

Cadet Ground & Glider Flight Operations Briefing for KIMM

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Introduction

This briefing presents an overview of the safety, ground and flight operations at the CAP glider operations at Immokalee (KIMM) Regional Airport. It specifically covers Safety and Operations when participating in the Civil Air Patrol Cadet Glider Orientation Flight Program. It is important for your safety that you follow these simple procedures while participating in ground and flight activities at the KIMM facilities. We at KIMM and your CAP squadron want everyone to have fun, but we also want you to be safe.

General Policy

CAP Senior Members present will ensure that all activities during this program are safe. All cadets will participate in launch operations. Every cadet will learn to and practice glider hook-up, glider hand signals and wing running. Cadets receive sit-in-the cockpit familiarization, preflight instruction, ballast requirements, airport familiarization including traffic pattern, signs runway marking and area airspace restrictions.

All operations will be operating under the supervision of the CAP senior Ground Operations Director (GOD). When cadets are launching gliders, a CAP senior or a KIMM glider club member will be located in position near each cadet performing the launch. The cadet will do the job and the supervisor/safety observer will ensure that it is done safely and correctly.

General KIMM Site Requirements

Generally, CAP members will be allowed to use all of the KIMM facilities. The site consists of:

Approved Areas

- * Terminal Area - includes the waiting area, restroom, and pilot s lounge.
- * Parking Area - No personal vehicles allowed on the flightline.
- * Dispatch/Manifest Area - the grassy area with the picnic tables near the terminal area.
- * Glider Tiedown Area - the area in front of the dispatch area, outside the fence
- * Launch Staging Area - the area behind the small orange cones on the grass
- * Launch and Recovery area - the area west of the staging area to the runway - Caution and Total Situation Awareness is required in this area
- * Runway and Taxiways - By permission only!! Extreme Caution and total Situation Awareness is required in this area

Off Limits Areas

- * Private aircraft & glider tiedown Areas - (the areas north of the terminal)
- * Refrigerators
- * Hangars & Glider Trailers (these are privately owned)

Inspection of Gliders

All gliders used for CAP Cadet Glider Orientation Flights will comply with all the Federal Aviation Regulations; CAP Regulations, Florida Wing CAP Regulations and the Rules and Policies of the Group 5 Glider Project Officer. This means that the Annual Inspection or 100 hour inspection is current. All non-CAP gliders used for this program will be inspected using a CAP Form 71. A CAP Member holding FAA and CAP CFI-G rating must perform these inspections. The original Form 71s will be maintained by the Group 5 Glider Project Officer in the CAP files with copies sent to the FLWG Glider Program Manager and FLWG Director of Operations. The Form 71 copies may be sent electronically. The pilot in command will perform an appropriate preflight inspection for prior to flight for each glider flown. Tow release checks will be performed prior to the first daily flight of all gliders and the tow plane.

Ground Handling of Gliders

Ground handling of gliders is part of the cadet training. After a short orientation on safely handling a fragile glider, the visiting cadets will provide all of the manpower to move the gliders from the tie-downs to the staging area for launching. Gliders may be moved by manually pushing them and guiding them or they may be pulled occasionally by automobiles or trucks provided by adult KIMM glider operators or authorized CAP seniors. When maneuvering gliders the up wind wing tip is held. In close areas the second tip should be walked but not supported, as this could possibly stress the wing. The glider should not be pushed or pulled by the wing tips as this can stress the spar, attachments, or false spar. If you must push on a wing do so nearer the root on the leading edge side or push on the nose of the glider. For these reasons gliders are normally pushed backwards - with the tail wheel off the ground. Moving a wing laterally without supporting the tail can damage the tail wheel or fuselage. Clear communications between handlers are essential (my wing, your wing, stop, clear etc) and the other handlers should acknowledge by repeating the command before letting go (ask an instructor if you are not familiar with the banter). Handlers must also be careful that their clothing does not catch on energy probes or pitot tubes. The speed that the glider is moved should be the speed of a normal walk.

Glider Staging

Gliders will be staged on the grass area adjacent to the runway. The staging area is where pilots and passengers board the glider, strap-in and prepare for flight. Hook up will be made in this position when the tow plane and glider are ready for launch. The left wing of the sailplane is positioned on the ground prior to cable hookup.

On signal from the glider pilot, the tow cable will be attached to the sailplane.

