

## RULES AND PROCEDURES

Procedures for:

### I. Removing Towplane from Hangar

- \* Position one person at tail.
- \* Use handle. Do not lift up on horizontal stabilizer.
- \* Make sure that magnetos are OFF.
- \* Steer tail clear of obstacles.
- \* Use propeller and/or wing struts to pull up from hangar. Be sure to pull on both blades simultaneously, near their bases.
- \* Park the towplane clear of the runway facing into the wind.
- \* Chock both wheels or set brake

Towplane pre-flight must be made by a tow pilot.

### II. Removing Sailplanes from Hangar

- \* Position one person at wing tip and don't push stright forward (the one closest to hangar door), another at the tail.
- \* Lift tail using the most inboard portion of the horizontal stabilizer.
- \* Wing man starts sailplaine moving.
- \* Slowly walk the glider out of the hangar until the dolly is on the hangar apron.
- \* Lift tail high enough (one or two men) to allow removal of dolly.

CAUTION: 1. Watch hangar roof trusses.

2. Do not punch finger through fuselage fabric.

- \* Check for and install ballast.
- \* Install radios as prescribed.
- \* Clean canopy.

### III. Tow to Flight Line

- \* Push glider to flight line with the electric buggy.
- \* Position at least one man at wing tip.
- \* If extra person is available, position at canopy for guidance and backing or release should this be necessary.
- \* Travel no faster than a brisk walk.
- \* Position gliders off the runway ready for pre-flight inspection.
- \* Return buggy to hangar and put on charge.

IV. Prepare 2 tow ropes for use and inspect both for damage. Place extra tow rope parallel to but off active runway on the side with the hill.

V. Place tables, chairs, clipboard, and ground station radio at launch site as desired.

Erect tent as desired.

VI. Gliders should be positioned clear of and perpendicular to runway (wings parallel) as follows: windward wing down and weighted

canopy closed

spoilers open

controls secured

Pre Flight (each flight) Long Form

1. Pilot shows license and establishes currency with flight officer.
2. Calculate weight and balance using placard. Put in ballast if required.
3. If parachute is to be used:
  - a. Check inspection card (must have been packed within 60 days.)
  - b. Check pins for condition and the lead wire safety is in place.
  - c. Straps should be checked and adjusted to snug fit.
4. Adjust seat position (1-26) and cushions for comfortable flight.
5. Adjust rudder pedal length as required for proper travel.
6. Double check personal gear - must have watch and change in case of off-field landing - highly recommend sunglasses, hat, light windbreaker, and motion sickness bag for passenger.
7. Enter sailplane and run down cockpit checklist:

C Controls	Freedom of movement on flight controls and proper movements to control inputs
B Ballast	If required, verify it is on board and secure
S Straps	Set belt and shoulder harness secure, snug, and comfortable
I Instruments	Altimeter adjusted, vario position noted, radio volume up full, and squelch set just below static hiss
T Trim	Set forward to take off position
T Tow rope hook	If first flight for this ship today, have release checked up - tell wing runner to take out slack
C Canopy	Closed and locked
B Brakes	Dive brakes closed and locked
8. With slack out, double check wind direction and strength, signal thumbs up with left hand when ready to go.
9. When tow plane fans rudder to go, acknowledge by fanning your rudder to start tow.

### Take-off/tow reminders

1. Get skid off ground ASAP and keep it up.
2. Establish tail level position - let acceleration to 40 mph make sailplane break ground contact.
3. Keep glider 3 - 10 ft. off ground in level attitude until tow plane breaks ground - then climb in standard high tow position.
4. Keep center of tow plane on horizon or on hazy day, keep strobe light on front edge of towplane greenhouse.
5. Check in with tow pilot about 1,000 ft. up to confirm your desired direction of travel and release altitude.
6. Remember your standard SSA towing signals but don't be afraid to use the radio as well for additional confirmation.

EXCEPTION: When towplane waves you off by rocking his wings, release now.

Rocking means you will see 2 or 3 dips of each wing, not one, as in turbulence.

7. Announce your intention to release a few seconds prior to pulling release knob and perform a mild climbing turn to the right.
8. Tow pilot will announce you clear prior to performing descending turn to the left and establishing descent profile.
9. Flying the tow out of position may result in a towplane release and subsequent inconvenience - pay attention while on tow.

## Landing Reminders

1. Below 2,000 ft. you should have a general idea of where to land at all times.
2. Below 1,500 ft. you should be moving to a specific field chosen and within range of pattern entry.
3. Below 1,000 ft. you should be in the landing pattern.
4. Thermaling below 1,000 ft. in the general area of the IP is considered risky and a poor practice. Repeated low thermaling may be grounds for flight committee review and action.
5. Radio contact with Bandel Base is expected when the intention to land is made. This may be 1,700 ft. at the truck stop and heading for home or from 1,200 ft. closer to the field, such as over Bob Banchel's farm.  
Your radio must be on below 1,500 ft., so you can monitor other traffic approaching and departing Bandel.
6. Once the decision to land has been made, you should announce your entry onto downwind and ignore all further lift. Your turn from downwind to base should also be announced. The turn from base to final is optional depending on your experience. The safe landing is your primary responsibility and should not be jeopardized with a mandatory radio call on final if you can't handle it. However, it is requested of experienced pilots, since it further enhances field safety.
7. Complete patterns with entry about 1,000 ft. are requested and encouraged since they are the safest for all concerned; however, if a safe landing dictates an unusual pattern, so be it. There is always time to discuss options and preferences after safety has been assured.

### Landing Checklist (long form)

1. Radio turned on 1,500 ft. and below.
2. Entry to pattern at 1,000 ft. for students mandatory; all others, 1,000 ft. is requested, 800 ft. is mandatory.
3. Announce beginning downwind and base legs to Bandel Base.
4. Check dive brakes on down wind for proper operation.
5. Reset trim forward to landing position.
6. Check to your right for traffic on long final prior to turning from base to final leg of landing pattern.
7. Use some spoiler/dive brakes on approach as this increases your options in adjusting flight path.
8. Round out and slow plane down for full stall landing rather than making wheel landing and lots of brake to stop.
8. Move glider off the runway quickly - help with a car or the field cart will be along to pull the ship to the launching area if more than 600 ft. from the operations area.
10. Shut down radio and electric vario to conserve battery prior to ground handling.
11. Log your flight at the operations table.

## End of Day Checklist

1. Members are responsible for retrieval and storage of all equipment, including:
  - aircraft
  - radios
  - tow rope
  - table
  - chairs
  - tent
  - clipboard
  - miscellaneous debris such as cups, cans, papers, etc.
2. Gliders and tow planes should be positioned in the hangar according to accepted procedure.
  - Three persons is the recommended minimum crew for handling of aircraft.
  - Be sure that dolly wheels are on the steel plates.
  - Allow at least 4" clearance between aircraft and between the tow plane propeller nose cone and hangar doors.
  - Chock tow plane wheels.
  - Check log books for entries.
  - Turn off radios and variors.
  - Cover canopies.
3. Wind tow rope and check for damage. (Tow slips in box)
4. Charge radios. (DO NOT leave cart on charge overnight.)
5. Store chairs, table, tent, etc. neatly and in their proper place.
6. check field and flight line for items which may have been forgotten.
7. Tag any defective piece of equipment and make report to maintenance chairman.
8. Lights out.
9. Close hangar.