

Salida Camp

August 12, 2006

The following rules and procedures will be in effect for the 2006 Salida Camp (Friday through Monday). These written rule are recorded to help us run a smooth and efficient camp, and to minimize disagreement regarding procedures. Please address all concerns with logistics or pilot behavior directly to the camp manager.

General Logistics:

- All pilots are required to be at a briefing at 10 am each morning.
- Please remember there is a \$3/day tie-down fee for gliders on the ramp, to be left in the airport office, before you leave camp. Envelopes are in the main terminal by the office window. Please write your tail number on the envelope.
- As always, have your radio on and the volume up after landing, and be ready to pull off the runway when landing traffic enters the pattern. Do not walk away from a glider on the runway after landing without pulling it off into the grass. Do not assume that gliders, tow planes or other powered traffic are comfortable landing long or short to avoid your glider.

Scheduling for Training and Club Ships:

- Training flights will be scheduled and managed by the instructors available at the camp. A list of available instructors should be distributed prior to the camp.
- Each club ship going to the camp will have a "Camp Ship Manager" assigned who will be responsible for transportation of the ship to and from the camp, as well as for scheduling the ship during the camp. The list of club ships attending the camp and the names of the camp manager for each ship will be distributed prior to the camp.

Camp Prerequisites:

- 1- All pilots flying club gliders who have never flown at this location must, must take at least one area check-ride with an instructor (quantity up to the instructor) before flying for the first time.
- 2- All pilots must be familiar with all the area basics, for example the location of the airport on a sectional, the airport frequency and the traffic patterns.

Training:

Lift normally starts about 11 AM. Training will be encouraged to start at 9 AM. Training tows will stop as soon as there is lift present. Training tows may continue after the tow list is complete or a "hole" in the towing schedule happens and is agreeable to everyone still waiting for a tow.

Tow List:

A tow schedule, a sniffer, and two daily tow lists will be used. The list shall be first come, first served on a daily basis within the categories described below.

The first tow list will be for instruction and rides and will be like our regular list at the shack. The second list will be for XC and local soaring flight launches. The objective will be to get all XC pilots in the air as soon as conditions permit. The first list will be used to queue launches prior to thermal conditions and after the second list pilots have all launched and stuck.

The second list will be prioritized as follows:

1. The previous day's tow pilot can place himself wherever he wants on the list.
2. Pilots declaring a FAI Speed, Badge or Distance Task of 750K or more
3. Pilots declaring a FAI Speed, Badge or Distance Task 600K to 749K
4. Pilots declaring a FAI Speed, Badge or Distance Task of 300K to 599K
5. Pilots making a declared distance or duration flight

NOTE: Pilots attempting a previously unearned badge leg or state record shall have priority within the above categories.

6. All others shall fill a final, general, category

General Tow Procedures

- **Relights:** You may put your name on the list again, after you land for another tow (same as club rules at Boulder)—you do not get the next tow. If there's a tow plane on the ground and no one to be towed, just go without signing up on the list.
- The day's tow lists will be available for sign-up at 9:30 AM.
- Training members need not sign-up for a tow unless they want a flight after the general towing starts. All training flights will decide their own order.
- If you are ready to tow, are on any tow list and others are not ready, take the tow. No-one loses position.
- Camp guests (3 this year) will have access to tows under the same guidelines as full club members.

Glider Staging:

All gliders will be staged at the appropriate runway position, in readiness for a tow. The order of tow will be the "Tow List" order and NOT the staged position; however, things will move more smoothly for everyone if pilots are aware of the glider that precedes them in the tow order, and line up behind that glider to avoid having gliders trying to get around staged gliders.

Gliders should be staged as best as possible to allow gliders to move along the taxiway as necessary (i.e., front to back or vice versa).

When Does the Tow List Start:

A sniffer will launch to determine if there is lift. This sniffer can also be a training flight. Once 2 to 3 knots lift is found, all towing will start. If the sniffer is not a student and could not stay in the air, he would not lose his tow list position. The sniffer can be anyone, on any tow list, willing to do it.

