



Welcome to Soar Truckee, Inc!

Soar Truckee, Inc. (STI) is a unique organization. It is not a Fixed Base Operator in the usual sense of the phrase. It is, rather, an organization that seeks to: (1) provide a base of operations for the glider community, (2) provide glider flight instruction, and (3) introduce the non-flying public to the beauty of our sport.

Our mission statement is: *"To provide safe, efficient, and friendly soaring services, equipment and facilities for our shareholders, their families and our guests"*. We are glad you have chosen to fly with us and we look forward to a long, mutually rewarding relationship.

Thousands of operations, both glider and power, take place at Truckee each year, and deviations from accepted procedures can have serious consequences. These SOP's have evolved from the input of many capable people, FAA and airport regulations, years of experience, and common sense. The area around Truckee offers some of the best soaring in the country, and some of the most challenging. We hope that you have a thoroughly enjoyable, safe experience while you are here.

After reading these SOP's your signature will be required stating that you both understand the SOP's and will abide by them. We encourage you to ask questions and clarify any issues that you don't fully understand *before* signing your name. Failure to abide by any part of these SOP's may result in revocation of your flying privileges at Soar Truckee. ***Items new for the 2011 season are highlighted in Bold Italics and underlined.***

Our primary goal is safety!

A. GENERAL

SAFETY MUST COME FIRST! You are expected to understand and abide by our SOP's, all applicable FAR's, and airport regulations. Failure to do so may result in our refusal to tow or allow sailplane operation from our facility. *These SOPs are part of our lease.* We won't allow our lease with the Airport District to be jeopardized by irresponsible acts of commission or omission by any individual.

- ❖ Private/Club aircraft Liability Insurance – Proof of liability insurance must be submitted (annually) to STI for tow-launch privileges. Uninsured aircraft pose a residual risk to our operation in the event of a lawsuit.
- ❖ Initial check-out. If you are unfamiliar with the area, we encourage you to obtain an area familiarization flight with an STI instructor (or another local, experienced pilot).
- ❖ Safe flying begins with a thorough preflight and a positive control check. Please do these before you get to the staging area. Please don't leave your glider unattended. Do your errands before you line up!
 - When you move your glider across the double yellow lines, you are on an active runway. You must be in, or get into your glider immediately.



- ❖ When landing, plan your approach while you have plenty of altitude. Manage your energy so that you can get your glider off the runway at the second or third turnoff. Do not turn off at the first turnoff (the one where the tow planes and gliders stage). After landing, you must clear the runway immediately. Consider this: often times all traffic, both glider and power, uses runway 19. Under those circumstances, a glider sitting on runway 19 effectively closes the airport until the runway is cleared.
- ❖ Be mindful of the implications of circling at pattern altitude at or near the "I.P." This is a potentially dangerous flight maneuver to you and other gliders, and may hold up launch operations. Use your radio to advise your intentions, but do not count on anyone hearing your call.
- ❖ **WORKING RADIO ON 122.8 IS REQUIRED:** The Truckee Tahoe airport can be a busy place. Traffic includes jet and sport plane activity. Not all aircraft operate with radios which makes a continual visual watch and situational awareness necessary. Be aware of approaching and departing aircraft positions and intentions. Monitor 122.8 within ten miles of the airport per AIM 4-1-9(c). We *may* be able to loan you a radio if necessary.
- ❖ Under certain conditions (downwind takeoffs and high density altitude days are examples), we may ask that you tow from the far end of runway 19.
- ❖ Ballasted and powered gliders must operate from the far end of the runway without exception.
- ❖ **When landing, do not stop in the staging or launch areas.** Manage your energy so that you can roll beyond the launch pad to a turnoff. Don't stop on the runway if at all possible. **Clear the runway as soon as possible.**

B. OPERATIONS

Pre-flight your sailplane, including radio checks, in the tie-down area. It is suggested that you also do your positive control check at this time. Only then should you move your sailplane into the lineup for takeoff. Make sure you have a completed, *legible* tow ticket with all the necessary information. Tow tickets are available in the office or from line personnel. Pilots must remain with their sailplane once it has been placed into the takeoff lineup! Please do not leave your glider unattended with the tail wheel dolly on at any time anyplace on the airport. Dust devils and/or wind can damage your glider and other gliders in the blink of an eye.

You must have a working radio to fly at STI. No launches will commence without direct radio communication between the tow pilot and the glider pilot. This will be strictly enforced! **NEW SIGNAL:** while in the pre-launch position, if you see the tow plane lower its flaps and/or rock its ailerons, or you get a "thumbs down" hand signal from the tow pilot, radio communication has not been established and you must immediately establish communication or you will be pulled from the launch position by staff. Please be aware the signal may also indicate an impending conflict and you will have to immediately release the towrope from your end so you can be moved off the runway.

