

DANSVILLE AIRPORT 2021 GLIDER CONTEST BRIEFING

OPERATIONS

GENERAL

Dansville Airport (DSV) is located in the western Finger Lakes in upstate New York on the edge of the town of Dansville. The airport is at 662 feet MSL and has 2 paved runways, 32-14 and 18-36 and a grass runway parallel to 32-14. Glider operations take place on the grass runway.

Most administrative functions (registration, Scoring, retrieves, etc.) take place in the Finger Lake Soaring Club clubhouse.

The contest radio frequency will be 123.3 MHz. Pilot- crew communications use 123.5 MHz. DSV CTAF is 123.0. The airport ASOS is 118.325 (which is also the gate combination).

All clocks used for contest timing will be set on 24 hour GPS time which may not sync with cellphone time.

MEETINGS

The daily pilot meeting will take place in the club hanger. The mandatory meeting will be at 9:00 on the first scheduled contest day, Sunday August 16th in the FLSC hangar. Daily pilot meetings will be at 10:00, last about 30 minutes, and will cover previous day's winners, operational notes, weather, safety talk and any announcements. There may be later meetings if needed.

STAGING AND GRIDDING

Grid time will be 11:30 unless changed at the daily pilot meeting.

The grid is laid out in two rows, odd numbers toward the paved runway. Gliders should be staged with the main wheel slightly to the right of their assigned number to preserve the painted numbers. Anyone who is late will go to the back of the grid.

SAFETY CHECK

The Critical Assembly Check (CAC) is a verification done after a normal assembly to ensure that the items the pilot considers critical to flight safety are correct prior to takeoff. Completion of the CAC is indicated by initials or a mark on the left root tape near the leading edge. A CAC is required at this contest; a glider without a mark will not be towed.

LAUNCHING

The launch will begin at the time designated by the CD. Once underway, it is essential that no persons other than the launch personnel are in front of the glider next due to be launched and that all vehicles are well clear. Please follow launch crew instructions.

A towplane will taxi in front of the next glider to be launched and the line crew will hook up the rope. Pilots are expected to be ready to launch. This means that the pilot must be in his cockpit with all checks completed when fifth in line to launch. If for any reason you are not ready or refuse the launch, release

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the rope, inform the launch crew, and they will push you off the grid. When ready, you will be launched at the end of your class (if still launching) or at the end of the grid.

The launch crew will check that spoilers are either closed and locked or open with the pilot's hand on the spoiler control. Pilots who wish to use spoilers during initial takeoff roll should have their spoilers noticeably open; movement-"bouncing" the spoilers- confirms that the pilot has control of them.

Tows will be to 2000 feet AGL, approx. 2700 feet MSL. You are expected to release promptly when release altitude is reached. It is not desirable for the glider pilot to talk to the towplane on release; should the pilot need to call the towpilot, the call should include the towplane's ID, so it is not misunderstood to apply to other towplanes in the air. It is better to ask for "5 knots more" not "70"; if the towplane's airspeed indicator says 70 you're not going to get anything.

Relights should follow standard landing procedure and will be launched at the end of their class if still launching or at the end the grid. The preferred relight landing area is on the paved runway or on the grass immediately to the left of the pavement.

START

The start cylinders will have a radius of five miles. The Maximum Start Height (MSH) will be on the task sheet. Circling within the start cylinder must be to the left.

Pilots are requested to report their start times on the contest radio frequency. Starts should be reported within 20 minutes, and reported times should be accurate within 2 minutes. False reporting can be penalized as unsportsmanlike conduct.

ELMIRA AIRPORT AND VICINITY

If your route will cross the Elmira Class D airspace, call them 10 miles out, Tower frequency is 121.1, and announce your position and intentions.

CYLINDER FINISH

The finish cylinder is 1 mile in radius centered on the published finish points. Pilots should finish at or above the minimum altitude of 1,500 feet MSL. A pilot who crosses the finish cylinder lower than 1,500 will receive a penalty proportion to the amount by the finish is below 1,500 feet MSL (a small miss- a small penalty). See section 10.9.2.2 of the 2020 SSA Competition Rules.

The terrain 5 miles south of the airport is about 1,400 feet above the airport at 2,150 feet MSL, be sure to make allowance for this as you plan for your final glide.

LANDING AT AIRPORT AFTER FLIGHT

Normal landings take place on the active grass runway. If it happens that a pilot arrives without sufficient energy for a normal pattern an announcement must be made of a straight-in landing and then land safely. You may use whatever part of the airport you need with due consideration for the other users. It is important that after landing the glider is removed from the runway as quickly and safely as possible.

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FLIGHT DOCUMENTATION

Flight documentation (flight logs and, if needed, Task Claim Form) must be turned in within 1 hour of landing by all pilots who land at Dansville Airport (finishers, aero retrieves, etc.). Flight logs should be emailed to the Scorer at dsv.scoring@gmail.com. Landouts who return by trailer should turn in flight documentation as soon as practical, but no later than 09:00am the next morning.

A flight log must be turned in each day a contest launch is made, even if the task was not attempted or the day was cancelled after launching has been initiated. The penalty for not complying is 100 points.