Who Tows First:

1- Pilots who have signed up in advance:

- a. First, pilots having declared a 750K task or greater
- b. Pilots going for a 600k or greater task, in the order of sign up, with pilot seeking a first-time badge given priority.
- c. Pilots going for a 300k task or greater (up to 599K), in the order of sign up, with pilot seeking a first-time badge given priority.
- d. Pilots on the General Tow List. All these flights will be in the order on the General Membership Tow List.
- e. Pilots not on any tow list.

2- All other SSB Members just showing up (i.e., not on list):

- a. Will tow at the end of the General Tow List.

Important Note: Those signing up for either of the first two tow lists must make a valiant attempt at doing their task. This will be monitored. If anyone is found signing up on either of these lists just to get in the air sooner, they will automatically be at the bottom of the General Tow List, every camp day. We are relying on honesty for tow order--don't cheat your friends and fellow club members.

Tow Readiness:

- 1- All pilots must be on the "flight line" in readiness, as their turn nears. You do not have to be at the flight line, all the time, before your flight time.
- 2- It is up to the individual pilot to know when their turn is. The tow list will be at the "flight line".

- 3- All pilots must be ready, in their ship, fully buckled in, full check list complete and any other things they need done BEFORE it's their turn to launch. This **does** mean getting ready when there are one or two ships in front of you. You know how long it takes you to get ready and must be the judge of this.
- 4- When it is your turn, your glider, with you in it, totally ready, will be positioned on the runway, the tow rope connected and away you go.
- 5- **VERY IMPORTANT:**
 - a. If you are NOT fully ready when it's your turn for a tow, you will go to the bottom of the tow list you are signed up on.
 - b. Those not wishing to launch at the time of their turn, will lose their position and go to the bottom of the list they are on, unless position change is mutually agree upon with the next on the list.
 - c. If you are not ready when the tow list you are signed up on is complete, you will go to the bottom of the next tow list, unless position change is mutually agree upon with the next on the list.

Tow Release Point and Tow Length:

- 1- The idea will be to tow each glider to the closest point to the airport that has lift.
- 2- Towing "to the moon" will not be allowed unless you are the very last one on the list and will not affect anyone else.
- 3- The idea will be to do 2000 to 2500 ft tows, releasing in even light to moderate lift. If you have gone through lift and not released by 2500 ft., you will be waived off.

Elephant Walk:

We need to anticipate, if possible, wind shift (I know, I know). At this point the next three (3) on the tow list should immediately move to the East end of the field. Others may follow, but must be prepared to pull off the runway for tows. The idea is to get the next glider off fast allowing the runway to be open for the transition and have gliders towing during the transition. In all cases a radio **MUST** be on and monitored during the transition.

Keep in mind we are using an active runway, so be alert for powered traffic. Sorry to belabor this point, but have your radio on and the volume up and pull off of the runway if you here traffic entering the pattern.

Tow Services Available:

In addition to the club Pawnee, Bob Lynn will provide tows behind his Huskey at his rates (more on Bob's rates when I get it). You will be billed for Salida tows, including Bob's tows, on your monthly SSB bill.

It looks like there will be an additional private tow operation offering tows. Although club ships cannot tow behind that service at this time, private ships can use that service, of course. I will forward contact and pricing information before the camp.

Tie Downs and the Ramp:

No trailers or cars may be left on the ramp. If you must setup with your trailer on the ramp, this must be done as quickly as possible, then moved. We may use the grass on the west end of the ramp for cars, trailers and camping. No glider trailers may be positioned on the ramp to hold a tie-down spot. If you want the spot, assemble your glider and put it there. Leaving your tripods, ropes, etc, marks your spot.

SSB Glider and Tow Logs:

All glider and tow logs will be given to the Camp Manager, Ed Sitver, at the end of camp. The logs will be reconciled with the tow records daily, so please ensure that you complete your log after your flight. Logs will be forwarded to the SSB bookkeeper after the camp.

Assemble and Disassembly Help:

Anyone flying a club ship will be required to help out with the disassembly of that ship. If a ship user cannot be available at the time of disassembly, he/she will be required to find a “stand-in” for them.

