

Attention all Wave Campers: Here are our airport procedures for 2023. Print a copy. We'll brief this at our daily pilots' meetings.

Essential Note: We are using Post Mills Launch Procedures. The short version is that we take up slack with wings level (see #4 below).

Daily Briefing: 9am unless otherwise announced. We'll cover weather and other essential information.

Staging: Staging for 30 will be in the usual place at the edge of the tie down area / edge of the runway. Pilot on deck should be strapped in with **all cockpit checks complete including the tow release**, ready to hook up and go. Gliders will remain clear of the runway until all traffic in the pattern has landed. Don't engage the pilot in off topic banter, let him get his head in the game. Because staging blocks the most useful part of the runway, it's necessary to stage and launch with speed and efficiency. Be ready.

Positioning: Two or three assistants will be needed to position a previously staged glider on the launch line. Don't forget to remove the tail dolly! The wing runner should be fetching and inspecting the rope, making certain the correct ring is available.

Hookup and Launch:

Wing Runner should have a radio!

1. Tow planes will deliver the rope to the wing runner either by dropping the rope on landing or back taxiing.
2. Tow pilot may take up all but last 3 - 4' of slack at his convenience (wing runner can assist here by laying the rope out in one easy to see loop to the left of the runway center line).
3. Hook up with left wing down using standard signals for open & close. **If the release has already been preflighted and checked, there is no need to do this again on the flight line.**
4. The wing runner moves to the wing tip, scans for traffic and checks for a clear runway. The wing runner informs the pilot of traffic. If pattern & runway are clear, pilot ready, thumbs up signal is given. Wing is raised. **We use level wings as the primary signal to take up slack.** The "hold" signal (arm straight up) should be given just as slack comes out. **All parties should expect an immediate launch, preceded by glider rudder wag, as soon as slack is out.** The wing runner should relay the rudder wag signal as soon as it is given with a windmilling motion of the arm. Under normal circumstances there should be no reason to delay the launch, however the tow pilot must not begin the take off roll until the rudder wag signal is clearly given.
5. In the early morning hours, visibility (for the tow pilot, looking rearward) will be severely limited by the rising sun. In this case it will be necessary to have a second signalman to the left of and slightly ahead of the tow plane to relay the signals given by the wing runner.

Patterns & Landing:

It's been a couple of years since we've had to land a dozen gliders in gusty, rainy conditions at 30 second intervals, but it has happened and it will happen again. It's essential that you have your head in this game and your skills sharp. The Post Mills club is insisting on 30 day currency for all members. If any of you are arriving at Gorham rusty, I'd like to gently **insist** that you take a proficiency tow or two under benign, low traffic conditions and sharpen up. The standard we are looking for is the ability to sequence with others, land with appropriate energy and stop your glider at a pre-selected spot with an error of no more than about five feet. This way, when someone screws up (we're human, it happens), the rest of us are sharp enough to accommodate smoothly. Safety isn't just a good idea, it also means less work picking up broken pieces and fewer checks to be written. There is no better insurance in the traffic pattern at Gorham than currency, correct procedures, good communication and sharp skills.

1. Plan to arrive over the airport with altitude to spare whenever possible, **arriving at 3000msl (2200 agl) is ideal**
2. Announce your altitude, location and intentions at 3000 msl, e.g. "Gorham traffic, T8 overhead 3000, landing shortly, Gorham" (altitude is called as a number, feet msl is the standard, there's no need to say either "msl" or "feet").
3. Announce your downwind entry, if there is traffic ahead of you (in the air, aircraft on the ground "don't count"), call your sequencing: "Gorham traffic, T8 right downwind 30, number 3, Gorham"
4. Base and final calls are optional and can probably be omitted most of the time to keep the frequency clear. Use your judgement.
5. If you need help, the sooner you ask, the easier it is for others to accommodate. If you need the guy ahead of you to expedite his approach/landing, ask! If you need to fly an abbreviated pattern, call ahead (preferably at 3000).
6. Do your best to sequence smoothly with departures.
7. **Select your roll out area in advance, have a back up plan, DO NOT BLOCK THE RUNWAY. In the event of a blocked runway, GO LONG, roll out at the far end of 30, leave space for others. Once stopped, exit your glider and pull it even further out of the way. The essential principle is LEAVE SPACE FOR OTHERS.**
8. **Landing traffic has the right of way.** People towing gliders back from the roll out area must be cognizant of traffic in the pattern. The golf carts should have radios. They must not block a glider rolling clear of the runway into the tie down area. All ground movements must be completely clear of the runway if there is traffic on base/final.