

Seminole-Lake Gliderport

Cross Country Etiquette

Cross country flying out of Seminole-Lake is both fun and long lasting. Just like in most states, we have areas that are rural and have limited cellphone coverage. An issue that makes our day more stressful is when we are closing up the hangars and there are glider trailers open with pilots still out on course. Late in the day we check to see if you are all back. If we have not heard from you, or your crew, we execute our local plan to determine if you are safe. To help us run a safe operation, please follow these simple guidelines:

- Make a satellite tracker part of your safety equipment. Ensure the SSA Sailplane Tracker file is up to date.
- Fly with another ship or at least stay in communication with others. Let them know where you are and where you are going.
- Normal closing time is 5pm. Give us a call on base radio to check in around this time. If outside of radio range, ask another pilot to relay or text us if altitude permits. Knowing you are safe and where you plan to go significantly adds to our piece of mind.
- If you land out, let us know. This is especially important if you are unable to return to the gliderport the day of your flight.
- If you are not a local pilot, make sure the office has a point of contact we can call in case of incidents. If you are a competitor in the Seniors, we will use what is in your entry form.

Florida has numerous small airfields that have hosted many of our glider pilot's unintended visits. Almost all of them are helpful, friendly, and allow aero retrieves from their fields.

We do have several fields that are in Class D airspace. When transiting these areas, please use proper radio calls. Use your "N" number, not your contest ID. Let them know who you are, where you are, and what your request is. **DO NOT LAND** at these airfields without communicating with the tower unless you have lost use of the radio. If you have any issue with Bartow or Lakeland tower/airport, please let us know **ASAP**. We do have a good relationship with these airports and we would like to quickly resolve any issue involving glider operations.

We are here to help you have the best cross-country experience. Our pilots are very knowledgeable and can help you with task planning, area orientation, badge/record observation, and places to avoid. Please let us know how we can make your flights more productive.

Sincerely,

Rich Owen

Vice President, Seminole=Lake Gliderport