

35th Annual Senior Soaring Championship



Pilot Kit

- List of Key contest personnel
- Schedule of Events
- Contest Procedures
- Airfield Notes
- Social Calendar
- General Gliderport Contest Information
- Field Diagram and Grid Procedures



Seminole-Lake Gliderport

4024 Soaring Lane Clermont, FL 34714

Key Contest Personnel

- | | |
|------------------|---|
| Contest Managers | - Rich Owen
- Kerry Huffstutler (during the contest) |
| Contest Director | - John Good |
| Scoring | - Sandra Danoff & Rick Sheppe |
| Weatherman | - Fernando Silva |
| Registration | - Chris Carter (Chief Registrar) |
| Retrieve Office | - Ted Haller |
| Operations | - Bill Foster (Ops Boss)
- Dewey Clawson (Assistant Ops)
- Emma Knapp (Chief Line Crew Steward) |
| Chief Tow Pilot | - Ray Smith (SLG) |
| Tow Pilots | - Martin Hollatz
- Tom McLinskey (SLG)
- Mr. Izumi (SLG)
- Bruce Patton (Tampa Bay Soaring) |
| SLGP Manager | - Mihaela Luculescu |



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Saturday/Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
2	3	4	5	6	7	8
<p><u>Geezer Glide Party is on Sunday!!</u></p> <p><u>Location:</u> The Glider House - across runway from office</p> <p><u>Time:</u> 1830</p> <p><u>Parachute packing by MS. Kelly</u> 8am – 4pm</p> <p>Chutes can be dropped off <u>Saturday</u> after 6pm.</p>	<p>Parachute packing by Ms. Kelly 8am – 4pm</p> <p>Please sign clip board with your name and color of chute or bag. Also make sure your name is on the chute or bag.</p> <p>Cost this year is \$60</p>	<p>Parachute packing by Ms. Kelly 8am – 4pm</p> <p>Cost this year is \$60</p>	<p>Registration open 10 AM–1PM 4PM – 6PM DG Hangar</p> <p>*</p> <p>Parachute packing by Ms. Kelly 8am – 4pm</p> <p>Cost this year is \$60</p>	<p>Registration open 9 AM – 12PM 4 PM – 6PM DG Hangar</p> <p>Parachute packing by Ms. Kelly 8am – 4pm</p>	<p>Registration open 9 AM – 10AM DG Hangar</p> <p>*</p> <p>Pilots Meeting 10:15 AM DG Hangar</p> <p>*</p> <p><u>Practice Day</u></p> <p>*</p> <p>Doughnuts & Coffee</p>	<p><u>Mandatory Safety/Pilots Meeting</u> <u>9:45AM EST</u> <u>DG Hangar</u></p> <p>*</p> <p>Doughnuts & Coffee</p> <p>*</p> <p>Dinner by Calabria Ristorante Lasagna</p> <p>*</p> <p>6:30PM Free in the DG Hangar</p> <p>*</p> <p>Set clocks ahead 1 hour before going to bed. EDT starts tomorrow</p>
9	10	11	12	13	14	15
<p>Pilots Meeting <u>10:15 AM EDT</u> DG Hangar</p> <p>Doughnuts & Coffee</p> <p><u>Daylight Saving Time Started Today</u></p>	<p>Pilots Meeting 10:15 AM DG Hangar</p> <p>Doughnuts & Coffee</p> <p>*</p> <p>Dinner by Texas Roadhouse Pork Chop & Sirloin Skewer</p> <p>*</p> <p>6:30PM - \$31 sign up @ Registration</p>	<p>Pilots Meeting 10:15 AM DG Hangar</p> <p>Doughnuts & Coffee</p>	<p>Pilots Meeting 10:15 AM DG Hangar</p> <p>Doughnuts & Coffee</p> <p>*</p> <p>Dinner by Texas Roadhouse Pulled Pork and Beef Tips</p> <p>*</p> <p>6:30PM – \$34 sign up @ Registration</p>	<p>Pilots Meeting 10:15 AM DG Hangar</p> <p>Doughnuts & Coffee</p> <p>*</p> <p>Awards Banquet at DG Hangar 6:30 drinks, 7:30 dinner Ribs and Grilled Chicken dinner</p> <p>*</p> <p>1 free ticket included with entry. Additional tickets \$38</p>	<p>THANK YOU</p> <p>Thank You for sharing a great Senior's with us.</p> <p>Have a safe drive home!</p>	



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Contest Procedures

This document describes procedures that (unless otherwise announced) will apply throughout this contest. **It does not cover procedures prior to the contest.**

Times

- **Due to morning flight training, no contest gliders are to be moved to the grid until after the morning pilots' meeting.** Flight training is in progress starting at 8:00am.
- The pilot meeting will be at 10:15 all days except Saturday. Mandatory Safety meeting on Saturday will start at 9:45 followed immediately by the pilot's meeting.
- All gliders staged on takeoff grid positions at 11:45 (we will try and avoid any meetings at front of grid)
- First launch time announced by CD
- Task opens approximately 15 minutes after last regular entry glider launches
Contest sunset time is 19:30

Standard values

- Start radius = 5 miles; maximum start height = as denoted on task sheet
- Finish radius = 2 mile; minimum finish height = 1,100ft MSL
- Standard minimum task time = 1:30
- Standard minimum task distance = 40 handicapped miles

Glider Weighing Procedures

All gliders need to be weighed in the configuration that it will be flown in. Two seat gliders must use the weight of the heaviest passenger onboard during the contest in determining their handicap. Personnel from Operations will set up abeam the DG hangar, near the runway, starting before the practice day (check bulletin board by the office and Signal message) and will continue until all aircraft are weighed. Once that is accomplished, a list of adjusted handicaps will be distributed. You have 24 hours to make corrections once that list is published. Contest day results cannot be made official until this process is complete.

Gridding

We have flight training in progress before the Pilot's Meeting. **Do not grid any aircraft until after the meeting!**

After the Pilot's Meeting, all Guests must move their ships to the pre grid position. At the time announced by the CD at the Pilot's Meeting, 20 meter or greater in

wingspan and heavy ships that ask to be in the back, will proceed to the grid. First glider there will be in the last regular entry row. Other gliders will fill in until there are no more long winged ships. **At the time the CD announces at the Pilot's Meeting, and when all the long wing/heavy ships pass their position, short winged ship groups will proceed to the grid, at their appropriate time and put into takeoff position.** All short wing gliders are put into these groups and assigned a time to move to the grid each day; position of these groups change after each valid contest day. This process will be covered fully at the Mandatory Safety meeting on Saturday,

Motor vehicles should drive on the runway only when towing a glider, and only at very modest speeds. **When not towing a glider, do not cross runways, at any time, except at the ends. Cars may park in the vicinity of your ship to facilitate ground handling equipment transfer. However, ALL VEHICLES MUST CLEAR THE NO PARKING AREAS BEFORE THE TOW PLANES TAXI TO THE GRID. No parking areas are marked in the Pilot Kit diagrams. If you have a question, ask one of the Operations representatives.**

Launch safety

Critical assembly check: place initials on the left-wing root tape indicating that the items essential for safe flight have been checked and verified to be correct. A glider without these initials can be denied a launch. You are encouraged to have another person help you with these checks.

Spoilers should at all times be in a safe position: either locked closed, or extended and moving so it's obvious the pilot has control of them.

Launching & Relight

Except for closing the canopy, you should be completely ready to launch when you are fifth in sequence. Tow pilots will monitor the airport frequency (123.3MHz); note the N-number of your towplane and use it in the rare case when a call is necessary. Do not make routine calls to tow pilots, such as to thank them for your tow (do this on the ground).

When safely off tow, switch to the contest frequency (136.55 MHz). DO NOT USE THIS FREQUENCY EXCEPT DURING THE CONTEST!!!!!!

Contest tows are to 2000' AGL (2100' MSL). Please release promptly when this altitude is reached.

Should a re-light during launch be needed, use the airport frequency (123.30MHz) to announce your intentions. A landing over the grid (in the launch direction) is preferred, wind permitting. Roll out to the west, well clear of the runway. If you wish to re-launch, inform the CD. You will be instructed when to move your glider to the launch end of the runway (which will happen after all gridded gliders are launched). We have ground crew personnel to help. If landing to the north, plan your touchdown north of the east/west crosswind runway!

Tasks

Sports Class rules allow Modified Assigned Tasks and Turn-Area tasks. Tasks will first be available electronically on the Signal app. A paper Task Sheet will be distributed to all pilots each day on the grid. The task will also be posted outside the office when complete (take a photo of it). This will usually include several possible tasks, labeled A, B, C, etc. **Task A is always active unless & until a change is announced to all pilots**, either at a grid pilot meeting, in person by the CD, or by a radio call with confirmation. Task start/changes/roll calls will be made on the contest frequency (136.55 MHz).