Once the glider has been moved over the runway holding line in the launch area, the pilot must be ready for takeoff. Our line staff will help you push out for launch and can often do so



with you already in your glider. Have your cockpit secured and complete your pre-launch checklist *before* towline hookup. Is your O2 on?

- ❖ Our line staff will help you move your glider into position, but *you are responsible* for correct positioning and tail dolly removal. You assume full responsibility for help offered by your crew or Soar Truckee personnel.
- ❖ Establish radio contact with the tow plane *before* it starts to move into position. We ask that you do your radio check *before* getting in the takeoff lineup. Doing a radio check while on the launch pad is not acceptable.
- ❖ Your crew may run your wing only if they have read and are thoroughly familiar with the Soar Truckee SOP's regarding Line Person procedures. On occasion it may be necessary to help each other by running a wing if Soar Truckee staff isn't available. When the tow plane has taken the slack out of the line, call on 122.8 "Rope tight, glider _____ ready for takeoff. Call "Stop takeoff" if not ready.

Relay any instructions to the tow pilot via line personnel when you give them your tow ticket. This will keep radio traffic to a minimum. The tow pilot will make every effort to comply with your wishes subject to safety and traffic considerations. Use the radio to direct the pilot to your preferred heading or area once airborne. When practicing tow maneuvers, inform your tow pilot of your intentions by radio.

Upon tow release, turn right (after clearing your turn, of course), and immediately advise the tow plane "Tow plane _____ (identify your tow plane), glider _____ (identify your glider), off tow at _____ (say altitude). Be sure to identify your tow plane and your glider call sign as there may be more than one tow in progress at any given time.

MOTORGLIDER TAKEOFF: Motor gliders are expected to utilize the same general procedures as the tow plane during their takeoff and climb out. A motor glider will always stage and conduct its checkout and engine run-up in the run-up area, not on the runway. In the case of runway 19, this area is on the west side of the runway threshold. A properly working radio is critical for safe motor glider operation. Prior to entering the runway environment, the motor glider will ensure that its radio is functioning, and that the pilot can properly monitor transmissions from other traffic despite engine noise. The motor glider is responsible for radio communication to ensure proper traffic separation.

- ❖ Prior to entering the runway environment, the motor glider pilot shall query for conflicting traffic, saying "Truckee traffic, motor glider (identify your motor glider) will be taking runway (identify the runway number, typically one-nine) for departure. Is there any traffic on base or final for runway (identify intersecting runway, typically two-eight)?" The motor glider pilot will look and listen carefully for any responses.
- ❖ The motor glider pilot shall then enter the runway, and announce "Motor glider (identify your motor glider) is rolling runway (identify the runway, typically one-nine), left turnout." During climb out, the motor glider shall fly a pattern similar to that which would be flown by a tow plane utilizing the same runway to tow a glider.



- ❖ If the motor glider takeoff must be aborted for any reason, the motor glider pilot is expected to be able to safely execute this maneuver (see emergency procedures section above).

If the motor glider pilot has any questions regarding procedures, the pilot will receive satisfactory clarification from Soar Truckee personnel prior to operating.

C. LANDING PROCEDURES

Before landing, obtain weather information on 118.0 (AWOS). Monitor 122.8 (CTAF) and pace yourself so you can enter into a safe pattern sequence. Don't force your right-of-way over powered aircraft unless necessary. Gliders use a left hand pattern for runway 19; power aircraft make right traffic for 19.

On passing over the "lone pine tree" (initial pattern entry point for runway 19) at 7000 feet MSL, radio "Truckee traffic, glider _____ (identify your glider) entering left downwind for runway 19 at Truckee". This may seem a bit premature but is safe and reasonable considering our short landing pattern. The approach end of runway 19 may have downwash and/or turbulence, and there isn't a good alternative landing site if you come up short. Because of these conditions, it is **Highly Recommended** that you make your turn to base leg opposite the runway 19 threshold. Landing short can be fatal.

- ❖ When turning base, check for incoming power traffic and radio "Truckee traffic, glider _____ (identify your glider), turning left base to short final for runway 19 will stop short of 28 at Truckee".
- ❖ Plan your touchdown **BEYOND** the runway numbers. There is plenty of runway, and coming up even a little short on runway 19 can have serious consequences. After landing, **immediately clear the runway**. Manage your energy so that you can make one of the turnoffs. If for some reason you miss the turnoffs, push your glider off the edge of the runway between the runway lights and wait for help to retrieve your aircraft.

