

## **Glider Pilot's Guide to Krey Field Operations**

### **Plagarized by Mike Malis from Tom Coussens - October 2009**

This purpose of this guide is to familiarize glider pilots with operations at Krey and to maintain standard procedures so that there are no ambiguities which could lead to incidents and possible injury or property damage. It is assumed that the reader is an experienced, qualified pilot who is familiar with the SSA Soaring Flight Manual.

#### **The Ticket System**

John sells tow tickets ahead of time, prior to start of operations. The glider pilot then gives the ticket to the towplane pilot. Generally, it's "No tickee, no towee". Although there is an altitude printed on the ticket, you are not required to release at that altitude; release when you want and settle with John later. It is very helpful if you put your name and glider on the ticket, and give the ticket to the tow pilot before he takes off. You will find that launches go much quicker that way.

#### **Operations**

Don't rely on radio communications, instead adhere to the ground and airborne signals listed in SSA Soaring Flight Manual. Most (80%) of the operations are from the west end of the field, the east end is similar, except for the towplane tie down.

The towplane will require 5-15 minutes to warm up and make a test pattern before the first tow of the day. Towplane will not taxi down wind, and will always take off and land into the wind when possible.

#### **Staging and Launch**

See Figures 1 and 2. If no glider is gridded, it will park at the day tie down on the west end. If a glider is gridded, but not ready and in the staging position by the cone, towplane will park at the staging area (2)

The tow plane will land on the small runway spur to the south of the main runway. If the glider is staged, the towplane will taxi to the glider to get the ticket (1). Once the ticket is received, it will taxi to the staging area (2). The towplane will stay at (2) until the glider is ready for takeoff (Wing Up) NOTE: SLACK WILL NOT BE TAKEN UP PRIOR TO WING UP SIGNAL, so the tow pilot can properly check the pattern. Take off will commence when the GLIDER PILOT gives the rudder wag signal, NOT THE WING RUNNER. If there is no wing runner, the slack will be taken up when the glider canopy is closed.

#### **Patterns**

The glider landing pattern is always to the north, and power plane patterns are to the south. Take-offs and tow patterns are always to the south. The exception is a strong north wind in which the tows should initially turn to the north to enable the glider to return in the event of a low rope break. The tow plane will turn at about 200 feet, and continue to turn until over the field center at 500-1000 ft. Only when pattern altitude is reached will the towplane actively maneuver for lift.

## General Flying Advice

Use standard signals, do not rely on radio especially in the air, the towplane is too noisy for radio communication on tow. Avoid maneuvers below 1000 AGL. Steering is not standard practice. Avoid soft releases, always turn right after release. Fly a standard Krey landing pattern, and do not thermal in the pattern. Stay away from the south side and the tow plane. No contest finishes. Don't land so that you block the towplane or runway. Don't expect to be towed with a tailwind, when the towplane changes direction, you should to, or be prepared to wait a while...

## Ops Diagrams

SHAPE \\* MERGEFORMAT

**Figure 1 - West End Staging**

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**Figure 2 - East End Staging**

PAGE

PAGE 1

Landing Roll-out

Landing Roll-out

**2**

**3**

**1**

**3**

**2**

**1**

Day  
Tie-down

Glider Stage Point (Cone)

Glider Stage Point (Cone)