No contest launch will happen sooner than 20 minutes after the distribution of a task sheet.

Landing

Within 10 miles of the finish, switch to the airport frequency (123.30 MHz). ***Do Not announce your radio change on any frequency!*** **The standard radio call at 4 miles was changed in the 2022 SSA contest rules.** The radio call is made in **relation to the edge of the finish cylinder not the center of the finish circle** as it has been in the past. So, at 4 miles from the edge of the finish cylinder, transmit “[contest ID] 4 miles”. Please know what point your navigation system uses for distance when approaching the finish.

This will alert all pilots of your position and give time to properly sequence in the landing pattern. Fly patterns on the east side of the airfield. Use radio calls when they will enhance safety, but limit them to the minimum to avoid radio congestion.

Be aware of the wind, the actions of other airborne aircraft, and those gliders already on the ground. During finishes, wind and landing advisories may be available on the airport frequency, but pilots bear the full responsibility for safe operation. Upon landing, it is **mandatory to roll well clear of the runway**, even at the cost of stopping further from your trailer than desired. The newly paved road east of the runway, has a small lip where the grass transitions to the paved surface. Walk this area first before you attempt to cross the road after landing. Note that the short east-west runway is for towplanes only – it is too narrow to be acceptable for use by gliders.

Flight Documentation

If you have an engine, please submit a flight log documenting an engine run prior to the first contest day. **You must submit a flight log from your primary and backup logger you intend to use during the contest (change in the 2023 Rules).** Submit flight documentation via email (email address on the task sheet) or drop media in logger in-box at the clubhouse within 1 hour of landing at the airfield. After an outlanding, submit log via email while you wait for your crew, but not later than 9:00AM the next day. **A flight log file must be submitted for every launch taken every day**; the penalty for failure to

do this is the same as for a serious airspace violation. **Flight logs should be emailed to: score.slgp@gmail.com.**

A Task Claim form is rarely needed; the only routine case will be when a motor glider uses its engine on course. The Scorer has extra blank Task Claim forms. If you have any questions on your score, penalties or log, contact Rick Sheppe via email (rws@sover.net) or call the office.

Outlanding Procedures

The contest area contains many airfields; most – but not all – are eligible for an airfield landing bonus. Read the Airfield Notes section of this Pilot Kit for detailed notes on various fields.

After any outlanding – especially one that is not at an airfield – you should attempt to find the landowner and make him your friend. Be aware that in Florida it's against the law (and very bad form) to cut a fence or lock. So, unless it's an emergency, plan to carry the glider out of the field.

After outlanding, fill out an Outlanding Form and telephone the Retrieve Office at 352-394-5450 (primary number) or the other number printed on the task form. Do not use the radio for this purpose unless phone contact isn't possible. **You may call your crew directly to arrange a retrieve, but the Retrieve Office must be fully informed (by pilot or crew) before any crew departs the airfield.** The Retrieve Office can assist with maps and driving instructions. Once your crew departs, we will assume you are able to do the retrieve without difficulty. If you have any problems, please call and we will offer help and stay available for as long as necessary. We will not secure the Retrieve Office until everyone is accounted for. Do not forget to obtain a new Outlanding Form from the Scorer.

Airfield and Database Notes

Important disclaimer: In all cases, determining whether a safe landing can be accomplished at any location is, regardless of information presented in contest documents or databases, solely the responsibility of the pilot.

The database for the 2024 Seniors has not had any changes from last year. The database can be found on the Worldwide Turnpoint Exchange: Groveland (Seminole Lake: Senior Championship and Sailplane Grand Prix, 2025) [17 February 2025] UPDATED

The following airfields may be suitable – with care – for glider landings but have issues that make them **ineligible for an airfield landing bonus.**

Fender (8.5 mi NNW of home) – Not an airport anymore but a cultivated field. Very nice pasture just south, across road from Fender.

Field Dreams (aka Field of Dreams, 2 mi NW of #8 Cub Haven) – not listed as an FAA airfield, but appears to be a landable field.

Frazier (6.5 mi SSE of home) – road/runway suitable for light aircraft but it is not wide enough for gliders at the north and south ends. There are two barb wire fences that run parallel to the runway. Width between the fences is 37 meters. Plan to land in the middle length, away from trees and fences. Access gate to property closes at 5:00 pm. Owner is very friendly to glider pilots.

Kings Field (4.5 mi SE of Osborn) – listed as an airfield, appears more like a driveway through a pasture. Often has stock on field; owner is just starting to like us.

Montgomery (Turnpoint #27) – stock has occasionally been seen on this field. Only open gate is at the west end. Not recommended for larger than 15 m. Runway looks like dirt road and is bordered by fencing. Driving access is via Route 479, south of airstrip.

Tex Merritt (12.3 NNW of home) – Not recommended for gliders greater than 18-meter wingspans. Metal grate over water pump, south side of runway, midfield. Maintain wings level until stopped!!! Use Grass Roots, 2 mi ESE.

Trask (Turnpoint #38) – grass strip appears landable but is no longer an airfield on the sectional.

Weeks (Turnpoint #41) – aka Fantasy of Flight – no landing problems, but landings by transient aircraft may incur a fee. Not glider friendly!! Aero tow retrieves are not allowed, and gates close at 5pm. Consider Flanders, 3 mi NNW and friendly.

The following airfields (not all of which appear on all charts) are considered generally suitable for glider landings and **are eligible for an airfield landing bonus.**

Flanders- no longer on the sectional but still a great airport.

Rock Ridge (8.5 mi SSW of home) – good E-W grass strip. Watch out for horses on the field.

Sheets (8.8 mi N of home) – an active hang-glider airfield, adequate for sailplanes. Aero retrieves are now allowed. The airfield is under new ownership. Please be nice!!

Wallaby Ranch (14.1 mi SE of home) – an active hang-glider airfield, adequate for sailplanes. Aero retrieves only allowed if owner is on the property. Be nice, they are changing their view of us! Last year we can use Wallaby, airport was sold.

The following airports have some special notes:

Bartow – controlled field surrounded by Class D* airspace to 1600' MSL. Tower hours reported as 7 days a week from 0600-1800. Abide by FAR's on Class D airspace.

Blackwater – Tampa Class B airspace lies just west of the road that passes west of this airstrip; maximum penalty-free altitude is 2500' MSL.

Bob White (Turnpoint #4) – lies underneath Orlando Class B airspace; maximum

penalty-free altitude is 5500' MSL.

Brooksville – Tampa Bay Regional Airport (formerly Hernando County) – controlled field surrounded by Class D* airspace to 1500' MSL. Lies underneath Tampa Class B airspace; maximum penalty-free altitude is 5500' MSL.

Burntwood (Turnpoint #6) – grass strip aligned 15-33. Horses are frequently on the field.

Chalet Suzanne (Turnpoint #8) – grass runway looks wide but runway lights define a much narrower landing area. Sold on 2/28/15. Aircraft have been seen on the property (2023). Low approach in Feb 2025 shows field in good condition.

Flanders (Turnpoint #13) – it's important to roll clear (or push your glider off) after landing. Trailer access is through a locked gate. Call Retrieve Office for code.

Frostproof (Turnpoint #15 – aka Lake Clinch) – N-S grass runway lies north of the lake. You may find this strip uncomfortably narrow for gliders above 18m span. Ridge Landing is better suited for big wing gliders and is 2mi west of Frostproof.

Flying Gators (aka Florida Flying Gators) – remains open as an active ultralight airfield.

Gore – looks narrow but has accommodated a 25-meter ship. Lies underneath Orlando Class B airspace, maximum penalty-free altitude is 5,500'MSL.

Green Swamp (Turnpoint #19) – N-S grass strip can be hard to recognize because a paved street runs along its east edge.

Lakeland – controlled field surrounded by Class D* airspace to 2600' MSL. Very friendly to glider pilots. Prime and Avelo Airlines operate out of the airport now. Be aware of large jet aircraft climbing outdescending into Lakeland airport.

Lake Wales – lots of sport parachuting activity. This new operator as a number of twin engine turboprop aircraft. They **NOW** use Lake Wales CTAF frequency for advisories. Try and stay clear of directly overflying the airfield.

Leesburg (Turnpoint #23) – controlled field surrounded by Class D* airspace to 1600' MSL.

Midway Lake (Turnpoint #26) – note that Tampa Class B airspace lies about 2 miles west of this airstrip; maximum penalty-free altitude is 2500' MSL.