D. CROSS COUNTRY

Soar Truckee guards 123.3 at the airport for any messages. Please relay messages for other gliders if they are out of the area and can't reach Soar Truckee by radio. If you are going cross-country, please radio the STI office on 123.3 or a land line by 1630 letting us know your status. If you plan to arrive back at Truckee after 1730 hrs. (somewhat later on Saturdays), please make prior arrangements to have someone available to help you with your glider. For your safety, **please be aware that STI may, at its sole discretion, contact the proper authorities (FAA, Sheriff, Civil Air Patrol) for any overdue aircraft not reporting its status by dusk of each day. This may result in a formal search and rescue operation.** Failure to follow the reporting procedure may result in loss of flying privileges at Soar Truckee.

STI encourages cross-country flight, and we will make every effort to provide an aero retrieve, consistent with safety and our operational requirements. We cannot, however, perform or participate in "land" retrieves. Please make personal arrangements with your fellow glider pilots for land retrieves. Please also make every effort to advise the office of your land-out status. You should also carry a cell phone with the personal number of someone who will be at the airport base.



There can be no STI aero retrieves from Topaz or Herlong due to hazardous conditions. We might be able to aero retrieve from Sweetwater, but this is not guaranteed. There are also practical endurance limits to our retrieve abilities. Please check with the General Manager about potential retrieve locations.

CROSS COUNTRY AND TRANSPONDERS: In 2006 there was an accident where a jet aircraft and a sailplane met in the air over the Pine Nut mountains. In February 2009 there was a FAA-reported near miss in the Minden, NV area. While the current Federal Aviation Regulations do not require gliders to have transponders, many seasoned glider pilots are electing to install and fly with a transponder. **STI STRONGLY encourages all pilots flying outside of Truckee Valley to have and USE transponders, and to maintain radio contact with Reno Approach when flying in the Reno aero environment. The FAA will eventually be assigning a fixed transponder code for the exclusive use of gliders throughout the country, but until that is official, use 0440 within the Reno area.**

❖ ***If you fly a glider, private or club, that doesn't have a tail dolly, please obtain and mark a small cone (similar to the kind kids use for soccer) with the tail dolly's number on it and place it near the launch pad. This will give us a redundant method (along with our spread sheet) for seeing who is still out.***

❖ ***Please review PASCO's RECOMMENDED COMMUNICATIONS PROCEDURES FOR FLYING GLIDERS IN THE VICINITY OF RENO, NV. : 11/12/2010 (Obtain from PASCO)***

E. EMERGENCY PROCEDURES

Anticipate emergency situations and your response ahead of time. Your reactions should be virtually automatic.

- ❖ **ALL EMERGENCY COMMUNICATIONS** are on **122.8** (CTAF). You must have an operating radio to fly at Soar Truckee.
- ❖ **ABORT TAKEOFF:** Tow plane calls "Emergency... tow plane (identify) aborting takeoff, runway_____." If sailplane does not immediately get off tow, tow plane will release the tow rope and stay clear to the left of the overtaking sailplane.
- ❖ **AIRBORNE:** Tow plane calls "Emergency... tow plane (identify) releasing tow, Truckee".
- ❖ **ROPE BREAK:** Sailplane calls "Truckee traffic, emergency, glider rope break, must land immediately, all traffic stand clear.
- ❖ **TOW RELEASE FAILURE:** Sailplane calls "Tow release failed, tow plane release rope". The tow plane will position the sailplane in the airport pattern with extra altitude and will release the rope from the tow plane. The sailplane should land long to avoid catching the tow rope on objects at the approach end of the runway. If neither can release, follow the next procedure below.
- ❖ **LANDING WITH TOW PLANE:** Tow plane calls "Emergency... tow plane (identify) is landing runway_____ at Truckee with glider in tow". The approach to the runway will be made straight into the wind if possible. A long runway is preferable, and the landing will be made long. The tow plane will continue down the runway and guide left to stay clear of the overtaking sailplane that will guide right during the landing rollout.
- ❖ **OFF AIRPORT LANDING:** Identify your aircraft and state the location of intended landing. Pick a field and plan your approach early while you still have time to think.



Maintain control at all times. Stay calm and touch down with minimum airspeed, uphill, and into the wind in that order of priority. After landing, attempt to establish radio contact with Soar Truckee. It may be necessary to have someone relay your messages.

- ❖ **MOTORGLIDER ABORT TAKEOFF:** Motor glider calls “Motor glider (identify) aborting takeoff, runway_____.” Soar Truckee expects all motor glider pilots to be able to safely abort their takeoff at any point during their ground roll due to engine problems, conflicting traffic, or any other emergency situation which may develop.
- ❖ **HAZARDOUS SPILLS:** A “hazardous spill” is defined as an unauthorized or unintended release of a chemical or substance that may be injurious to the environment. In our case, a potential spill could include AVGAS, battery acid, oil(s), solvents, resins or similar materials. In the event of a hazardous spill, contact the airport manager. Also call airport maintenance at 587-8992 as they may be able to help contain the spill.

