

REGION III, HARRIS HILL, 2007 MANDATORY SAFETY MEETING

Harris Hill

The two paved runways and grass area are treated as one landing area in a 16-34 orientation. Tow planes make their patterns east of the field. The preferred patterns for sailplanes are on the west side of the field. Take-offs are always to the north. As there are no obstructions at the north end, landings to the south may be preferable in spite of being down-wind, providing the wind is light.

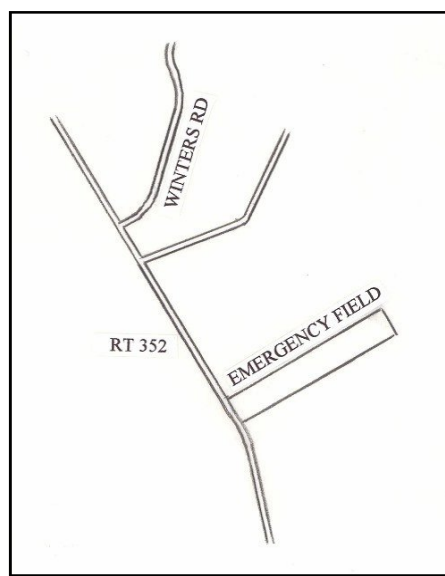
Elmira Airport and Class D Airspace

The Elmira airport is located 2.5 miles north-northeast of Harris Hill. The Class D Airspace has a radius of 4.5 miles and extends to 3500 ft MSL. The tower radio frequency is 121.1..

Harris Hill has been designated a soaring area within the Class D Airspace in which we can operate without radio contact with the tower. This area is defined as that part of the Airspace which lies south of a line from a point 1 mile south of the airport extending due east, and a line, originat-



Class D Airspace minus the Harris Hill Soaring Area



RT 352 and Winters Road

ing at the same point, extending westward on a heading of 235° thru the intersection of Rt. 352 and Winters Rd.

Gliders are allowed to soar the full length of the ridge.

New Procedures

Since our previous contest, new procedures have been put in place. The objective of these procedures is to avoid conflict with the Elmira Airport traffic while minimizing the need for competitors to communicate with the tower. You may go through the entire contest without ever talking with air traffic control.

Our procedure allows pilots to start and finish through the Class D Airspace without contacting the tower. Tasks will be laid out such as to discourage crossing the Big Flats valley at any other time. If for some obscure reason you should be within the airspace at any other time, you will be required to call the tower.

Caution Area

A caution area has been established in the shape of a rectangle 16 miles long and 5.5 miles wide, oriented parallel with runway 6-24. The semi-circle in the center represents the airport, which



Caution Area

of course is the safest place to be. The southwest corner is over Elmira VOR and the west corner is at the center of Corning.

Whenever you are within this area you must exercise extra vigilance for airport traffic

Aircrafts approaching from the west often poke thru the clouds in the Corning area on their down-wind leg for 24, which runs along just inside the north west side of the rectangle.

The blacked-out area in the south west corner is a “high alert zone”. It covers the area from the perimeter of the Class D Airspace to the VOR (8 miles from the airport), and 2 miles either side of the extension of runway 6-24, in other words, the climb-out corridor for 24. Before crossing this area, you must call the tower.

Runway 6-24 is the most used runway. Runway 10-28 is seldom used.

There should be no need to be within the caution area, other than when starting and finishing.

Landing at Elmira Airport

Advise the tower of your intentions. All the runways will be made available if you are low and require an emergency landing. Normally the short turf runway south of and parallel with 6-24, designated as 5-25, is used by gliders (refer to the enclosed “Elmira/Corning Regional Airport” chart.)

If for some reason you prefer the paved runway, let the tower know and clear the glider off to the side after landing

Landing at the Harris Hill emergency field is preferred.

Emergency Field

The emergency field is at the base of the Hill, about ¼ mile west, and is maintained by Harris Hill. Check it out on your first flight to get acquainted with the location. As you clear the hill on take-off, the emergency field is down on your left at about a 45° angle.

You can land in either direction and we can provide a tow to 1000 ft above the Hill at the cost of \$30.00.

If you do use the emergency field push the glider off to the side, in case someone else may be coming.

Sunset Time

For the purpose of the contest the sunset time will be 19:30. All clocks used for contest timing will be using GPS time.

Pilots Meeting

The pilots meetings will be held in the museum at 9:30 unless otherwise noted. Any change will be posted at the administrative building. The task will not be announced at this time, but at a meeting at the front of the grid 10 minutes after grid time.

Competition Committee

The competition committee will consist of Janell Sullivan, Doug Martin and Kai Gertsen,

Water Ballast

This will be a no-water contest.

