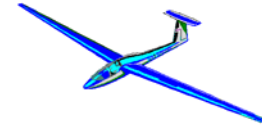


Sky Sailing, Inc

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Powered Aircraft Procedures

Warner Springs Airport has heavy glider usage. According to FAR 91.113: Gliders have the right of way. This means that you may not cut out a glider. Gliders do not make large patterns, therefore it is inappropriate for power planes to fly long downwinds. Otherwise, the glider will be forced to turn inside of you.

Warner Springs Airport is a Special Use-Glider Airport. This means aircraft wishing to use this airport, must have prior permission by telephone. Ranch Owners who have been briefed have prior permission automatically.

The following pattern procedures are recommended for safety and are at the discretion of the PIC.

- ◆ Left hand traffic patterns for both Rwy 26 & 8
- ◆ Enter the pattern on a 45, fly a normal downwind, base and final. Be at pattern altitude, 3700 msl, within 1 mile of the pattern.
- ◆ Do not extend downwind beyond the middle of the golf course (note: gliders/sailplanes turn by the first hill, tow planes by the west edge of the golf course)
- ◆ To enter the pattern from the opposite side, use a 45 deg into an upwind leg, fly a cross wind leg over the departure end, then a normal left downwind, base etc. See pattern diagram. (Safety Note: Never turn more than 90 deg in the pattern, and always check both ways before and after each turn.)

Caution: Sailplanes can be very hard to see, therefore extra vigilance is very important. Normal sailplane pattern speeds vary from 50 to 80 mph. You should be slowed to your slowest safe pattern speed prior to pattern entry. (Pattern begins 1 mile out on the 45). Your pre-landing checklist should be completed prior to entering the pattern. In the pattern your attention is required outside of the aircraft.

Sailplanes: Sailplanes are suppose to be at 600-700 ft agl abeam the center of the runway on the downwind, however, they do not have power and may have to enter the pattern at any altitude and from any direction, including landing downwind!

Towplanes: Tow planes operate constantly, they do not have radios (most sailplanes do not have radios either), and they have a 200 ft rope trailing behind them. Towplanes will at times make unusual looking patterns, please do not copy them! Towpilots are highly trained and experienced pilots flying out of Warner daily. They will often land on the dirt runway, and except in emergencies, towplanes are the only powered aircraft allowed to land in the dirt! Towplanes are aware of the glider traffic and how to operate in this tight environment.

Ropes: Sometimes you may see a tow rope on the runway (they are not suppose to be there). These ropes will not hurt your aircraft nor will you hurt them by taxiing over them.

Go Arounds: In the case of a go around, after addition of power and appropriate procedures for your make/model and once at a safe altitude, is recommended that you climb to the right of the runway (so that you can see the runway) fly to the departure end and turn left into the pattern. 360 degree turns in the pattern are *unsafe* at any time. Do not turn into approaching downwind traffic .

Run-up: Believe it or not, we see pilots taxi onto the runway and do their run up with their back turned to landing traffic. Please use the cement pad on the north side of Rwy 26 at the approach end, always look behind you to see who or what you are blasting with your prop! Check the pattern and approach for landing traffic before you take the runway. And beware of *Density Altitude*.

Night landings: Due to regulations by the county of San Diego there will be no night take-offs or landings. This is in force until there is a change in the Major Use Permit.

Notes:

- ◆ NO touch and goes. No fuel sales. No student training without prior permission from the airport manager.
- ◆ Be aware of the DEVIL: Density altitude.
- ◆ Paved runway is 3500 ft with a good 1200 dirt over run.
- ◆ There is a landing fee for all aircraft (except registered ranch owners), which may be waved with purchased from Sky Sailing.
- ◆ If you need a ride to the Ranch, please let the Unicom 122.8 know, this will save you time and a long walk! Ranch owners must have their Ranch ID ready to show airport employees to avoid landing and transportation fees. Rides to/from the Ranch after 5pm by appointment ONLY! Verizon cell phones do work out here.

All pilots and their passengers must sign the Sky Sailing/Warner Springs Ranch release, this form is available at the Flight Office and the Ranch.