F. **ADDITIONAL INFORMATION OF IMPORTANCE:**

- ❖ **INSTRUCTION:** STI encourages club-based flight instruction. To ensure safety consistency at the site, all club CFGI's providing instruction must become an “Associate STI Instructor.” Associate Instructor status will be given at the discretion of the STI General Manager. Associate Instructors must sign the appropriate (annual) written document prior to commencing any on-site flight instruction. Associate Instructors may have the opportunity to perform compensated STI flight instruction upon mutual agreement between the individual instructor and STI. STI aircraft may not be used for instructional or commercial usage by non-STI personnel without STI's prior approval.
- ❖ **FLIGHT AREAS:** Your family and friends are welcome in the tie-down area. Please make sure they understand aircraft movements. Only well-briefed assistance should be allowed near or in the flight line.
- ❖ **OXYGEN:** Please notify a staff member if you want oxygen, and we will bring the oxygen cart to your glider. Only approved Soar Truckee staff are allowed to fill O2 bottles, no self-filling please.
- ❖ **BILLS:** Please pay your bill in the office at the end of each day.
- ❖ **CAMPGROUND:** This is a private campground and is only available to pilots and their families. Please check with the office before choosing a campsite to see which ones are available. Please keep your campsite in a “good neighbor” manner (free of unsightly items or junk). If you use a generator, please observe quiet hours between 9pm and 7am.
- ❖ **Please check in and out at the office when arriving/departing with your RV or glider**
- ❖ **SPARE KEYS.** We have a board in the office where you can leave a spare set of keys to your trailer, camper, or car. Please check with office personnel before storing.
- ❖ **Please keep your vehicle speed down in and around the campground to minimize dust and noise.**
- ❖ **SMOKING AND CAMPFIRES:** Be extremely careful if you smoke. **Please put cigarette butts in an appropriate trash receptacle, not on the ground.** The fire hazard in this area is usually very high. Campfires are not allowed in the campgrounds. There is a fire ring near the glider shack for recreational fires. The last person leaving the fire must make sure it is “dead out”.



- ❖ **DOGS:** Common sense dictates that dogs be under **direct control and on a leash** at all times... dogs may not roam unattended. Please don't allow your dog in the BBQ and/or lawn areas while people are eating, and please pick up after your pet.
- ❖ **TOOLS:** *The tool shed is off limits to all but Soar Truckee staff.* Some simple hand tools *may* be borrowed, but *please* ask first!
- ❖ **GLIDER TRAILER PARKING:** Please check with the office before parking your glider trailer. Trailers must be parked as close together as is reasonably possible to assure room for everyone. All glider trailers must be identified with pilot name and/or glider number. STI may be able to provide tie down ropes for your glider. Use at your own risk.
- ❖ The fuel truck is available for STI aircraft only. This is an Airport rule.
- ❖ **RADIO USAGE:** Several operations share the airwaves in this area. Please keep radio chatter to the minimum necessary for safe flight.
- ❖ **BUNKHOUSE:** The bunkhouse is available on a first-come, first served basis for a fee.
- ❖ **PILOT OFFICE – OVERNIGHT TRAILER:** STI has acquired a 28 foot travel trailer for use as an instructional ground school base (primary use), pilot use (secondary use) and overnight accommodation facility (as pre-arranged, and in accordance with a specific set of guidelines).
- ❖ **OFFICE:** Office computer and telephone are for the exclusive use of Soar Truckee staff. Pilots are asked to limit their time in the office due to its close quarters. The office may be periodically "off-limits" to pilots as office staff perform their duties and/or due to guest congestion.
- ❖ **INTERNET ACCESS:** We have added (free) wireless internet to the premises. If you are interested in connecting to the internet, please contact a member of the Soar Truckee administrative staff.
- ❖ **Golf carts are to be used primarily for moving gliders to/from the launch/landing areas.** Golf carts can only be driven by adults and STI line personnel. Cart's are not to be taken into the campground without express permission from STI staff. Please manage your use of the carts so they aren't tied up any longer than necessary.
- ❖ Children must be under the supervision of an adult at all times.
- ❖ Aircraft renters **MUST** provide proof of non-owner insurance for hull, liability, and loss of revenue (\$30,000 minimum coverage) or an equivalent bond – before receiving solo privileges.
- ❖ By signing this SOP, you agree to hold STI harmless for any damage to gliders and/or RV's while on STI property. STI also cannot be responsible for the security of you glider and/or RV.

Aircraft Operating Procedures are put into place for collective safety. Your cooperation will ensure a safer flying environment for you, your family, and friends. We're glad you've chosen to fly at Truckee.