



Local checkout for non-mountain club checkout at Wasilla Airport PAWS

Pre-flight “get to know ya:”

How much time? How much time recently? What kind of flying? Have you flown this type of glider? Cover any ground items as necessary such as glider type differences from previous experience. Cover glider specific V-Speeds, safety signals (ground and in the air) glider W&B, glider ground handling, glider care, and windshield care/cleaning. Links to resources are provided below.

NOTE: Bring your pilot certificate and logbook with you.

You can expect at least three flights for your checkout:

- 1) The instructor does the takeoff, the pilot takes controls on tow, identify high tow position using wake, box wake, and slack rope. Once off tow, do maneuvers (turns, stalls i.e.). Point out area items (location of alternate airports, IP for pattern i.e.). The pilot does normal landing.
- 2) The pilot does the takeoff and landing. Abnormal landing: dive brake/spoilers failure in closed or extend position, for example. The pilot does takeoff and landing.
- 3) Simulated tow rope break on departure.

Please note that the local checkout will be completed by a CFI-G. The local checkout flight is used to show an already experienced glider pilot, the local area and is used by AMSA as a way to evaluate the new member and to assure that they will operate safely. Please be advised that the checkout pilot (instructor) performing the local area checkout has the discretion to evaluate the pilot's ability to fly safely and effectively. If the checkout pilot feels that additional instruction is required prior to allowing the member to fly the airplanes solo, it is up to the pilot and checkout pilot to arrange additional flights prior to completing the local area checkout.

Please note for AMSA members.

the following must be met in order to fly solo in the AMSA two seat glider:

- Has at least a Student certificate with a glider rating;
- satisfies the FAA's flight review requirements;
- has received a check-out from, and written approval of, a certificated flight instructor-glider (CFIG) in the same make and model as the aircraft to be flown.



Refer to the latest chart supplement for the latest nav and frequency data. Flying out of PAWS airport is non-controlled and is a nontowered airport. The main runways 4/22 is shown as 3700 feet long. The runway is paved. There is a shorter runway adjacent to the paved runway that is designated as 04S/22S; this shorter gravel runway can be used for landing in addition to the paved runway and is at the pilot's discretion. During normal operations, we normally use the paved longer runway for all operations. simultaneous operations on both the gravel and paved runways are not allowed.

The traffic pattern for both gliders and fixed-wing aircraft are the same and is depicted in a link below. Make sure to arrive at the pattern at no lower than traffic pattern altitude. Traffic pattern altitude is 900ft AGL, Wasilla airport is 353 feet MSL. Give yourself enough time to observe, make radio calls and enter the pattern in a safe manner. Positive visual contact with all other aircraft in the pattern and in the area is required. Use of the radio is also required to let other pilots know your position and intentions. There may be some cases where the use of the radio is not feasible because you don't have a hand free to operate the radio such as when deploying dive brakes/spoilers on base, final approach or landing. At the very least, position reports when thermalling or maneuvering in the area, approaching the airport area, and when entering the pattern will require a position report and diligence in seeing and avoiding other aircraft and yes even wildlife.

Be courteous to other pilots using the airport and airspace. Wasilla airport is not a dedicated gliderport and even though we have the right of way according to the FAR's we want to make sure that we allow ourselves room to maneuver in the air and on the ground, that gives our other pilot friends the ability to run their operations. With that said, sailplanes (gliders) will always have the right of way over fixed-wing and rotor aircraft. With your radio calls, state your position, distance from the airport, and your altitude. If you are entering the pattern from a higher altitude than the traffic pattern altitude, be caution of aircraft that may already be established in the pattern below or that are entering the pattern.

Be familiar with your glider's performance and always exercise good judgment. Don't rely on the max performance of your glider when calculating your distance or altitude required for glide, always count on less and you will be satisfied with the results.

The winds can be very strong in the area, so extra caution is required when calculating your glide in strong winds. Know your options, be familiar with aircraft's performance and your surroundings so you are aware of your options at all times.



RESOURCES:

Click the following link to see an overlay of the Wasilla airport:

<http://www.akmtsoaring.com/wp-content/uploads/WASILLA-AIRPORT.jpg>

Link to our SGS-233 Operating Handbook:

<http://www.akmtsoaring.com/wp-content/uploads/SGS-2-33-Manual-rev-2-July-2014.pdf>

Link to our SGS-233 W&B page:

<http://www.akmtsoaring.com/wp-content/uploads/2-33-Weight-Balance-N1200S.pdf>

Link to the recommended glider:

<http://www.akmtsoaring.com/wp-content/uploads/A5.SSA-Signals.pdf>

Link to the FAA 8083-13a Glider Flying Handbook:

<http://www.akmtsoaring.com/wp-content/uploads/faa-h-8083-13a-1.pdf>

Link to the soaring safety foundation:

<https://www.soaringsafety.org/>