Glider Signals

All hand signals will be given using Soaring Society of America (SSA) Standard Ground Launch signals. These are shown in the wing runner Course. NOTE: Have extra copies on site available for distribution. Demonstrate the signals during the briefing. Have the cadets perform the signals.

Glider Positioning

After landing and coming to a stop the glider is rotated 180 degrees and aligned so that the nose of the glider is pointed directly at the center of runway 36. Immediately after positioning the tail of the glider, the cadet moving the tail of the glider leaves the runway and waits under the sun shade. When the glider is positioned, the wing runner places the left wing on the ground. In a slight wind, it is permissible to hold the wing tip in position on the ground lightly with a foot.

Towline Hookup

The towline hookup person retrieves the towline, and drags the glider end of the towline to the nose of the glider. We use a white whiffle ball to reduce wear at the tow ring connection. The tow ring is usually inside the whiffle ball and will need to be pulled out. The hookup person ensures that there are no loops or knots in the towline as he moves to the front of the glider. Never rush the glider pilot to hook up. He is probably running through a pre-takeoff checklist. Make the tow line hook up only after the glider pilot authorizes hookup. The hookup person will use the standard open and close hand signals. After hookup, the hookup person quickly leaves the runway and goes to the area on the grass near the sun shade unless (s)he is also the wing runner. The Blanik glider has TOST type of glider tow release mechanism, which requires the SMALL ring to be placed into the tow hook.

Wing runner

After tow cable hookup the wing runner will move to the left wing tip of the sailplane, with the wing tip positioned on the ground, before giving the signal to take up slack. This moves the wing runner out of the danger zone in front of the glider and gives the tow pilot maximum visibility of the individual launching the sailplane. The wing runner gives the hand signals to the tow pilot to taxi forward to take up slack in the towline. As the towline tightens, the wing runner gives the slowdown and stop signals. When the towline is tight with no loops or knots, the wing runner looks at the glider pilot for thumbs up hand signal. This means that the pilot is ready to launch.

Forward Signaler

Another individual may be positioned adjacent to the tow plane to relay signals to the tow pilot. The forward signaler only relays or mirrors signals given from the wing runner unless he/she determines there is emergency action that needs to be initiated.

Pattern Check & CTAF Monitoring

Before and after the Thumbs Up signal, the wing runner checks the pattern down wind, base and final legs to ensure that the pattern is clear of landing aircraft. The wing runner supervisor should be monitoring the airport CATF radio frequency on a handheld radio other aircraft landing or taking off on other runways. The tow pilot is also monitoring this radio.

Launching

Once aircraft are positioned and in complete readiness for flight, the wing runner will stay at outside the left wing tip of the sailplane awaiting the final thumbs-up signal from the sailplane pilot that the pilot is ready for immediate launch. The wing runner will visually clear the launch area, runway, and final approach, and if all is clear, pick-up the wing and signal the launch when the sailplane pilot gives a rudder waggle. When running the wing, it is important to only assist in balancing the wing, not to hold the wing down, push forward, or hold back. During this phase of the launch, it also important for everyone to be monitoring the radios to note potential traffic conflicts at the crossing runway on the departure end of 36 and be ready to abort the launch. If the tow is aborted after the take off roll has begun and if the sailplane releases, it will clear the runway to the right and the tow plane to the left. If the tow is aborted when both planes are aloft, then the glider will land straight ahead on the runway, or in an adjacent clear area or runway, or on the runway after a 180-degree turn, depending upon altitude and wind conditions.

A senior CAP member will monitor the radio and the pattern to maintain awareness of sailplanes entering the traffic pattern, either to initiate the retrieval process and/or to assure that the next cadet is cued and readied for flight. After proper training, cadets may be assigned this task. A cadet radio operator may operate under the supervision of the GOD.

Radio Operation (Air)

When flying, monitor the radio on 122.9. Use proper radio procedures when in the airport traffic pattern. The pilot in command is responsible for the proper operation of the radio in the aircraft. After the proper training, a cadet may be assigned this task. The cadet will operate under the supervision of the Pilot-in-Command.

Watch for Traffic

While on the ground the cadets should observe the aircraft in the traffic pattern and their movement around the runway and taxiways. If you are on the ground, call it loudly to the attention of the GOD and launch crew. If you are in an aircraft and you see other traffic call it to the attention of the Pilot-in-Command.

Get the Gliders Off of the Runway ASAP

It is important to rollout, or otherwise move the sailplane, from an active hard surface runway as rapidly as possible. Pilots and passengers should do this - do not wait for the tow vehicle if you are on the hard surface runway.

