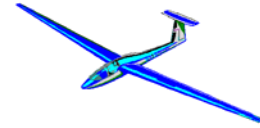


Sky Sailing, Inc

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31930 Highway 79 Warner Springs Ca 92086

(760) 782-0404 Fax 782-9251 Wx 782-9255 **Safety Is No Accident**

Operating Procedures

****All pilots & passengers must sign a release before flying here****

GROUND:

- Do not drive any autos on the runway. Please use the access road around the runway. Be sure to lock the gate behind you.
- The maintenance area is off limits to all except airport employees.
- All private owners are responsible for securely tying down their trailers and sailplanes.
- Always check the pattern (all directions) before pulling/walking across the runway.
- Pilots are responsible for their own adapter/weak links.
- Be ready to launch when the tow plane arrives. Be ready to go as soon as the slack is out, this includes your check list (and emergency check list). Release checks should be done during pre-flight.
- DO NOT move the rudder on or near the runway until you have a "Clear" and you are ready for take off. The tow pilot cannot tell if the rudder wiggle is the front glider or further back.
- Remember: Good ground handling procedures saves sailplanes, and in turn they take care of you!
- On east wind days be as far back as possible. Have you read the Sky Sailing Handout "Ground Handling"?
- Check your release prior to getting into line. We don't have time to do a release check with the tow planes engine running!

LAUNCH:

- Always get a "Clear" and thumbs up from the line boy before you give the take-off signal.
- As soon as the line person hooks you up, they will lift your wing. Level wing signals the tow pilot to take out slack. If you are launching with no line person, the signal to take out the slack is closing your canopy.
- Do not ever wiggle your rudder in the launch area unless you are hooked up and ready to launch. The tow pilot cannot tell if the rudder wiggle is the front glider or one further back.
- Always be prepared to release if you are not ready to launch or you encounter a problem.

- Be familiar with all Sky Sailing signals and standard SSA signals. Ours may be different from SSA, you need to know them!
- Use an emergency check list and be ready for an early tow release. Know you options, winds, and make your decision as to altitudes etc before you ever start your take-off roll.
- Be sure to signal your intentions to the tow pilot or you will be towed straight out or to some area of lift. We rely heavily on standard tow signals. If the tow plane thermals and you do not want to thermal on tow, get on the inside of the turn to signal the tug to go straight, from then on you will have to use steering turns.

IN THE AIR AND PATTERNS:

- Release: Tap the altimeter (do not tap on the glass) for accurate release altitude. After release make a level right turn.
- Remember cloud clearance as per FAR 91.155(a). Tow planes must avoid 30 NM TCA limits.
- No thermalling in the pattern approach area below 5000' msl
- Use correct patterns and altitudes unless your situation warrants an abbreviated pattern, and you will be asked why!
- No reckless flying, ie low pass into busy pattern, buzzing, aerobatics in an illegal area etc. We aim to have fun, but be safe and consider the other pilot may be on his/her first solo!
- The pattern begins on the 45 degree entry, Pre-landing check list should be completed by then, in fact you should start your pre-landing check at 1500' agl.
- Do not 360 or 270 in the pattern.
- Do not use spoilers down wind unless in lift, try to keep a fairly constant airspeed and straight ground track at approx. 200-300 fpm decent. Always try to use a ½ spoiler approach from base leg to landing. Always assume a first solo student is in the other aircraft.
- Do not extend downwind beyond the first hill (on runway 26).

- You should always leave the option of closing your spoilers and landing long to avoid a tie-up.
- Do not over shoot final. If you are landing on the Dirt, do not fly through final to asphalt and then cross back..
- On final, try to stay with the same landing area, ie if you line up for the paved runway try to stay on it, you may have a glider just behind you who is opting to land on the grass strip.
- On final, allow a margin for a 50' drop in the wind gradient over the trees on windy days!

LANDING:

- All pilots should plan their landing at or beyond the displaced threshold.
- Always clear the runway ASAP after landing.
- Do not turn towards parked gliders, your brake may not work, always give yourself an out.
- Grob renters will roll out straight.
- Do not drag or touch your wing tip until you are stopped.
- Renters must have the stick all the way back when the skid touches and keep it there until stopped (unless doing an emergency top with the skid)
- Sky Sailing highly recommends a nose high or low energy landing for all aircraft.
- Low energy landings are required in all Sky Sailing equipment!!

OFF FIELD LANDINGS:

- Please read the Sky Sailing handout "Landing off Field"
- Renters – If you land off, remain with the sailplane and try to have someone call or drive by the airport. If you must leave be sure that the ship is secured. There will be a minimum charge for retrieve of \$100.00 plus any damage. Retrieve cost is figured by employee hourly time, vehicle usage and down time.
- Try to radio by way of relay to Sky Sailing so that we know what is happening and can assist your ground crew.
- Do NOT cut any fences!
- Be extremely kind and thank the owner of the field. Do not get upset with them under any circumstances and it will work out, after all *you* are the uninvited guest!
- Except under rare circumstances it is an example of very poor judgment to land off-field on a local flight! However, once you must, do not hesitate, remain calm and do a normal pattern so as to not injure the aircraft. This is the situation where your

LOW ENERGY landings you have been doing are very important. Your off-field is now a learning experience!

- By the time you are 1000'agl you should be setting up a pattern to land, do not wait and run out of options.
- Always plan to arrive back over Warner Springs at 1,500' and start your pre-landing check.

Use of Sky Sailing Equipment:

- You must show proof of currency, and/or BFR.
- You must carry: Pilots license, or properly endorsed Student Certificate &/or Logbook.
- You must have signed both a lease agreement and release
- Currency: All pilots must have flown within the past 60 days, and must meet FAR requirements for carrying passengers. Students must have flown within 30 days with an instructor and must have been signed off as required by the FARs.
- Crosswinds: Due to the severity of crosswinds, Sky Sailing will, at its option, require cross wind sign-offs of all renter pilots and will enforce no flights in any cross winds as needed. MAX crosswind for the Grob is 12mph.
- No flights outside of a 10 mile radius without specific approval from a Sky Sailing Instructor. If you were to lock your spoiler ½ open and keep them there and could not make it back to Warner, then you are too far away! Remember when there is lift assume there is twice as much sink. It is extremely rare that off-fields happen on no lift days. Why?
- No Aerobatics without permission and logbook endorsement from Bret.
- No low passes in *rental* aircraft
- Any Schedule cancellations of less than 24 hours or no-show will be charged \$25 per scheduled hour, except in the case of bad weather (which is not a excuse for not calling, remember that when the weather is poor where you are, it is most likely great here!)
- Never leave aircraft unattended if untied.
- Always lock the canopy when closed. Do not leave the canopy open when unattended.

let Your Heart Soar!