Ocala (Turnpoint #30) – controlled field, surrounded by Class D* airspace to 1500' MSL. Friendly to gliders.

Zephyrhills – lots of sport parachuting activity. Tows available from Tampa Bay Soaring during the contest.

* Note that contest rules allow a pilot to overfly Class D airspace, and to enter it if relevant FARs are observed.



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Social Calendar

Saturday – 6:30 PM - Welcome dinner catered by Calabria Ristorante. Lasagna, Caesar salad & garlic rolls. DG Hangar, Free

Monday – 6:30 PM - Catered by Texas Roadhouse. Pork chop and sirloin skewers, mashed potatoes, green beans with buttered rolls. DG Hangar, \$31 per person – pay at registration



Come join your US Soaring Team for a special program and dessert after dinner

Wednesday – 6:30 PM - Catered dinner by Texas Roadhouse. Pulled pork + beef tips, rice and corn, salad with Italian vinaigrette dressing and buttered rolls. DG Hangar, \$34 per person, pay at registration

Friday – 6:30 cocktails, 7:30 dinner – Senior's banquet and awards ceremony. Ribs and Grilled Chicken dinner with all the trimmings. DG Hangar, each pilot receives 1 ticket included with registration. Extra tickets available (\$38) at registration.



Seminole-Lake Gliderport

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General Gliderport Contest Information

Driving onto the Gliderport Property

For our new guests, it is extremely important for you to be aware of aircraft in the flight pattern at all times! The airport road (Soaring Lane) crosses the runway at the north end. Please stop and look in both directions before proceeding across the runway. Low landing gliders may be hard to see from the north, so stopping and looking past the trees is imperative.

Auto Parking

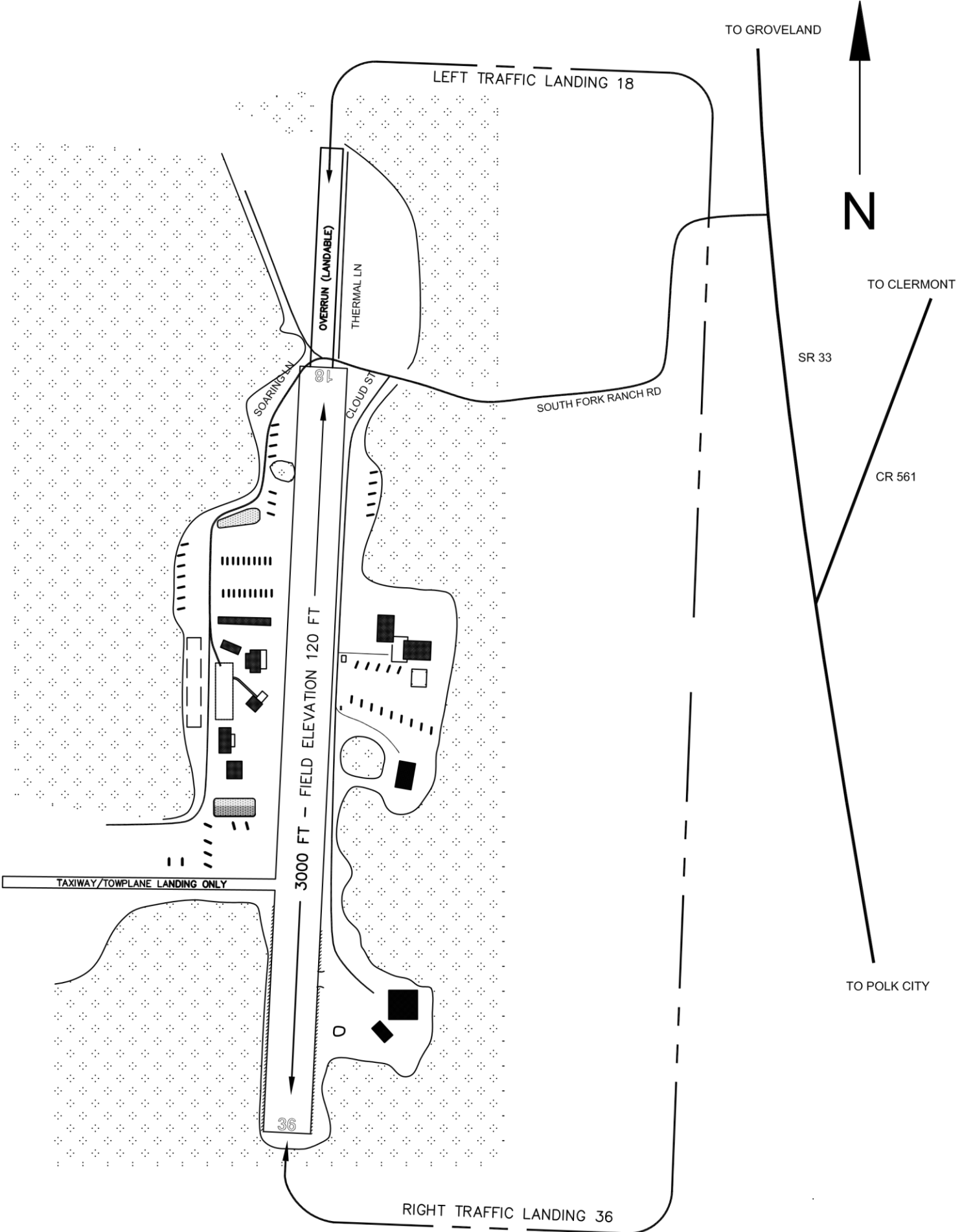
For all events, cars should be parked on west side of the entrance road. Our normal parking lot is designated "RV Parking Only" and has a sign saying that at the lot entrance. RV owners may temporarily bring their cars in this area to unload groceries. Please follow the signs and observe the "No Parking" areas. Cars and RV's are approved to be around the grid area before the launch with a few exceptions. At the north end, west side of the runway is fine as long as cars are north of the large oak tree next to runway. At the south end, vehicles can only be on the east side of the runway when the gliders are staged. **Under no circumstances should vehicles or personnel return to the parking area until the launch is complete! If you need to retrieve something in the parking area, contact one of our team members so we can escort you safely there and back!**

RV Parking

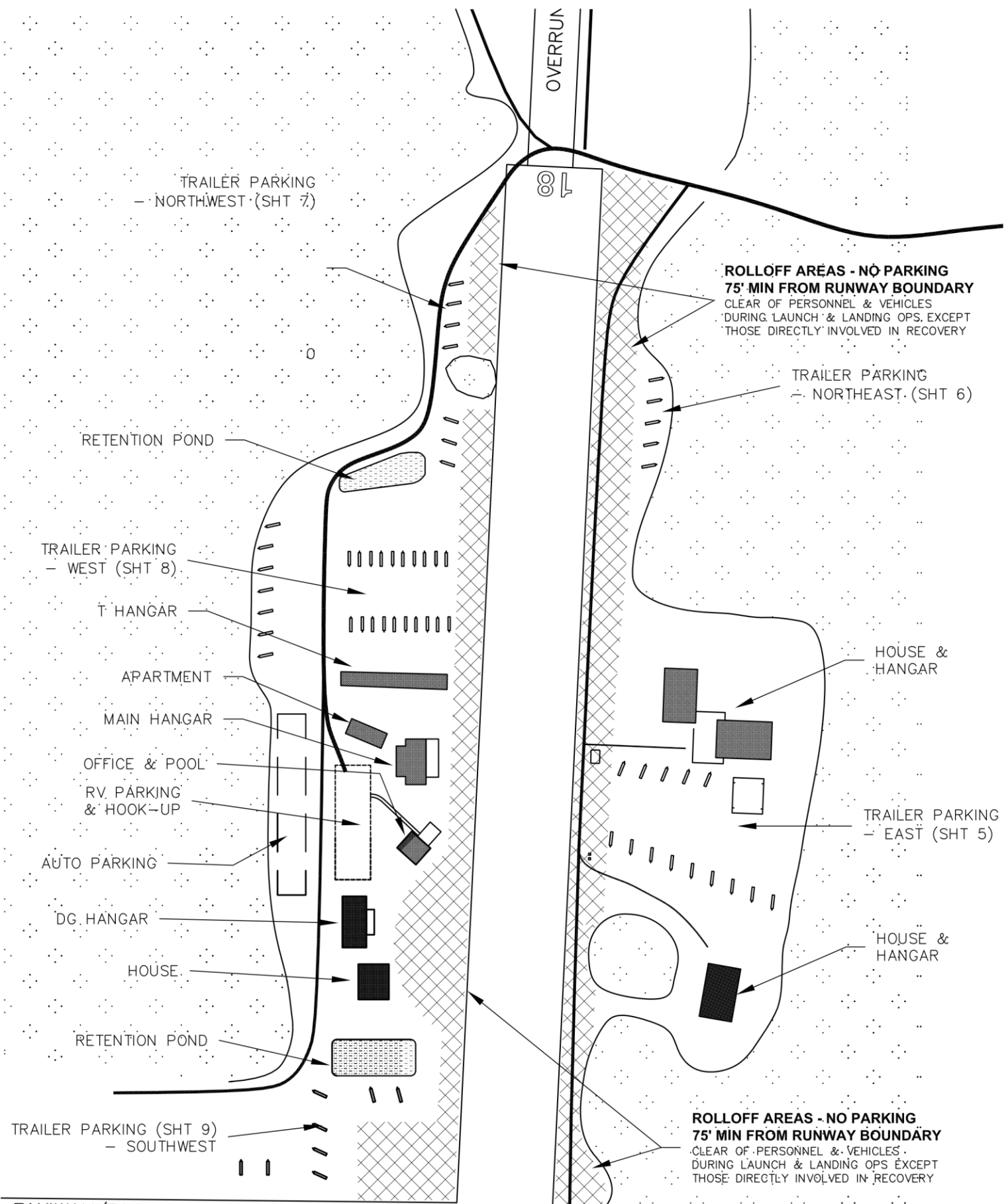
There is a lot of planning and coordination that goes into managing the many RV's that stay on the field. **There is no "first come first serve" parking for RV's.** The RV Parking Manager, Enrique Mertins, will inform you where to park. Water pressure and the number of water connections are not sufficient to support all the RV's. Please use the water supply to fill your on-board potable water tank only. Be kind to your neighbor.

