

London Soaring Society Runway Diagram

London Soaring Runway – Landing and Take-off Procedures

THESE ARE GUIDELINES ONLY

THE PILOT IN COMMAND IS ULTIMATELY RESPONSIBLE FOR MAKING DECISIONS WHICH WILL NOT JEOPARDIZE SAFETY

- All take-offs are conducted on the center of the western runway
- All landings are conducted on the center of the eastern runway unless a situation compromising safety dictates otherwise. Pilots landing are reminded that landing on the W take-off runway will interfere with glider launches and shut down operations
- The tow car will cross the active runway at not less than 45 degrees in full view of the flight table and as early as possible taking departing and landing traffic into account
- If a landing does occur on the W take-off runway due to an emergency, then take-offs will cease until a club GRV equipped with a radio makes contact with the pilot and removes the aircraft from the take-off runway
- All members are reminded that the midfield hill obstructs full field view and crossing the field in these areas can be dangerous. All GRVs must have radio contact with the flight desk to avoid incursions with departing aircraft
- Landing in the towrope drop zone is to be avoided unless an emergency dictates otherwise. A rope lying in the grass can be snagged causing loss of directional control and/or damage to the landing aircraft
- Flight tables are located on the western edge of the runway so that pedestrians do not have to cross the runway
- No one should cross or enter the towrope drop zone while the tow-plane is in the circuit as the towrope is extremely dangerous.
- Flight tables are displaced to a point abeam the end of the towrope drop zone to allow a take-off line-up which is still well clear of the threshold
- Landed gliders will be turned 90 degrees as soon as possible to reduce their target area and if possible, pushed back to the eastern edge of the runway, clearing same
- The cutting of grass will cease with the beginning of flight operations each day
- The landing tees are displaced from the N end to avoid unusable wet areas that may damage aircraft
- When operating from the N end, no glider should be retrieved along the E tree line as their presence is blind to any landing glider in the circuit until it turns final.

Diagram NOT to scale

