

# University of Montana Hang Gliding and Paragliding Club

## Membership Application

Name \_\_\_\_\_

Address \_\_\_\_\_

Phone#’s \_\_\_\_\_ Email \_\_\_\_\_

USHPA Pilot number \_\_\_\_\_ Rating \_\_\_\_\_ Expiration date \_\_\_\_\_

Glider manufacturer, model and color \_\_\_\_\_

Vehicle make, model, color \_\_\_\_\_ License# \_\_\_\_\_

Dues paid: \_\_\_\_\_ Date: \_\_\_\_\_

Driver’s name \_\_\_\_\_ Phone # \_\_\_\_\_

Driver’s name \_\_\_\_\_ Phone # \_\_\_\_\_

BY SIGNING THIS FORM, YOU ACKNOWLEDGE THAT YOU HAVE A COPY OF AND UNDERSTAND, THE **REQUIREMENTS FOR FLIGHT DOCUMENT**, CREATED FOR THE UNIVERSITY OF MONTANA HANG GLIDING AND PARAGLIDING CLUB.

YOU MUST INITIAL EACH PARAGRAPH IN THE DOCUMENT, SIGN THIS FORM, AND RETURN IT TO THE UM HANG GLIDING AND PARAGLIDING CLUB BEFORE YOU FLY THIS SITE. NO EXCEPTIONS.

IF YOU CANNOT HONESTLY INITIAL ANY OF THE FOLLOWING PARAGRAPHS BECAUSE YOU DO NOT UNDERSTAND SOMETHING, PLEASE GET CLARIFICATION.

IF YOU ARE UNWILLING, FOR ANY REASON, TO INITIAL ANY OF THE PARAGRAPHS IN THE **REQUIREMENTS FOR FLIGHT DOCUMENT**, DO NOT FLY THIS SITE! THERE ARE OTHER SITES THAT WOULD BE MORE SUITED TO YOUR NEEDS.

Name (printed) \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_

# **University of Montana Hang Gliding and Paragliding Club**

## **Requirements for Mount Sentinel Flight Operations**

**MSO Control Tower # 549-6001**

**NOAA Weather # 721-3939**

**UM Public Safety Dispatch # 243-6131**

**Flight Service # 800-992-7433**

**Initial each paragraph only if you have read it and understand it.**

**Initialing means you will comply with each rule.**

**Any pilot proven to have violated any of these rules may, after a review and vote by the club membership, face a suspension of flight privileges. If the infraction is considered serious enough, the offending pilot faces possible expulsion from the UMHPC and permanent loss of flight privileges. Revocation of USHPA Ratings will be considered in particularly flagrant offenses. The offending pilot may also be subject to additional penalties administered by UM Public Safety, the U.S. Forest Service and/or the FAA.**

**Learn these rules and fly safely.**

1. USHPA H4 and P4 pilots who are current with their skills and are club members in good standing, can fly Mt. Sentinel and may possess a key to unlock the Forest Service gate on Crazy Canyon Road, to access the top of Mount Sentinel.

Pilots who tested for and acquired a H3 or P3 rating from a local instructor or special observer living here in Missoula, will be allowed to fly Mt. Sentinel without the direct supervision from an Advanced rated pilot and may possess a key to access Crazy Canyon Road.

H3 and P3 pilots who earned their ratings outside of the area may be allowed to fly on their own, but only after review and approval by a local observer or instructor. Prior to this approval, these pilots must be accompanied by a local Advanced pilot or appointed observer.

H2/P2 pilots, with skills nearing those of a H3/P3 pilot, may have opportunities to fly Mount Sentinel in non-thermal, no wind conditions to learn proper approach paths to the Landing Zone located at the UM Golf Course. This means the H2/P2's will be flying in the morning hours, under the **direct supervision** of a H4/P4 pilot, an instructor or an appointed official observer. These flights will be "sled rides", to teach landing approach protocols for the Mount Sentinel LZ.

All pilots must be on the Forest Service's Road Use List, submitted by the club, before travelling in a vehicle on the Crazy Canyon Road. All vehicles must carry and display their permit issued by the Forest Service while on the road.

You are responsible for being a current USHPA member and for knowing your own USHPA expiration date.

No exceptions or excuses. (initial \_\_\_\_\_)

2. The Missoula airport control tower must be called prior to any flight from Mt. Sentinel.

Tower Phone number: 549-6001.

