on time, money and capability).

**C.O.S.A. Management:** The club is administered by an elected Board of Directors consisting of five members. Elections occur in November each year on a staggered/overlapping one and two year term basis. The remaining Board members and new members then elect a President, Vice President, Treasurer, Secretary, and Operations Chief from their number. Members must have been in the club one year before being eligible to vote or hold office. Constructive suggestions and discussions are encouraged from old and new members. The Board appoints a Newsletter Editor and a Bookkeeper from the membership.

**Prospective Members:** It is suggested that prospective members visit the field at least once before applying for membership with the following things in mind:

Observe the operation on the field and in the hangars.

Take at least one guest ride to determine if this is really what was envisioned.

Learn the process of the waiting list and turn-to-fly concept.

Attention to detail, good motor-reflexes and sound judgment are desirable qualities in a prospective glider pilot. It should also be noted that there is a weight limit for glider pilots.

**C.O.S.A. Communications:** The club has a monthly publication, named "*SLACKLINE*", which contains news and information about members, safety discussions, club news and other pertinent information about gliders and soaring activities. The club maintains a private internet email message group that members can use to share plans for flying or other activities. Once familiar with the operations students are encouraged to contact instructors directly to plan and schedule instructional flights.

**C.O.S.A. Financial Status:** The club is in a very good financial position, enjoying a positive liquid asset balance. Details are available from the Treasurer or the bookkeeper if there is further interest.

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----- "*Come fly with us and experience The Joy of Soaring*" -----

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## **C.O.S.A Owned Equipment:**

**Tow Planes:** 2 Cessna 150/150 tow planes and a Cessna 150 airframe as a spare.

**Sailplanes:** Schweizers: (1) 1-26, (1) 1-34 and (3) 2-33's  
Grobs: (1) 2 place G103 Acro Twin II and (1) single place G102IIIb.

All are well maintained by professional A & P's as well as qualified club members.

**Non-flying equipment:** Five golf cart tugs and a field van.

**Membership Costs:** There are two parts to a member's cost of flying with C.O.S.A.  
(note that costs are subject to change as conditions warrant)

The first part is monetary:

- Initiation Fee \$300.00 (non refundable)
- Monthly Dues \$12.50/month
- Family Members (no vote) \$65.00/year
- Out of State Members (no vote) \$65.00/year
- Aero Tows \$7.00/1000 ft. up to 5000 ft. (Above 5000 ft other rates apply)
- Use of club sailplanes:\*

  - Schweizer: Single place \$6.00/flight, Two place \$ 5.00/flight
  - Grob: Single place \$8.00/flight, Two place \$11.00/flight

- Instructor Fee \$5.00/flight (directly to instructor)
- Two books (required for students) \$43.00
- FAA exam check ride cost is a Variable item

All flights are logged daily and members are billed once a month for dues, books, flight charges, etc.

***Payment is expected in full upon receipt of the bill.***

*\* Time Limits: Two place sailplanes - 45 minutes per flight on Saturday and 60 minutes on Sunday.  
Single place sailplanes - 60 minutes per flight on Saturday and 90 minutes on Sunday.  
There are no specific limits during weekdays, limits are set by the group flying that day.*

The second part of the cost of flying in the club is required participation and work to support the flying operation. This includes, but is not limited to, the following:

- Helping maintain the equipment and property
- Washing the aircraft
- Getting the aircraft out to the operation site for the day \*\*
- Getting the aircraft back in the hangar when flying is finished \*\*
- Ground handling the aircraft & assisting on take-offs
- Keeping the Log sheet
- Serving as daily Operations Chief (when qualified)
- Instructing (if qualified)
- Towing gliders (if qualified)
- Any number of things that always need to be done
- Helping with the annual spring clean-up
- Helping with the Fall Round-Up Invitational Glider Meet

**\*\* One of these is expected of all members each day they fly.**

FAR Requirements for Private Pilot Glider Rating: - FAR'S Effective August 5, 1997

61.109 Aeronautical Experience.

(f) For a glider category rating.