Guests and Pets

Please inform your guests not to cross the runway unless escorted. **Animals are strictly prohibited from being off leash on gliderport property at any time!** As good pet owners, we always clean up after our furry friends.



SEMINOLE LAKE GLIDERPORT - FIELD DIAGRAM



TRAILER PARKING
- NORTHWEST (SHT 7)

ROLLOFF AREAS - NO PARKING
75' MIN FROM RUNWAY BOUNDARY
CLEAR OF PERSONNEL & VEHICLES
DURING LAUNCH & LANDING OPS. EXCEPT
THOSE DIRECTLY INVOLVED IN RECOVERY

TRAILER PARKING
- NORTHEAST (SHT 6)

RETENTION POND

TRAILER PARKING
- WEST (SHT 8)

T HANGAR

APARTMENT

MAIN HANGAR

OFFICE & POOL

RV PARKING
& HOOK-UP

AUTO PARKING

DG. HANGAR

HOUSE

RETENTION POND

TRAILER PARKING (SHT 9)
- SOUTHWEST

HOUSE & HANGAR

TRAILER PARKING
- EAST (SHT 5)

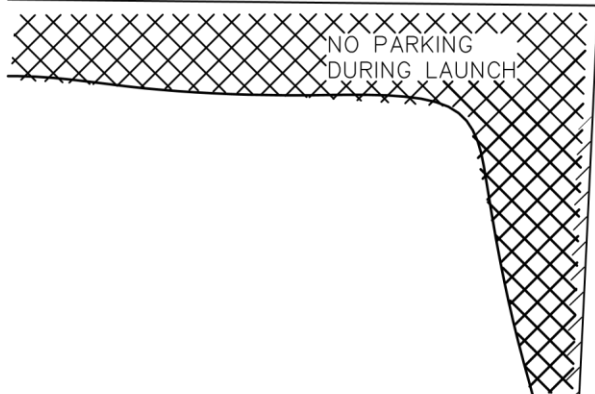
HOUSE & HANGAR

ROLLOFF AREAS - NO PARKING
75' MIN FROM RUNWAY BOUNDARY
CLEAR OF PERSONNEL & VEHICLES
DURING LAUNCH & LANDING OPS EXCEPT
THOSE DIRECTLY INVOLVED IN RECOVERY

TAXIWAY/TOWPLANE LANDING ONLY

SEMINOLE-LAKE GLIDERPORT

ONLY



*** CAUTION SWALE ***

TOW VEHICLE RETURN - NO PARKING ANYTIME

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- 34

TOWPLANE APPROACH CORRIDOR
PARKING PROHIBITED THIS AREA WHEN ACTIVATED BY CD DUE TO WEATHER REQUIREMENTS

TOWPLANE APPROACH CORRIDOR
SEE NOTE ABOVE

LAUNCH PARKING

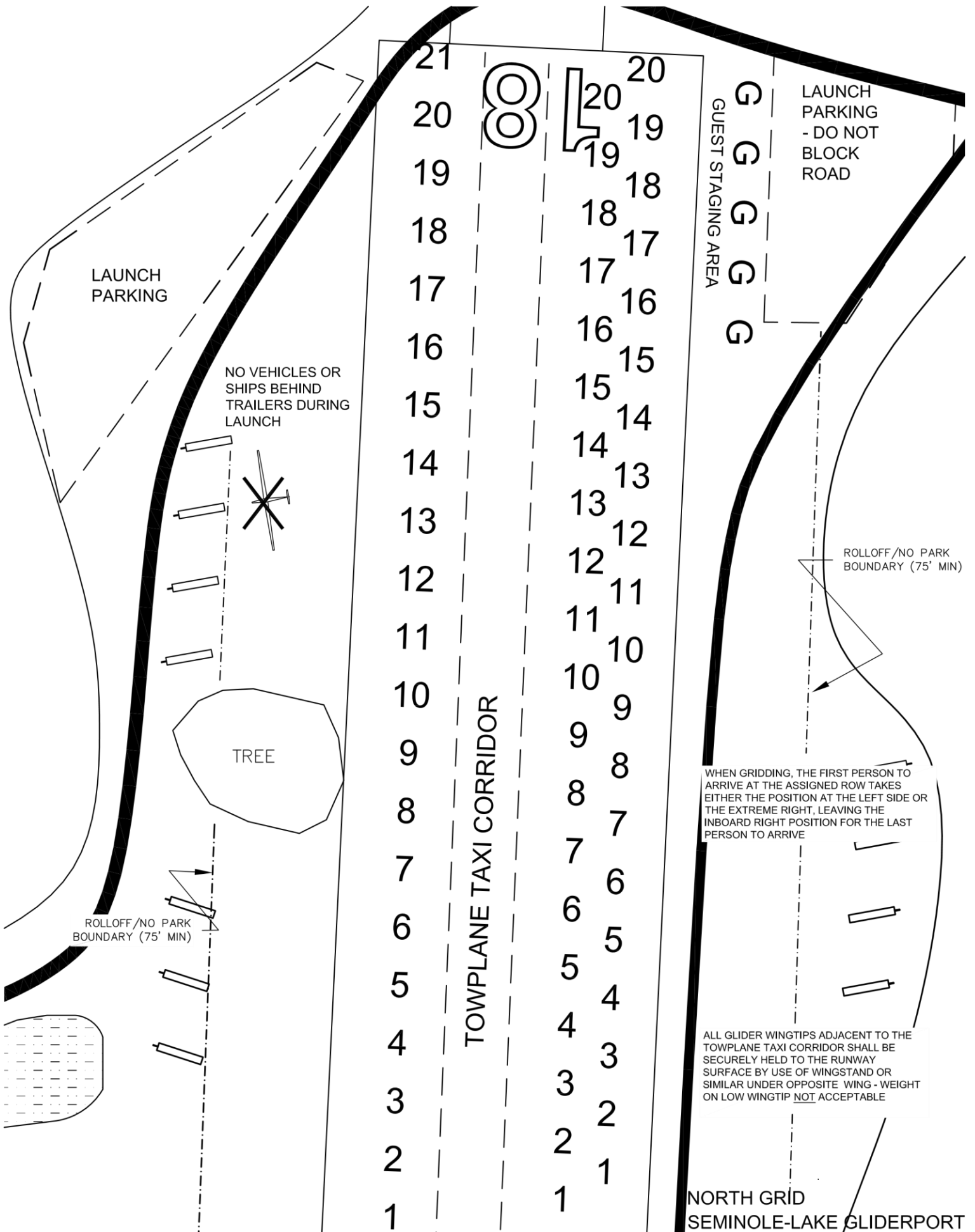
PARKING BOUNDARY - WHEN SPECIFIED
TREE

HANGAR

HOUSE

*** CAUTION ***
DITCH - NOT PASSABLE

SOUTH GRID - PRIMARY
SEMINOLE-LAKE GLIDERPORT



LAUNCH PARKING

NO VEHICLES OR SHIPS BEHIND TRAILERS DURING LAUNCH

TREE

ROLLOFF/NO PARK BOUNDARY (75' MIN)

