

**Aborts:**

If your tow plane has not broken ground at the Runway 32/18 intersection, aborted takeoffs or rope breaks should land straight ahead, to the right side of the grass. Avoid Woodchuck holes, runway lights, signs and drains.

If you do take off successfully but have a rope break, or are waved off before you have sufficient altitude to turn around, there are fields just off the north end of 32. Some are planted in corn, others grain or grass, but all are preferable to a low altitude turn, and certainly use them if you cannot make it back to the airport.

Also, It's worth it to take the tug and checkout all landing areas on the airport each season, and look at the fields at the north end of the airport. Heads up! Remember that you must choose a safe landing area, and it may not be where you took off from.

**Landing Pattern Rwy 32; (see figure)**

**Landing:** should be made in the grassy area parallel to the paved runway, near the runway marker lights, to leave enough room for a launch to the right/East of your path. Aimpoint should be at least 200 ft. past the perimeter fence, and avoid the runway threshold lights. Landing rollout should be close to the runway edge, avoiding the runway edge lights. This allows other gliders to land to the East of previously landed gliders.

Gliders fly a right-hand pattern (right turns to each leg) (on the 'East Ridge' or FLSC hangar side of the airport, with the "downwind leg" going south, parallel to Rwy 32). Power traffic landing on Rwy 32 flies a left-hand pattern to the West of the field. In this case, Base Leg glider traffic will be head on, (this can surprise a power pilot) and then end up merging on final approach. When turning base to final, power traffic on low final over the town is hard to see...look carefully!

Your instructor will demonstrate the standard landing patterns, and also unusual or modified patterns. Students should practice arriving on Downwind (900 to 1,000' AGL) so that we can look over the landing areas well, determine the wind direction, accomplish the landing checklist, and scan for traffic. Announce your intentions on the radio.

Remember, non- standard patterns may be required when needed to get to a safe landing area.

Do not overshoot the turn onto final. It may cause a traffic conflict. Roll out on the extended runway centerline and crab into the wind to maintain ground track.

When setting up a landing on the opposite (west) side of the paved runway in the grass, be aware that you're crossing the threshold of 32, and may cause a conflict with the power traffic pattern for final on 32. You will be making an intentional runway incursion. Take extra care to search for other aircraft, and use the radio to keep other traffic informed.