Flight and other operational issues

Tows to 3000' will result in a 15 to 20 minute flight. If appropriate, cadets may be allowed to handle the controls after 1000' AGL and a safe pattern position has been established. If appropriate, cadets may fly the landing pattern, but efficient and safe operations require the pilot to do all landings and rollouts. The PIC should normally fly base and final to assure accurate landings and roll out to the staging area. The staging area must be kept clear of personnel, and aircraft positioning must be maintained to allow safe rollouts and efficient departures. Depending on the pace of operation, pilots should plan to remain in the aircraft and allow cadets to be escorted to and from the sailplanes.

Horseplay

An important statistic is that over 90% of injuries to CAP cadets at CAP functions occur as the result of Horseplay. We can all have a great time without that type of activity.

Non-Flying Issues

Sun Protection Protection from the sun is important. Cadets and seniors will be spending several hours in the direct sun. Use sunscreen with a high protection level. Areas that need special attention are: noses, cheeks, chin, tops of ears, forearms, knees, and the back of legs. Apply the sunscreen before exposure and repeat application several times throughout the day.

Hydration Bring water or drink the water in the KIMM terminal. Do not drink large quantities of carbonated beverages, coffee or tea, as these are all diuretics that will cause you to loose water.

Food Bring snacks to the field. Small snacks ward off hunger and fatigue.

Minor Injuries Report all injuries. This means things such as insect bites, scrapes and scratches. A first aid kit is available in the KIMM terminal. Obtain assistance from a CAP senior member to use the first aid kit. Also, several of the KIMM glider club members are physicians.

Early Departure Cadets who have permission to leave early must sign out with the visiting squadron administrator.

Cadet Protection Policy (CPP) To ensure protection of the cadets for all operations at KIMM, the CAP Cadet Protection Policy will be strictly enforced at all times. Specifically:

- Cadets are not allowed to be alone. They must be in pairs at all times.
- When cadets are with seniors there will always be at least two cadets.
- There must be a line of vision by CAP seniors on cadets at all times.

Safety Checklist

Use this Checklist to ensure that the safety and Operational items are covered at the CAP Cadet Glider Orientation Flight Operation

Safety or Operations Item	Summary Description	Comply
Introduction		
General Site Policies		
Golf Cart Policy	No Cadet Operators	
Site Requirements	Approved and Off Limits Areas	
Glider Inspections		
Glider Ground Handling	Slow and Carefully	
Glider Staging	Describe Staging Area	
Glider Signals	Describe SSA Signals	
Moving Gliders to Runway		
Glider Positioning	Describe how to Position Glider	
Towline Hookup	Describe Hookup Procedure	
Wingrunner	Describe Wingrunner Tasks	
Pattern Check/CTAF Radio	Describe Checking the Pattern and Monitoring the Radio	
Launching	Describe Actual Wingrunner Launching	
Aborted Takeoff	Describe Aborted Takeoffs	
Other Radio Operation	Describe Other Radio Use and the use of CAP, ISR, and FRS Radios	
Watch For Traffic	Describe Paying Attention to Both Ground and Air Traffic	
Clear Runway ASAP	Remove gliders Stopped on the Runway Immediately	
Flight Issues	Describe the Flights and What the Cadet May do During the Flight	
Landing aircraft	Aircraft Operations and How they Affect Gliders	

Non-Flying Issues	Describe the Non-Flying Issues	
<input type="checkbox"/> <input type="checkbox"/> Sun Protection		
<input type="checkbox"/> <input type="checkbox"/> Hydration	Drink adequate quantities of water. Stay hydrated. Dehydration will incapacitate without warning	
<input type="checkbox"/> <input type="checkbox"/> Food	Snacks keep energy levels up and ward off fatigue	
<input type="checkbox"/> <input type="checkbox"/> Insects	Report and treat insect bites	
<input type="checkbox"/> <input type="checkbox"/> Minor Injuries	Report and treat minor injuries	
<input type="checkbox"/> <input type="checkbox"/> Cadet Protection Policy	CPPT will be strictly enforced: <ul style="list-style-type: none"> <input type="checkbox"/> Cadets must travel in pairs <input type="checkbox"/> Always at least two cadets with seniors <input type="checkbox"/> Cadets must always be in line of vision of seniors 	
<input type="checkbox"/> <input type="checkbox"/> Early Departures	Before departure, sign out with your unit is mandatory	