TOWPLANE TAXI CORRIDOR

GUEST STAGING AREA

LAUNCH PARKING - DO NOT BLOCK ROAD

ROLLOFF/NO PARK BOUNDARY (75' MIN)

WHEN GRIDDING, THE FIRST PERSON TO ARRIVE AT THE ASSIGNED ROW TAKES EITHER THE POSITION AT THE LEFT SIDE OR THE EXTREME RIGHT, LEAVING THE INBOARD RIGHT POSITION FOR THE LAST PERSON TO ARRIVE

ALL GLIDER WINGTIPS ADJACENT TO THE TOWPLANE TAXI CORRIDOR SHALL BE SECURELY HELD TO THE RUNWAY SURFACE BY USE OF WINGSTAND OR SIMILAR UNDER OPPOSITE WING - WEIGHT ON LOW WINGTIP NOT ACCEPTABLE

NORTH GRID SEMINOLE-LAKE GLIDERPORT

RUNWAY

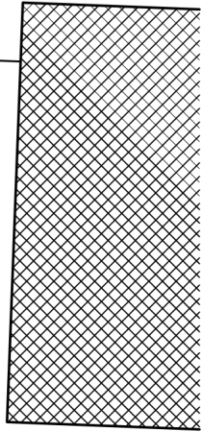
ROAD

\$\$\$
OBSTACLE
\$\$\$

INDICATES MAX
RECOMMENDED
FOR LOCATION

GRASS DRIVEWAY

HOUSE / HANGAR



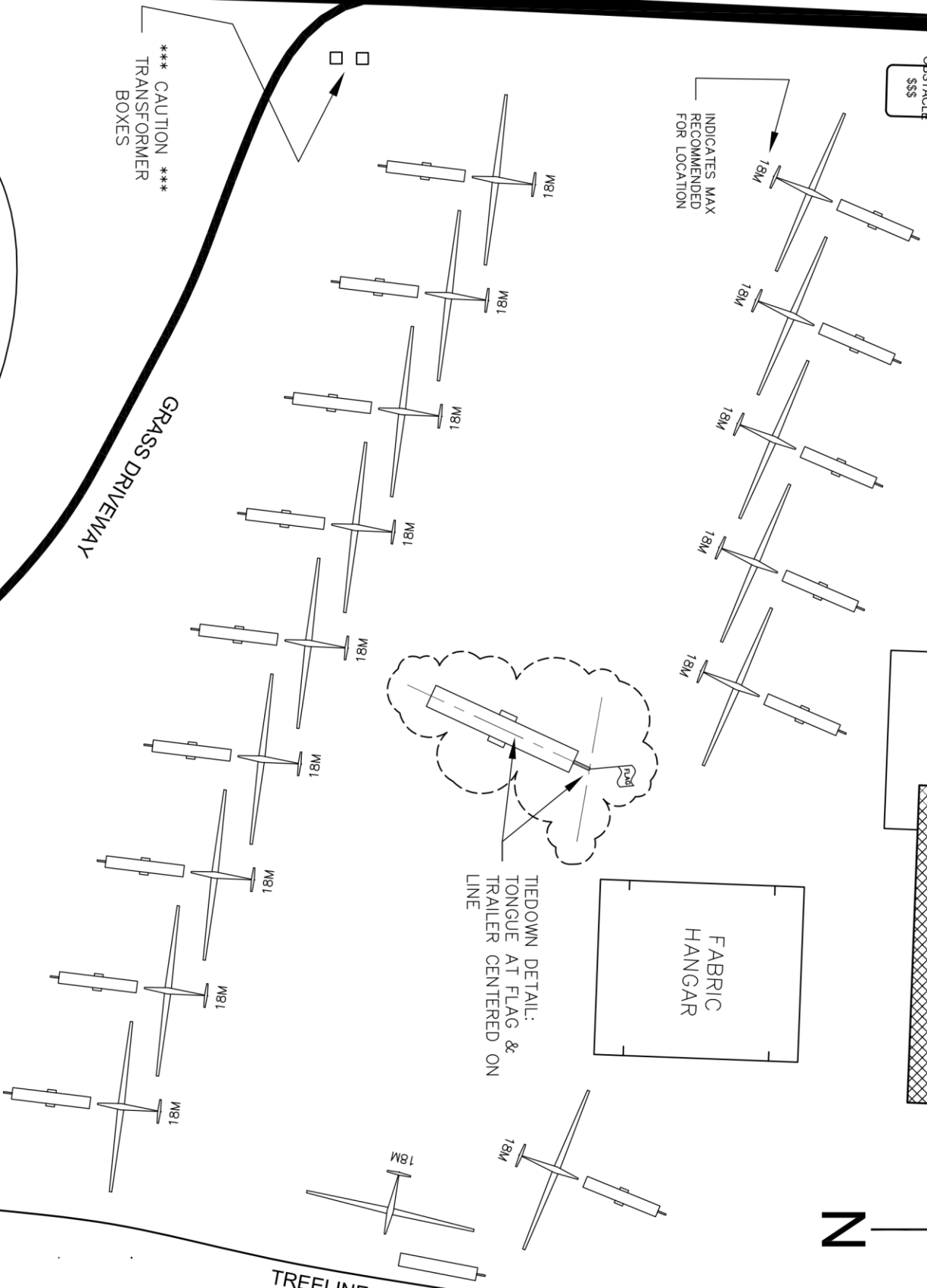
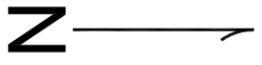
FABRIC
HANGAR

TIEDOWN DETAIL:
TONGUE AT FLAG &
TRAILER CENTERED ON
LINE

*** CAUTION ***
TRANSFORMER
BOXES

GRASS DRIVEWAY

TREELINE

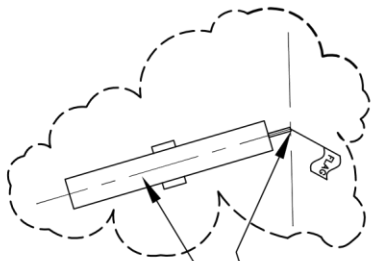


EAST TRAILER TIEDOWN AREA
SEMINOLE-LAKE GLIDERPORT
SHT 5 of 11

SLG field diagram 1 RevL.dwg



ROLLOFF/NO PARK
BOUNDARY (75' MIN)



