

HUS BOS

PERI TRACK OPERATIONS

Hus Bos Peri Track Operations can be broken down to 3 categories.

1, Gliders & Tugs are landing on the field, Tugs are taking off from the peri track.

2, Gliders are landing on the field. Tugs are landing & taking off on the peri track.

3, Gliders & Tugs are taking off & landing on the peri track.

Operating from the peri track requires a more disciplined approach than normal. It requires either the duty instructor or marshal to take control of the operation at ALL times. Otherwise chaos takes over with a threat of an accident waiting to happen. There have been plenty of past incidents, where's a glider has tried to land on the peri track with a tug back tracking at the same time. Lack of situational awareness, blocking the runway forcing gliders to land in the mud, or tugs orbiting waiting to land. Add the motor glider to the mix which requires assistance to turn around to take off on 27. It requires a slick operation, with mandatory downwind calls by gliders for category 3 & highly advisable in Category 2, where the final approaches of gliders & tugs cross.

Category 1

Is the easiest of operations with a few restrictions. Winching can take place alongside the peri track; however, caution must be applied. Especially with members of the public as the tugs need access to the peri track & could be taxiing behind the Winch launch point. Gliders can be gridded up along the bends of the peri track ready to go with a push forward for take-off resulting in an efficient operation.

Category 2

Is slightly more restrictive. No winching can take place as the tugs must land on the peritrack & the threat is too high to have people crossing an active runway to reach the winch launch point. Downwind calls by gliders is highly advisable. A maximum of 2 tugs can operate therefore restricting the number of gliders that can be launched. Also, the restrictive parking positions for gliders doesn't

help. 6 Gliders, 8 at a push is the maximum for this operation. Situational awareness by the duty instructor / marshal needs to be heightened, especially with two tugs operating. With two tugs landing one after the other. The first one holds around the corner, allowing the second one to back track & depart again before back tracking. To save fuel & time requires the duty team to pull the next two gliders forward for take-off. The first one MUST be ready with all checks complete. If not bring both tugs back & park one up.

Category 3

Is the most restrictive & requires the duty Instructor or Marshal to take charge at ALL times. The duty instructor must not fly unless there is a competent instructor or marshal to replace them. A maximum of one tug & 3 gliders is allowed. To aid situational awareness mandatory downwind radio calls must be made by gliders. In the situation where there are two on approach, glider/ glider, or tug / glider, glider/tug. Whoever is number 1 MUST roll to the end of the peri track & taxi around the corner leaving the runway clear for the number 2. Do Not land short & block the runway! For take-off the duty instructor / marshal must make sure the combination is ready to go before pushing them onto the runway & they can depart before the next glider is on final approach. Any doubt wait for the glider to land before lining up. To speed up the operation, have a buggy ready with the glider tail dolly & extra person on board to remove the gliders expeditiously off the runway.