

St. Louis Soaring Association, Inc

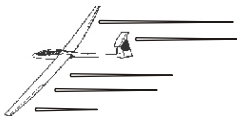
The Saint Louis Soaring Association (SLSA) was Incorporated in 1941. It is a not for profit glider Club formed to promote the sport of soaring. The membership currently owns 8 gliders and 2 tow airplanes planes and at its own airfield near Highland Illinois. It supports a broad spectrum of soaring activities and interests including training for FAA glider ratings, pursuant of FAI badges and awards, cross country soaring, and soaring contests. The common interests of the membership are enthusiasm for soaring, a strong concern for safety, and a desire to encourage the development os soaring skills. The SLSA is supported by volunteer labor from its members, monthly dues, and tow fees.

Membership is open to all those interested in participating in soaring. Persons under the age of 21 must have written consent from a parent or guardian. No previous flying experience is needed.

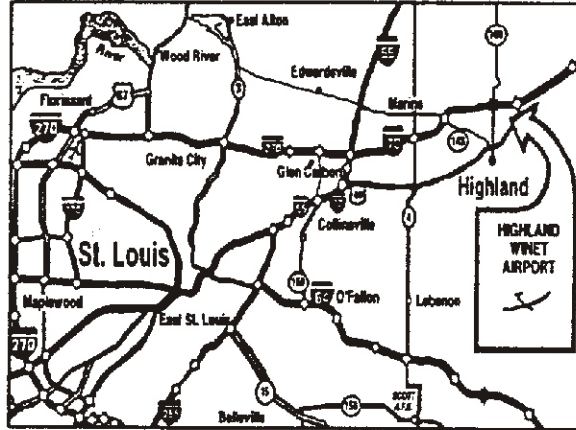
Operating a glider airport is labor intensive. SLSA members volunteer their talents in many ways by performing aircraft and ground equipment maintenance, keeping club records, flight instruction, towing gliders, and cutting grass to name a few. Without this volunteer labor the costs would more than double.



The current dues are \$56.50 per month. The tow fees vary from \$15 to \$24 based upon altitude. There is an initial fee of \$800 and training costs are \$7 per flight plus books. No charges are made for aircraft usage. Family memberships are available at a reduced rate. Additional membership categories are available - contact us for information.



How To Find Us



ST. LOUIS SOARING ASSOCIATION

Highland-Winet Airport (H07)

Highway 40

1 mile S/W of I-70 (Exit 30)

Highland, Illinois

618.654.3511



DK
(9/12/09)

Come SOAR With Us



St. Louis Soaring

ASSOCIATION

Since 1941

Howard Blossom Gliderport - Highland-Winet Airport
Highland, Illinois (½ Hour East of St. Louis, MO)

618.654.3511

www.stlsoar.org

Soaring Flight

Throughout history man has been fascinated by the mysteries of flight. How does the hawk stay aloft for an extended period of time without any flapping of his wings? As he circles, he climbs higher and higher, banking to center himself in rising bubbles of warm air. How does he find such lifting currents that keep him so effortlessly floating high above the surface of the earth? To be free like the hawk ...

what a joy that must be!

Soaring pilots know that freedom and joy. They don't wander about the hawk. They fly as the hawk flies, using nature's energy. Their ability and intelligence attain for them what the hawk knows by instinct.

Becoming a Soaring Pilot

Most beginners will need 25 to 30 lessons to qualify for solo flight. The minimum age to solo is 14. No FAA medical is required. However, a statement from the pilot that he or she is fit to pilot a glider is required. Lessons may last from 5 to 60 minutes, according to the instructor's lesson plan.

License Requirements

The Private License in gliders requires approximately 40 flights. A written test and flight test are required to obtain the Private Pilot certificate. The minimum age for a "Private" license in gliders is 16.

For the Power Pilot

Most current power airplane pilots can solo after approximately 10 dual-instruction lessons and qualify for the FAA check ride after approximately 20 solo flights. No FAA written test is required. An FAA medical is not required.

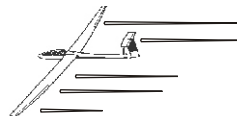


Your First Soaring Flight

The St. Louis Soaring Association offers introductory glider flights. From an altitude of 2500 feet above the ground, club gliders can glide from 13 to 18 miles with no additional lifting currents.

As the tow plane pulls you aloft, you will hear the air rushing over the smooth exterior of your sailplane. You emerge through the beauty of the surrounding forest and fields. At the proper altitude, your pilot will tell you that he is about to release the tow line. As the tow plane banks away to the left, you will turn to the right in free flight. As the glider slows from tow speed, the sound of the rushing air will diminish to a whisper. The freedom of the soaring bird is yours in harmony and at piece with nature.

At this point you may be allowed to take the controls if you wish. Your pilot will demonstrate their proper use, and soon you'll be making simple turns and straight gliding flight. Perhaps you will find lift to prolong your flight.



Frequently Asked Questions

"What keeps the glider airborne?"

Sailplanes rely on rising air to stay aloft. In Central Illinois, where the terrain is flat, only thermal activity is available. A thermal is a small area of rising air which has been heated, usually by the sun. In order to climb or to maintain altitude, the sailplane pilot must turn his aircraft to remain inside the rising airmass. This is the reason the sailplane is so often seen in a continually turning flight path.

"How long can you stay up?"

In good weather conditions, a pilot of average ability can stay aloft for several hours. If there is no thermal activity, the length of a flight simply depends upon the height to which the glider is towed during the launch.

How Can I Find Out More?

You may contact any of the following SLSA members to find out more about the St. Louis Soaring Association:

Don Kliethermes 314.428.4907

Rich Hehmann 618.791.5281

Introductory Flight Lesson

Introductory flights are given on Saturday Sunday and Wednesday on a time availability basis. The fee is \$120 and the ride is given by a commercially rated pilot. We suggest you call 618.654.3511 before coming to the airport to confirm availability, weather, and airport conditions. Ride [Gift Certificates](#) can be purchased in advance – we take Visa, MC, & American Express, or cash or check. E-mail us @ info-please@stlsoar.org or call Don @ 314-428-4907.