TIEDOWN DETAIL:
TONGUE AT FLAG &
TRAILER CENTERED ON
LINE

RUNWAY

ROAD

75 FT

20M

20M

20M

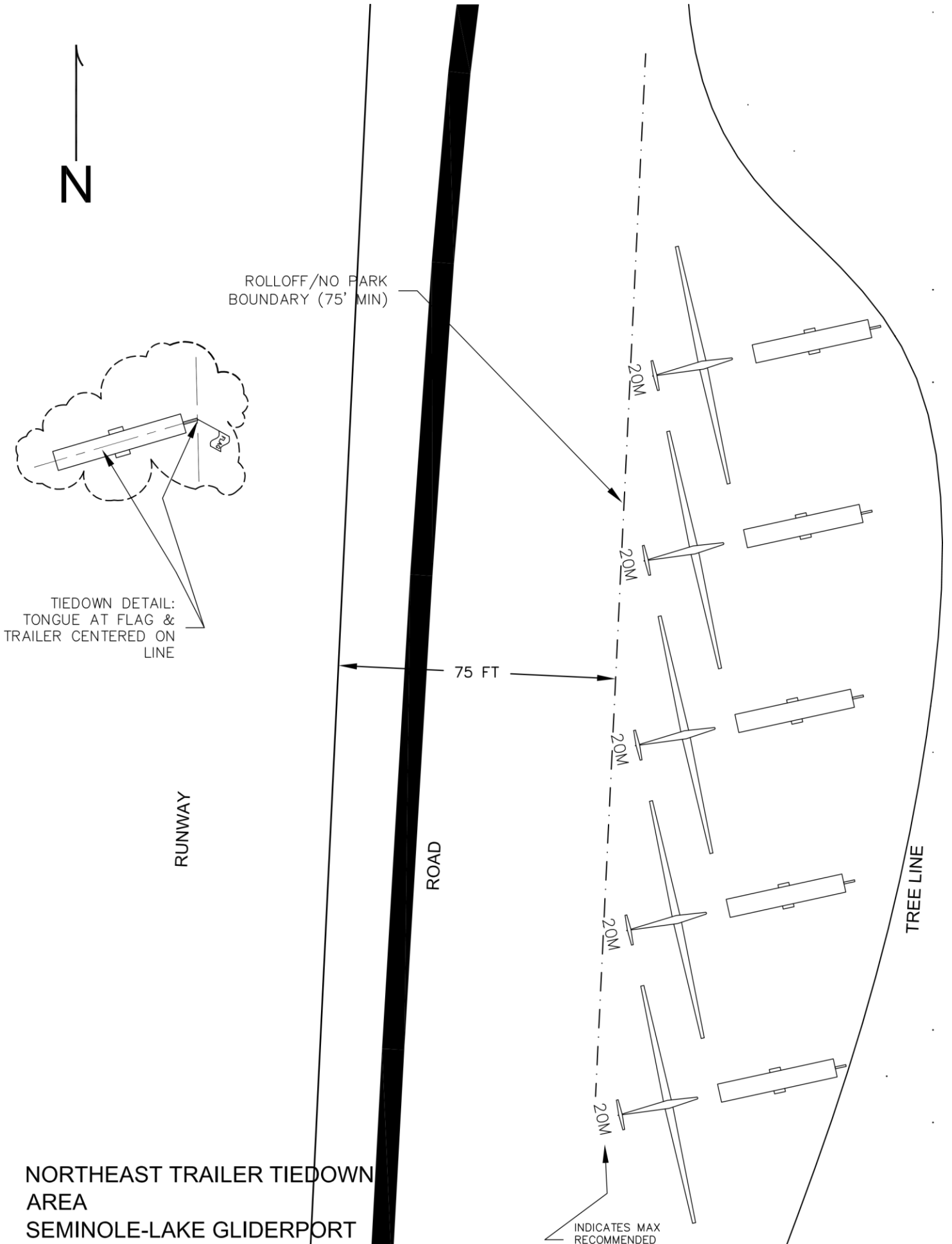
20M

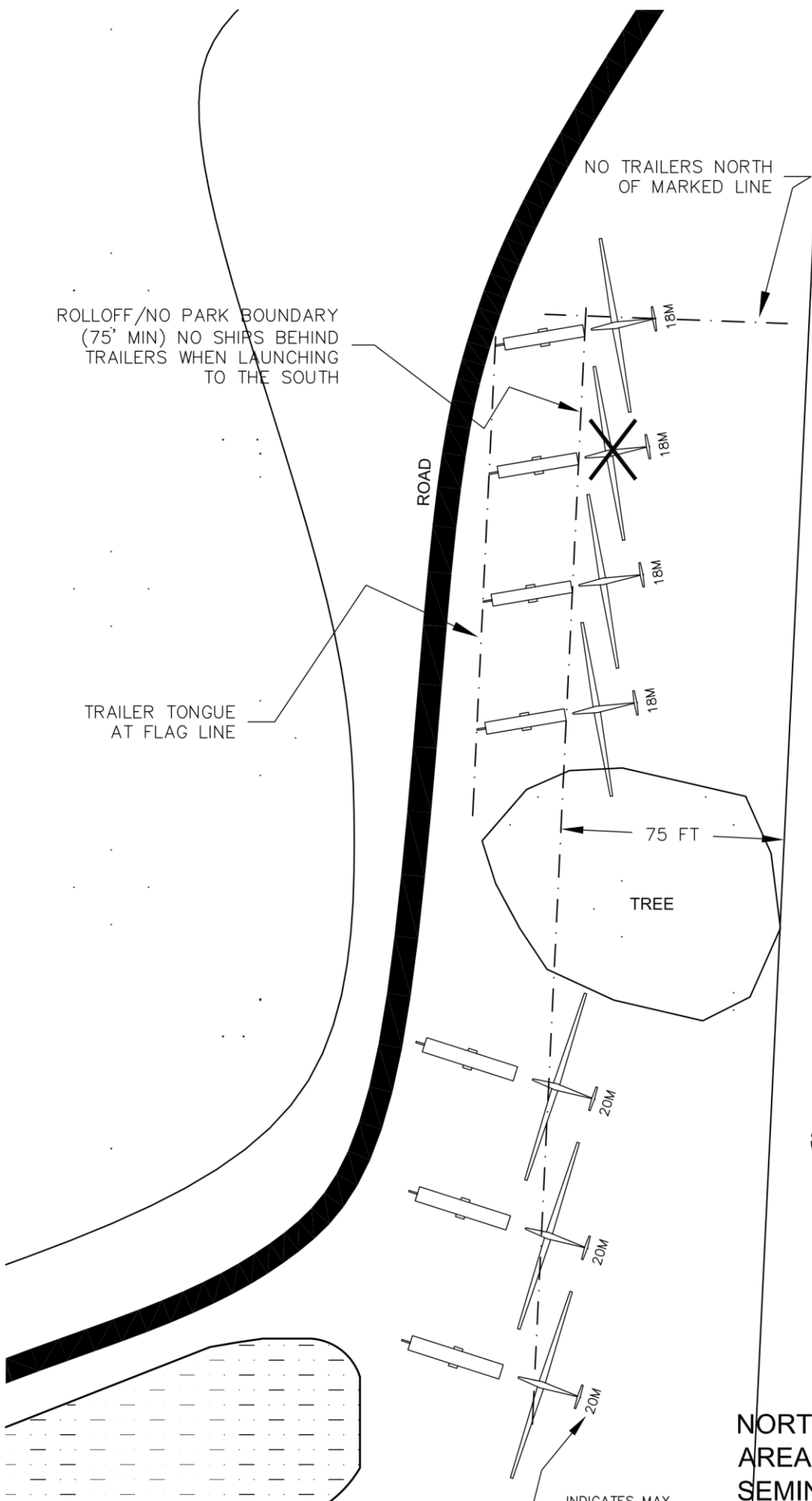
20M

TREE LINE

NORTHEAST TRAILER TIEDOWN
AREA
SEMINOLE-LAKE GLIDERPORT

INDICATES MAX
RECOMMENDED





RUNWAY

NO TRAILERS NORTH OF MARKED LINE

ROLLOFF/NO PARK BOUNDARY (75' MIN) NO SHIPS BEHIND TRAILERS WHEN LAUNCHING TO THE SOUTH

ROAD

TRAILER TONGUE AT FLAG LINE

75 FT

TREE

18M

18M

18M

18M

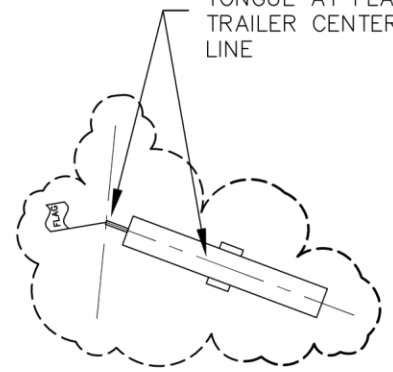
20M

20M

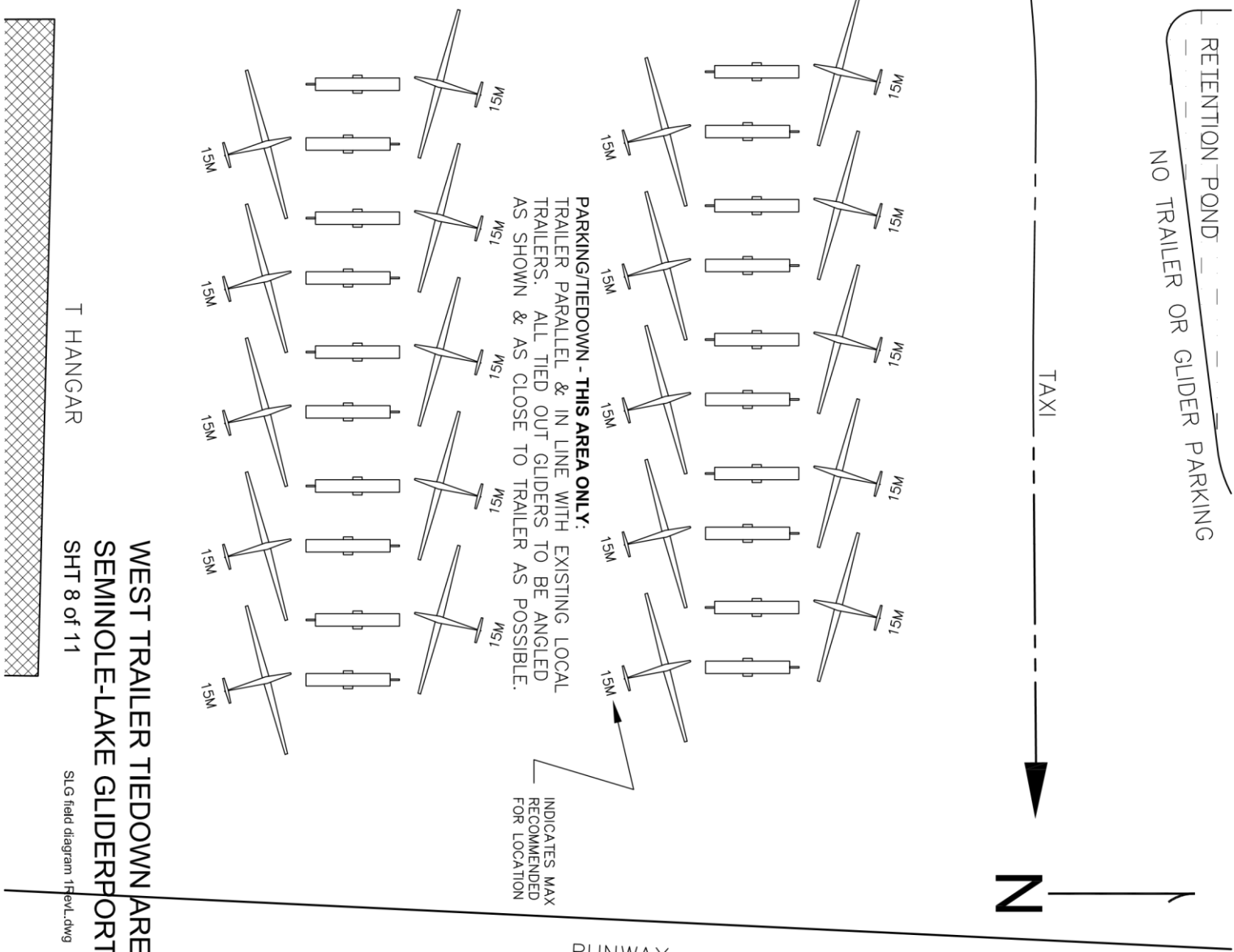
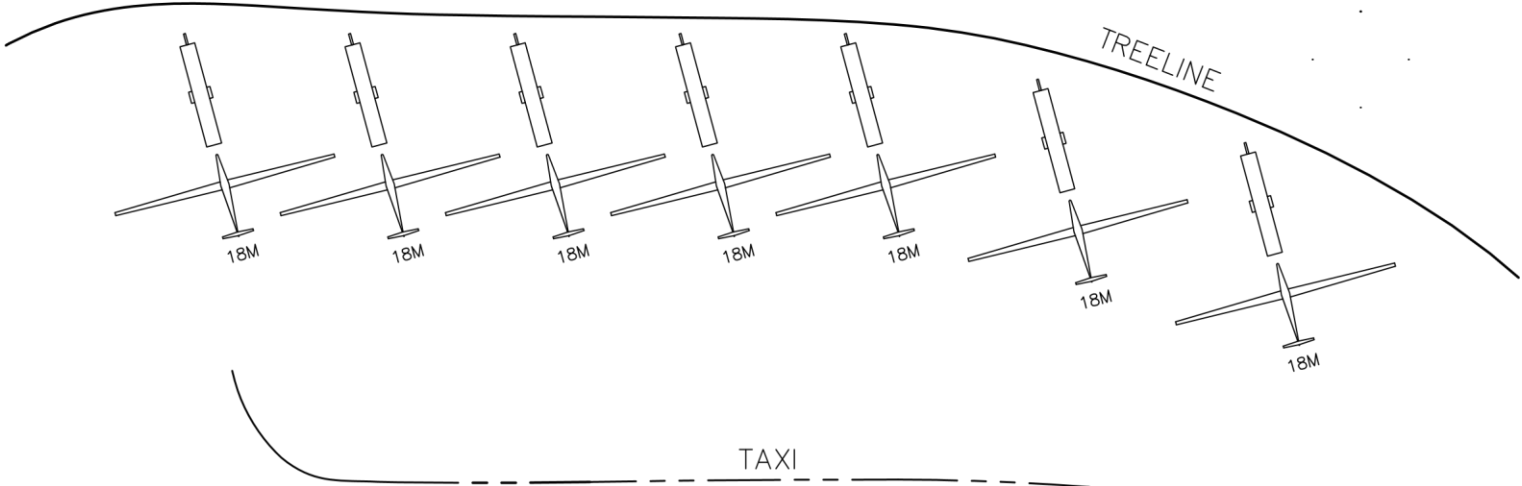
20M

INDICATES MAX

TIEDOWN DETAIL:
TONGUE AT FLAG &
TRAILER CENTERED ON
LINE



NORTHWEST TRAILER TIEDOWN
AREA
SEMINOLE-LAKE GLIDERPORT



T HANGAR

WEST TRAILER TIEDOWN AREA
SEMINOLE-LAKE GLIDERPORT
SHT 8 of 11

SLG field diagram - 1Feb14.dwg

PARKING/TIEDOWN - THIS AREA ONLY:
TRAILER PARALLEL & IN LINE WITH EXISTING LOCAL
TRAILERS. ALL TIED OUT GLIDERS TO BE ANGLED
AS SHOWN & AS CLOSE TO TRAILER AS POSSIBLE.

INDICATES MAX
RECOMMENDED
FOR LOCATION

RETENTION POND
NO TRAILER OR GLIDER PARKING

ROAD

TAXI

RUNWAY

N

TAXI

TREELINE

18M

18M

18M

18M

18M

18M

18M

15M

15M

15M

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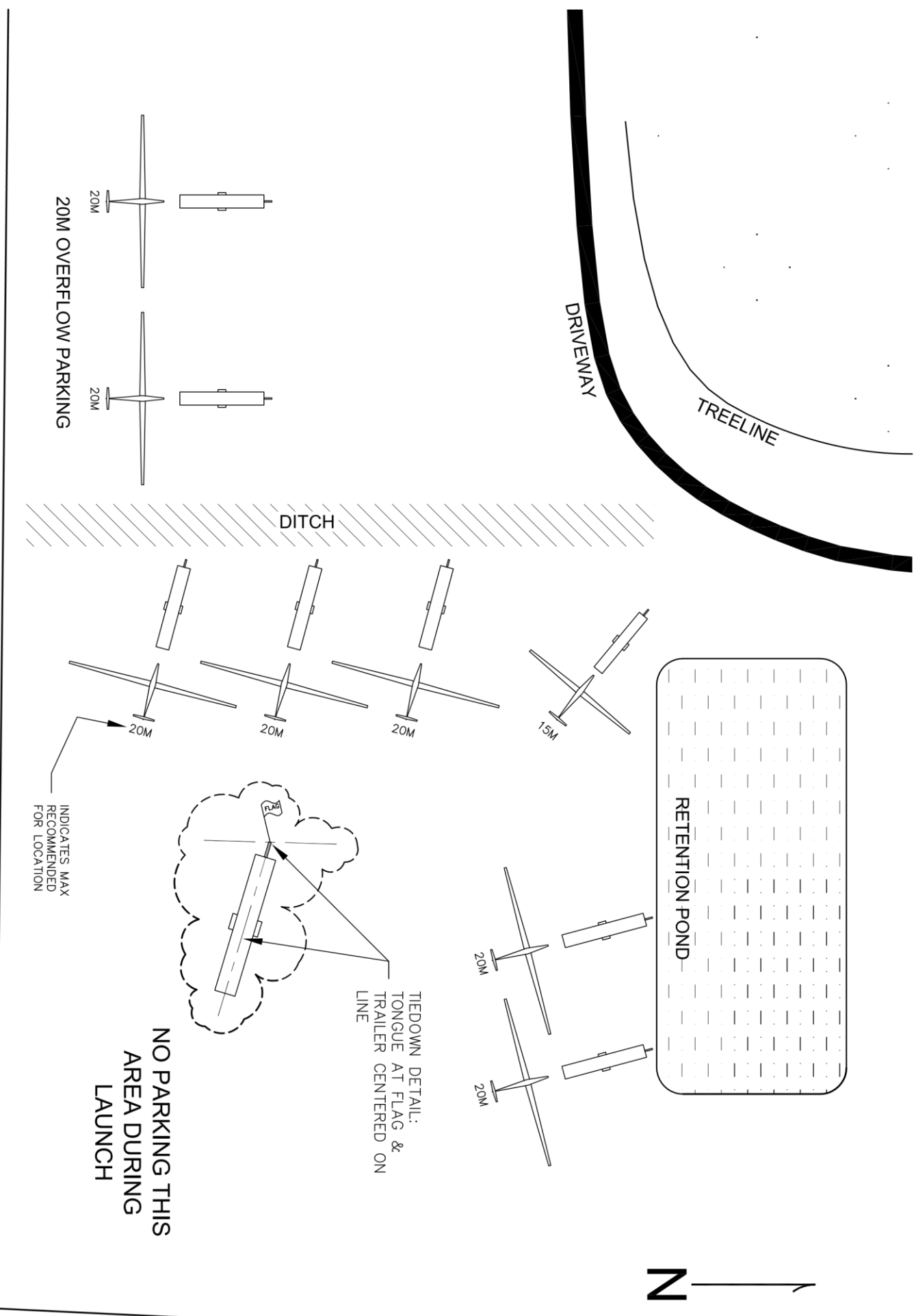
15M