(1) If the applicant for a private pilot certificate with a glider category rating has not logged at least 40 hours of flight time as a pilot in a heavier-than-air aircraft, the applicant must log at least 10 hours of flight time in a glider including 20 training flights performed on the areas of operation listed in Sec.61.107(b)(6) of this part that include:

- (i) 2 hours of solo flight in gliders on the areas of operation listed in Sec.61.107(b)(6) of this part, with not less than 10 launches and landings being performed; and
- (ii) Three training flights in a glider in preparation for the test within 60-day period preceding the practical test.

(2) If the applicant has logged at least 40 hours of flight time in heavier-than-air aircraft, the applicant must log at least 3 hours of flight training in a glider including 10 training flights performed on the areas of operations listed in Sec.61.107(b)(6) of this part that include:

- (i) 10 solo flights in gliders on the areas of operation listed in Sec.61.107(b)(6) of this part; and
- (ii) Three training flights in preparation for the practical test within the 60-day waiting period preceding the test.

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FAR Requirements for Commercial Pilots Glider Rating: - FAR'S Effective August 5, 1997

61.129 Aeronautical Experience.

(f) For glider rating. A person who applies for a commercial pilot certificate with a glider category rating must log at least:

(1) 25 hours as a pilot in gliders and 100 flights in gliders as pilot in command which includes at least--

- (i) 3 hours of flight training or 10 training flights in gliders on the areas of operation listed in Sec. 61.127(b)(6) of this part;
- (ii) 2 hours of solo flight that includes not less than 10 solo flights in gliders on the areas of operation listed in Sec. 61.127(b)(6) of this part; and
- (iii) Three training flights in preparation for the practical test within the 60-day period preceding the date of the test; or

(2) 200 hours of flight time as a pilot in heavier-than-air aircraft, and 20 flights in gliders as pilot in command, which includes at least:

- (i) 3 hours of flight training or 10 training flights on the areas of operation listed in Sec. 61.127(b)(6) of this part;
- (ii) Five solo flights in a glider on the areas of operation listed in Sec. 61.127(b)(6) of this part; and
- (iii) Three training flights in preparation for the practical test within 60-day period preceding the date of the test.

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FAR Requirements to become a Tow Pilot: - FAR'S Effective August 5, 1997

61.69 Glider towing: Experience and training requirements.

(A) No person may act as pilot in command for towing a glider unless that person:

- (1) Holds at least a private pilot's certificate with a category rating for powered aircraft;
- (2) Has at least 100 hours of pilot-in-command in the aircraft category, class, and type, if required, that the pilot is using to tow a glider;
- (3) Has a logbook endorsement from an authorized instructor who certifies that the person has received ground and flight training and is proficient in:
  - (i) The techniques and procedures essential to safe towing of gliders, including airspeed limitation;
  - (ii) Emergency procedures;
  - (iii) Signals used and
  - (iv) Maximum angles of bank.
- (4) ...has logged at least three flights as sole manipulator of the controls of an aircraft towing a glider or simulating glider-tow flight procedures while accompanied by a pilot...(qualified tow pilot-Ed)
- (5) ...has received a logbook endorsement from the pilot described in paragraph (a)(4) of this section, certifying that this person has accomplished at least 3 flights in an aircraft while towing a glider or simulating glider-tow flight procedures; and
- (6) Within the preceding 12 months has--
  - (i) Made at least three actual or simulated glider tows while accompanied by a qualified pilot...
  - (ii) Made at least three flights as pilot in command of a glider towed by an aircraft.

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C.O.S.A. Additional Requirements to become a C.O.S.A Tow Pilot: (this is subject to change)

In addition to the above FAA requirements the following C.O.S.A. (Insurance driven) requirements must also be met and properly logged. At least:

- (1) 250 total hours as pilot-in-command (PIC) in powered aircraft, and
- (2) 100 hours as PIC in tricycle landing gear, single engine, land airplanes, and
- (3) 10 hours as PIC in Cessna 150 or Cessna 152 airplanes, and
- (4) 15 flights as sole manipulator of the controls of an aircraft towing a glider while accompanied by a qualified C.O.S.A. tow pilot, and
- (5) soloed in a C.O.S.A. glider.