Airport Bonus Points

The 25 bonus points awarded for landing at an airport will apply to all airports shown on the sectional charts. Keep in mind that many small private strips are tailor made for a tri-cycle landing gear and will not accommodate a 15 meter wing span, the choice is the pilots responsibility.

Other airports or landing strips which qualifies but are not shown on the sectionals:

- **Avoca turn point.** The runway is difficult to recognize, as it looks more like a bicycle path. In fact it is 2600 ft long and the weeds on the side of the runway are cut to a width of 100 ft. There is a 3 ft high mound near the center which reduces the width of the effective runway at that point to 90 ft.
- **Kanona.** Located 3 miles southeast of Avoca next to Rt 415. 1700 ft runway.
- **Prattsburg turn point.** Runway not measured, but plenty long.
- **Hammondsport turn point.** 1700 ft runway.
- **Emergency field.**

The condition of the above landing strips were checked about 5 weeks ago.

We have air retrieved out of the above listed airstrips, but the final decision is the tow pilot's.

After landing, move the glider off to the side immediately. The owner of Avoca airport once returned from a trip, but had to land somewhere else – there was a glider in the middle of his field.

Closed Airports

Closed or none existing airports shown on the sectionals that we know about:

- **Seneca Air Force Base.** Turn Point.
- **Dalrymple.** South of Elmira.
- **Blue Swan.** Turn Point.
- **Middlebury.** In route to Grand Canyon.

Corning Airport

The runway has been hard surfaced and raised 6 ft – do not plan to roll off the runway.

Gridding

Grid time will be at 11:00.

Gridding will be on the main runway, in three rows. The outside rows will park their gliders off to the side adjacent to their numbers. The pilots in the middle row will place their glider on their number straight away. At grid time all the gliders in the center row must be on their number, and the outside rows will move into place. It is imperative that all gliders in the center row be in place **before** grid time. Anyone arriving late will be launch later.

Pilots Meeting on the Grid

There will be a pilots meeting at the front of the grid 10 minutes after grid time. Our weather forecaster will provide an update and the tasks will be issued. The first launch will be 20 minutes after the end of the pilots meeting, unless postponed due to conditions.

Assembly Check

You need to have someone perform an assembly check. To verify this has been done, apply a mark on the wing-tape on the leading edge of the left wing. We will check for this mark, but it is the pilot's responsibility to assure the glider has been assembled correctly.

Launching

Prior to launching, a member of the contest staff will call the Elmira Tower, tell them what the task is and that launching is under way.

Pull-Backs

Pull-backs must be cleared by the CD.

If you pull out of the grid you will be launched after the last scheduled launch.

Pull-backs are intended to be used to deal with unforeseen problems and not as a competitive strategy.

Tow Release Check

There will be no tow release check done on the grid before launching. We do not discourage checking the tow release, but this can be done earlier by the pilot and crew.

Being Ready

Pilots must be ready to launch as soon as the towrope is hooked up. This means that the pilot must be in the cockpit with all checks complete when fourth in line for take-off. We do not want to rush anyone, if not ready, signal the line crew and they will push you off the grid. If possible you will be launched at the end of your class.

Use of Spoilers

We recommend holding the wheel brake on as the slack in the towrope is being taken out to prevent over-running the rope.

Pilots using spoilers during the initial take-off roll should have them at least half open, or move them up and down, indicating to the line crew that you are in control with your hand on the handle.

Tows

Release will be at 3700 MSL (All altitudes given by contest personnel will be MSL). Glider pilots are expected to release promptly when release altitude is reached. Radio calls to the towpilot must include the towplane's ID. All tows will be done at 80 mph.

A landing in the emergency field due to a tow failure will be regarded the same as a landing on Harris Hill. The glider will be re-launched from the emergency field without delay.

Turbo and Self Launching Gliders.

We will permit pilots of turbo powered gliders to run their engine if adhering to the following procedure: Start the engine after release, you may then climb to a maximum altitude of 800 ft above release height, retract the engine, then immediately descend in a reasonable manner to release altitude in the same area the rest of the fleet is being towed to.

Because of space constraints, self launching gliders will not be allowed to self launch. Should they want to run their engine they may follow the procedure specified above.

Relights

Relights will land on the grass strip between the two runways, and if possible be launch at the end of the class currently being launched. The price for additional tows is \$45.00.

Start Cylinder

The start cylinder has a 4 mile radius and a height of 7000 ft MSL.

Safety

Circling within 5 miles of the contest site or within the start cylinder will be to the left.

Do not congest the start area needlessly, there is no need to stay within the start cylinder from the time of release, get 5 or 10 miles away while waiting for your gate to open.

Starting

When starting to the north, stay as close to the Elmira airport as practical as you cross over. Remain on the contest frequency, there is no need for you to call the tower. Communication with the tower will be handled by a contest official.