15M

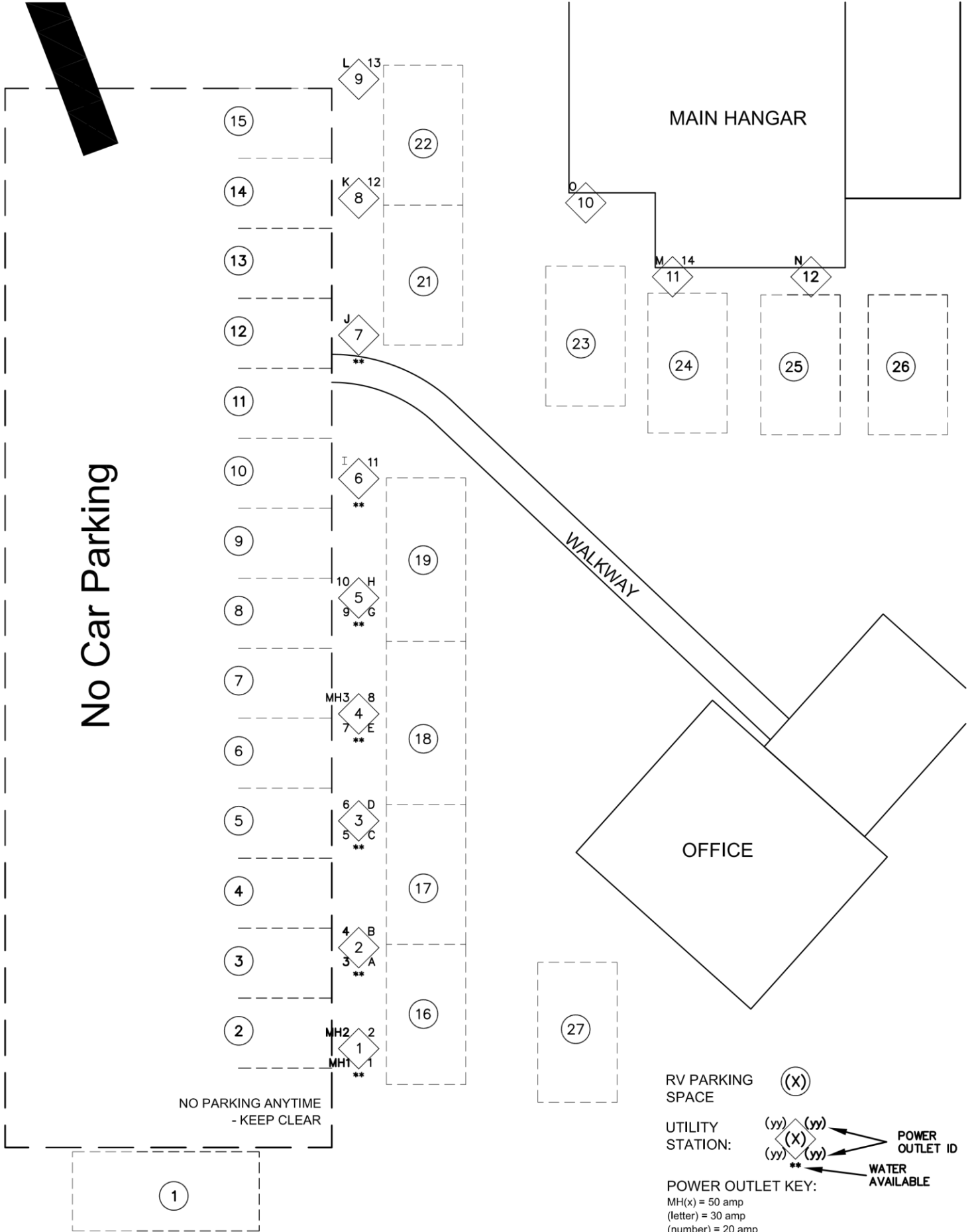
15M

15M

15M



SW TRAILER TIEDOWN AREA
SEMINOLE-LAKE GLIDERPORT
SHT 9 of 11



No Car Parking

MAIN HANGAR

WALKWAY

OFFICE

NO PARKING ANYTIME
- KEEP CLEAR

RV PARKING SPACE (X)

UTILITY STATION: (yy)(X)(yy)

POWER OUTLET KEY:
 MH(x) = 50 amp
 (letter) = 30 amp
 (number) = 20 amp
 SEE SHT 9 FOR UTILITY STATION DETAIL

** WATER AVAILABLE

RV PARKING- CENTRAL

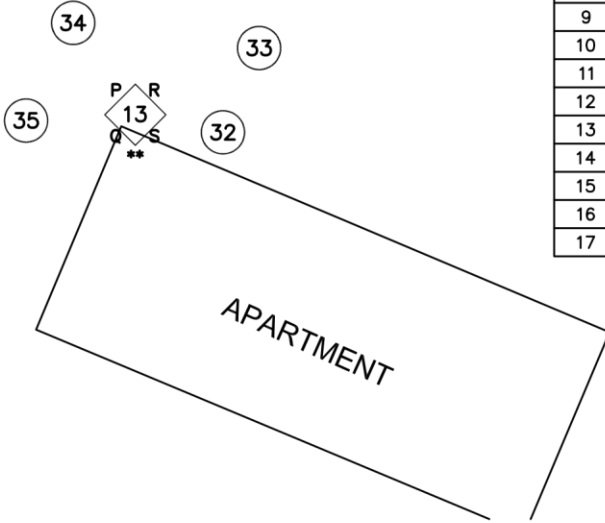
T - HANGAR

UTILITY STATIONS

#	LOCATION	20A	30A	50A	WATER
1	PARKING LOT	2		2	1
2	PARKING LOT	2	2		1
3	PARKING LOT	2	3		1
4	PARKING LOT	2	1	1	1
5	PARKING LOT	2	2		1
6	PARKING LOT	1	1		1
7	PARKING LOT		1		1
8	PARKING LOT	1	1		
9	PARKING LOT	1	1		
10	MAIN HANGAR S		1		
11	MAIN HANGAR S	1	1		
12	MAIN HANGAR S		1		
13	APARTMENT NW		4		1
14	DG HANGAR W		2		
15	DG HANGAR W		2		
16	HOUSE N		1		1
17	HOUSE S		1	1	1

RV LOCATIONS
32-35 FLEXIBLE

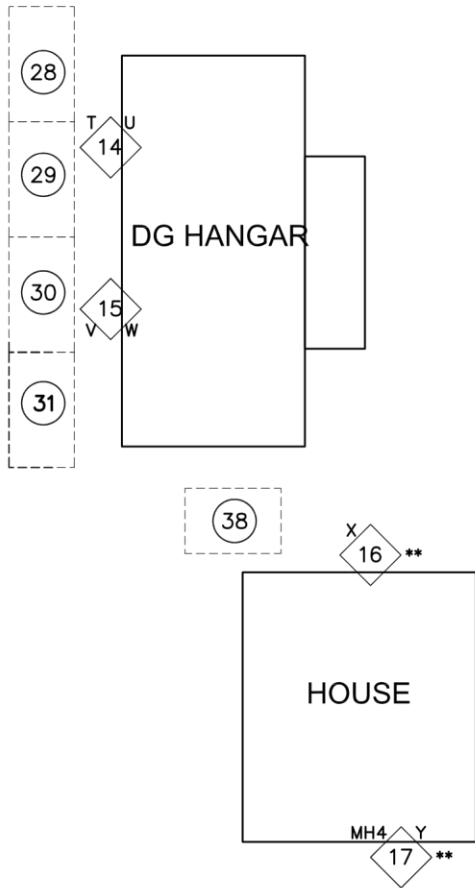
ROAD



40A 40B

MAIN HANGAR

ROAD



RV PARKING NORTH & SOUTH
SEMINOLE LAKE GLIDERPORT