Use the following language when calling the tower from the LZ before heading up:

**"This is <your name> with the University of Montana Hang Gliding and Paragliding Club. We have <number of> pilots flying Mt Sentinel launching in about an hour. We will likely be flying at varying altitudes above the mountain until sunset. If we are all on the ground sooner, we will give you a call to say we have all landed. Thanks."**

**The tower will likely ask to be called when all pilots have landed. Affirm that you will.**

Subsequent pilots driving up Sentinel must insure that the tower has been notified by checking the Automated Terminal Information Service (ATIS) frequency (**126.650 MHz**) or by confirming that the call has been made by the previous group of pilots or by calling the tower.  
(initial\_\_\_\_\_)

3. The club policy on locking and unlocking the gate is as follows: Club members who leave the gate unlocked or do not check to see if an inexperienced driver has LOCKED UP CORRECTLY, shall face suspension or expulsion from the club and may be subject to further consequences from UM Public Safety and the U.S. Forest Service. This is very important: DO NOT LOCK OTHERS OUT BY ARRANGING THE LOCKS IN THE WRONG WAY! See Appendix A for proper locking procedures. (initial \_\_\_\_\_)

4. Parking at the top of the mountain is RESTRICTED to the historically used area, the eastern edge of the summit, out of view of the city. Under no circumstances should a vehicle ever be driven beyond the parking area, onto the face of Mt. Sentinel or anywhere on the mountain from which the city can be seen. (initial \_\_\_\_\_)

5. As a foot launched pilot regulated by FAR part 103, I have studied the airspace restrictions and requirements surrounding the Missoula area and understand where I may and may not fly:

It is club policy that pilots shall not fly any further west than Russell Street. This keeps pilots out of the Class D airspace, which is designated by a 5 mile radius circle surrounding the airport. Class D is indicated by the dashed blue line around the airport on the FAA sectional. The dashed magenta lines extending up the Bitterroot and down the Clark Fork rivers delineate extensions to the restricted airspace to provide for approach and departure corridors to the airport. This is also airspace that cannot be entered without ATC permission. Do not enter these airspaces! (initial\_\_\_\_\_)

6. I understand that Mount Sentinel lies directly under the path of Victor Airway 86 and that there is a probability of general and commercial aviation traffic in the area. I will keep a heightened awareness for air traffic. Scanning for aircraft and being vigilant to clear turns is of the highest importance. Hang Glider and Paraglider Pilots must See and Avoid, yielding the right of way to all other aircraft. (initial\_\_\_\_\_)

7. I understand that the ONLY designated landing zone is the field southeast of Dornblazer stadium and the soccer fields east of the stadium. I am also aware of an emergency landing zone at the UM practice fields, NW of the Adams Center, and that it should only be used as a last resort, to save life and limb. (initial\_\_\_\_\_)

8. Pilots must be sure to land PRIOR to official sunset. Land with enough time to get a call through to the tower before sunset or call somebody on the ground from your radio to have them close out the advisory on ATIS. Flying, up to a half hour after sunset with a strobe visible for 3mi. and staying in uncontrolled airspace (below 1200agl) is legal but, the Club strongly recommends against this. (initial\_\_\_\_\_)

9. Cloud Clearances.....When flying near clouds over Mount Sentinel pilots must give them a wide berth. Keep at least 500 feet below and 2000 feet horizontal distance at all times. This is important because aircraft flying on instruments may emerge from the clouds and the pilots will not be looking out the window. Closing speeds are quick.

Stay 1,000 feet below and at least one mile horizontal distance from all clouds when flying above 10,000 ft. MSL. (initial\_\_\_\_\_)

10. Alcoholic beverages are NOT PERMITTED on University property without prior written approval. (initial\_\_\_\_\_)

11. Use of the gated Crazy Canyon Road is by permit only. You must be signed up with the Forest Service and have the authorization permit in the vehicle. No vehicles will be allowed on the road without a permit. Crazy Canyon Road use is also limited to dry or nearly dry conditions. The US Forest Service will certainly attribute any vehicle damage to the road, to the Club. Whoever is responsible for the damage will pay the costs to repair the road. Do not use the road if it is sloppy or muddy. (initial\_\_\_\_\_)

12. Any official club communications directed to anyone who represents the University of Montana, the U.S. Forest Service, the Missoula International Airport Control Tower or anyone who may or could have influence over our activities as a flying club, must be assigned to one of the club's officers. This includes all personal questions or concerns.

Do not take matters into your own hands. (initial\_\_\_\_\_)

13. I UNDERSTAND AND WILL ADHERE TO THE CLUB RULE THAT NO AEROBATICS SHALL BE PERFORMED BELOW 1000 FEET AGL! (initial\_\_\_\_\_)

14. I understand that as a pilot representing the University of Montana Hang Gliding and Paragliding Club in this high profile endeavor of running off of mountains and soaring above them, I am living with a much higher intensity of observation and scrutiny of my actions than the average person. I agree to conduct myself in a responsible and professional manner, keeping safety and respect for the public as my first priority. (initial\_\_\_\_\_)

I have read, understand and will abide by the **Requirements for Flight** document created to define and guide allowed activities for foot-launch flight operations on Mount Sentinel.

Signature \_\_\_\_\_ Date \_\_\_\_\_

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