Announce starting time within 15 minutes from starting.

Finishing

Finishing from the North

Whenever we finish from the north, we will use a '10 miles out' call in place of the standard '4 miles out' call. There is no need for pilots to switch to 121.1 as the CD will be communicating with the tower.

Finishing from the South

When finishing from the south, the conventional "4 miles out" call will be used.

Finish Gate

The Standard and 15M classes will use a finish gate. The gate runs east and west. A white arrow will indicate the eastern end of the gate, which is the far side of the western edge of the field and runs 3300 ft to the west. To get a good finish you must cross the line west of the field boundary. If you fly over the field, you will miss the gate.

Finish Cylinder

The Sports Class will use a finish cylinder with a one mile radius, centered on the center of the finish line. In the data base it is identified as "#2-Finish Line", which is the center of the circle. The minimum finish height is 500 ft AGL.

When crossing the perimeter of the circle, the pilot is to announce "Finish". This call is strictly for traffic considerations, letting other pilots know where you are.

Rolling Finish

A rolling finish can be made anywhere on the airport, including the east-west auxiliary field.

For Sports Class, 2 minutes will be added to the time of a rolling finish.

Terrain Alert

When finishing from south of the city of Elmira there are no suitable landing sites from the last fields at the south edge of Elmira to the emergency field. The fields in the valley west of Harris Hill may be green, but they are un-landable.

Landing After Finishing

Please use the radio sparingly. It is fine to announce: "Downwind for 16", but there is no need to announce, gear down, turning onto base, turning onto final. Leave the frequency open for more pertinent calls such as: "I'm on your tail KI, land long". Harris Hill is likely to be a busy place when you get back.

In case you don't have enough energy for a safe pattern after finishing, or the field is too crowded, we encourage using the emergency field or the airport. A landing at either place, after finishing, will be regarded as a landing on Harris Hill.

Flight Documentation

Within 1 hour after finishing, landing cards and flight logs must be turned in at the Score's office which is located in the museum, and don't forget to sign the "sign-in sheet".

Please be sure that all memory cards and loggers are labeled with your name or contest ID.

Note that a flight log must be turned in by anyone who has taken a tow. This is the only means we have of keeping track of everyone.

A Landing Card (Task Claim Form) are only submitted to the Scorer if a MAT task was flown, a safety finish is claimed, or when a pilot of a motorized glider used power after starting the task.

For incomplete tasks, a scored landing point (formerly known as: a constructive land-out) will be determined by the Scorer. No need to declare it.

Bonus points for landing at an airport need not be claimed by the pilot, the Scorer will apply them when applicable.

In case of a land-out, flight documentation should be turned in as soon as possible, but in any case no later than at 9:00 the following day.

Retrieve Office Procedures

Crews Leaving Harris Hill

Whenever crews leave the Hill they must inform the retrieve office, which is located in the administrative building.

Pilots Without a Crew

In case of a land-out, the contest staff are not responsible for finding a crew. You must have a contact at the airport (this cannot be another pilot) whom the retrieve office can relay the information to, and who in turn can organize a retrieve, perhaps by another pilot. Before the beginning of the contest, the retrieve office must have either a crew or a contact for every pilot.

Before you take off you must have the trailer hooked to the car and ready to go. This is not mandatory, you only need to do this if you want someone to pick you up.

Upon Landing

Although a landing card may not be required, it will be handy for filling out all the pertinent information before calling the retrieve office, this will help to keep the call as brief as possible. If you are not at an airport, be sure to include longitude and latitude.

You must call the retrieve office first, then feel free to call your crew. If you do call your crew, they must inform the retrieve office that they have the information before they leave.

Notification of Land-outs

When a pilot has landed out the crew or contact will be called on 123.5. Also the pilots landing card will be posted in the window at the retrieve office.

Crews or Pilots Needing Help

The retrieve office will close at 19:00 unless requested otherwise. If crew and pilot have not been united by that time and you wish someone to stay at the retrieve phone to act as a relay, it is imperative you call the retrieve office and request this. When crew and pilot are together, you must call the retrieve office and let them know, or they might stay there till midnight.

Aero Retrieves

We will only dispatch towplanes upon receipt of a phone call from the pilot to the retrieve office. For example, if you land just as another glider is about to take off, you cannot ask the tow pilot to come back for you – you must call the office. The towpilot will determine if the field is suitable.

Aero retrieves are charged at \$2.00 per one-way mile, \$60.00 minimum.

Missing Pilots

If all pilots are not accounted for by 19:30, a towplane will be launched and attempt to contact the pilot on 123.3.

Charging of Batteries

Ample electrical outlets have been installed in the towplane hangar specifically for this purpose. Please do not charge batteries in the administrative building or the museum.