

MSS RUNWAY 25 LAYOUT COMPONENTS:

CLEAR ZONE: This is a 70' wide path between the red line & the berm. It is to remain clear of everything except gliders being moved into the staging area or into the parking area south of the runway. The center of the clear area is depicted by a white line in the photo. The clear zone boundary is marked by 2 RED recessed concrete markers both 70' from the berm. To make the red "line" easier to see 18" red traffic cones will be placed at both ends & at the end of each row in the grid.

UNATTENDED CART PARKING AREA: This is depicted by the yellow line in the photo. All unattended carts should be parked in this area behind the front of the sun shelter. It is important that carts not be left west of the front of the shelter since that would block gliders being towed through the clear zone between the shelter & the top of the "25" runway number.

TOW PLANE/UNATTENDED GLIDER PARKING AREA: This is the white rectangular area on the south side of the runway. It is a mowed area 45' deep x 350' long. The west side of the area is reserved for the tow planes only. All gliders which are brought down that will not be flown immediately should be parked on the east end of this area.

GRID AREA: This area consists of 11 concrete markers (12"x12") which have been recessed flush into the ground. At present they are configured into 4 rows. ROW 1 (3 YELLOW MARKERS); ROW 2 (3 WHITE MARKERS); ROW 3 (3 BLUE MARKERS); ROW 4 (2 BLACK MARKERS) (will be changed to more visible color). The rows are spaced 50' apart. Markers are spaced to provide 60' or 30' clearance as appropriate. Pilots who are ready to fly should spot their glider on any of the 3 positions of their choosing in the front row. The main wheel should go on the concrete marker. This allows for correct spacing between wingtips with adjacent gliders. Once the front row is filled, row 2 is loaded etc. In this configuration, up to 11 gliders can be spotted & launched with no further movement necessary. Also, it is possible to move glider forward into empty slots as gliders are towed out.

OTHER IMPORTANT INFORMATION:

*The front row may not be used every flying day since each row forward shortens the effective runway length by 50'. The instructor and tow pilot can decide which row will be the starting row based on wind direction, wind strength, etc. on each flying day.

*If only limited numbers of flights are being made (as during morning flight instruction) the instructor may elect not to use the grid system. At times when many tows are needed or 2 tow planes are operating using the grid will help prevent delays and relieve congestion.

*Returning (landing) gliders will normally exit the runway to the north and enter the "clear zone" to return to a starting position. However, there is also considerable space on the south side of the runway & it would be possible to exit that side providing it does not interfere with tow planes exiting the parking area.

*Pilots whose gliders are in the front row should be ready to tow. No gliders in the grid should be unattended.

mss staging (rev8)

Write a description for your map.