A Task Claim form (formerly known as Landing Card) is only submitted to the Scorer when a MAT task is flown or a safety finish is claimed.

OUTLANDINGS

The contest task area includes a significant number of airfields, not all are on the Sectional charts, and not all those on the charts are fully acceptable for gliders. The task area also includes many good landable areas that are not airfields.

There are many Amish farms in the Dansville task area. If you land in a farm field, please treat the landowner properly. Try to come across as a reasonable person politely asking a favor, rather than an arrogant stranger. Note that you may fly in this area only a couple of weeks a year, but many other pilots fly here on regular bases. If you treat a landowner badly, you can expect serious repercussions, as this can threaten the future of soaring in this area. If you do have a problem, make it known to the CD or CM.

The Airport Bonus Points of 25 points are awarded for landing at an airport will apply to all airports shown on sectional charts and the airports listed below.

Airport/ landing strips not on sectionals:

AVOCA TURN POINT. The runway is difficult to recognize as a runway, it looks more like a bicycle path. In fact, it is 2,600 feet long and the weeds on either side are cut to a width of 100 feet. A 3 foot high mound near the center reduces the width of the runway at that point to 90 feet.

KANONA. Located 3 miles south of Avoca nest to Rt. 415, has a 1,700 foot runway.

PRATTSBURG TURN POINT. We have not measured the runway, but it is plenty long.

HAMMONDSPOINT TURN POINT. 1,700 foot runway along Rt. 54 south of Lake Keuka.

Aero retrieves have been made from all of the above listed airports, but some may not be suitable for heavy two seaters. The final decision is up to the tow pilot.

RETRIEVE OFFICE PROCEDURE

Crews are required to report to the Retrieve Office whenever they leave the airport and check back in when they return.

If you land somewhere other than Dansville Airport, the rules require that you fill out a Retrieve Card first and then telephone the Retrieve Office at one of the phone numbers listed on your tasksheet. Only

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if it is truly impractical to find a usable telephone should you attempt to relay landing information via another pilot. Airborne pilots should not relay information when relay is not necessary.

Pilots without crews must make arrangements with other pilots or their crews for retrieves. Pilots must also have their cars and trailers ready to go. The Retrieve Office is responsible for notifying crews not conjuring them out of thin air.

When the Retrieve Office is contacted by a pilot who has landed out, they will summon the crew by means of a radio call on 123.5 MHz or a phone call to a number that has been left by the crew. If the crew does not respond, it becomes the crew's responsibility to check with the Retrieve Office. Retrieve cards for outlanded pilots will be posted on the retrieve office window.

If you reach your crew directly by phone, please give them your Retrieve Card information and make arrangements for the retrieve. Either you or crew must relay this information to the Retrieve office before the retrieve begins. Expect a penalty if your crew sets out before this is done.

The Retrieve Office will close when all pilots are accounted for and crews have been dispatched to retrieve those who have landed out or at 19:00, whichever is later. If 19:00 is approaching and the crew and pilot are not in contact, one or the other should call to request that the Retrieve Office stay open. Having done so, you must call when together, so the Retrieve Office can be closed.

The Retrieve Office will only dispatch a towplane upon receiving a phone call from the pilot to the Retrieve Office. For example, if you land with other gliders who are being towed you cannot ask the towpilot to come back for you; you must call the Retrieve Office. All requests for aero retrieves must go through the Retrieve Office. The tow pilot will determine whether the field is suitable.

MISSING PILOTS

If a pilot is not accounted for by 19:30, attempts will be made to locate the pilot by cell phone or by launching a towplane. Calls will be made on 123.3 MHz and 123.5 MHz. No results will result in an active "lost aircraft" search being initiated.

MISCELLANEOUS

CONTEST REGISTRATION

Registration (the FLSC clubhouse) is required prior to any contest flying. Please do not grid your glider or take a tow until you are registered.

GLIDER PARKING

Glider parking is located to the right of the gate as you enter the airport. Slots are first come - a trailer will hold the spot.

VEHICLES

Vehicles are expected to be operated safely and in a way that does not interfere with others. Remember that the grass area adjacent to the paved runway is an active grass runway.

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ABLUTIONS

Showers and toilets are located in the FLSC clubhouse- first come, first served. As there is no professional cleaning service, please keep things tidy by cleaning up after you are done.

WATER BALLAST

This is a dry contest.

BATTERY CHARGING

There is a battery charging bench inside the hanger (airport side) and other plugs in the hanger.

SMOKING

Smoking is not permitted inside or near buildings or aircraft.

CHILDRENS AND PETS

Children on the ramp must be supervised by an adult. Pets are permitted on the field, but must be on a leash at all times. Pets are not permitted at pilot meetings or at any event at which food is served. Owners are expected to clean up after their animals.

SAFETY COMMENTS

These are welcome at any time from any contest participant- pilots, crews and others. Anonymous written comments can be placed in the Safety Box, located in the clubhouse. You may also speak to the CD or CM who will be happy to help solve any problem.

OTHER AIRPORT USERS

Dansville Airport has hosted many soaring events, but has other users. We have maintained good relationships with all users and we expect all pilots and crews to help us to continue this tradition.