

LOCAL CALL SIGNS

TREVOR (USUALLY)	DUO DISCUS	007
ISC STAFF (USUALLY)	IS-28	ML
TRAINERS	2-33	IEW
	1-26	KPP
AL	VENTUS 2CM	AX1
ERNST	DISCUS 2CT	99
EVELYNE	DISCUS CS	LG
HANS	DG808	73
IAN	VENTUS 2CXT	WW
JACK	DG 400	IV
KEVIN	VENTUS 2CXM	X1
MARTIN	DISCUS B	SK
MATT	ASW 20	WZ
MEL	DISCUS 2B	DD
RAY	PW 5	PW
ROB	LIBELLE	YRE
ROD	PW 6	CY
TIM	ASW27B	7
RENTALS	PW5	ISC
	ASTIR	KHO

INVERMERE

SOARING CENTRE

FACILITIES HANDBOOK

2006

**READ CAREFULLY, THEN SIGN,
DETACH AND GIVE TO TREVOR.**

**YOU MAY NOT FLY UNTIL THIS IS
DONE.**

I HAVE READ AND UNDERSTOOD THE

INVERMERE SOARING CENTRE FACILITIES

HANDBOOK.

I HAVE ASKED AN APPROPRIATE PERSON ABOUT ANY

QUESTIONS I MAY HAVE HAD.

NAME _____

SIGNATURE _____

WITNESS _____

DATE _____

COMMONLY USED FREQUENCIES

- Invermere, Fairmont, Radium, Elko 123.2
- "Chat" Frequency (gliders, para/hang-gliders) 123.4
- Cranbrook 122.3
- Golden 122.8
- FSS Flight Service Station 126.7
- Emergency frequency 121.5

AIRPORT RUNWAY NUMBERS

INVERMERE.....15/33 FAIRMONT.....15/33
RADIUM... ..16/34 GOLDEN 14/32

USEFUL TELEPHONE NUMBERS

EMERGENCIES: 911

RCMP: Invermere, Fairmont, Radium 250 342 9292
Golden 250 344 2221
Cranbrook (South of Fort Steele) 250 489 5471
Elko 250 423 4404

Search and Rescue: 1 800 567 5111 or 250 363 2992
*311 (Cell phone)

Forest Fire Reports 1 800 663 5555

Trevor Florence 250 342 1688

ISC Office 250 342 7228

Babin Air 250 342 3565

REMOVE THIS COVER, AND KEEP IT IN YOUR GLIDER

PEOPLE TO KNOW

INVERMERE SOARING CENTRE (ISC)

Manager	Trevor Florence	
Ground Crew	Marc Schostek	Wilson Ellery
Instructors:	Bryan Deans Bryan Florence Ray Perino	Trevor Florence Marc Schostek
Tow pilots:	Mike Boulton Bryan Florence Trevor Florence	Tanguy Castric Matt Kazakoff
Office staff:	Mike Boulton Wilson Ellery	Tanguy Castric
General Ass't:	Evelyne Craig	

CANADIAN ROCKIES SOARING CLUB (CRSC)

President and Web site Manager:	Martin Jones	403 241 6599
Secretary-Treasurer:	Mel Blackburn	403 282 0547
Vice President:	Ray Perino:	250 688 5052
Past President:	Evelyne Craig	250 342 9602

SCHOLARSHIP

Norman Marsh began his flying career in Spitfires and Harvards at the end of WW II. He then traveled between squadrons teaching the pilots to glide. This was intended to keep them occupied when the war was over! Other businesses and interests took over most of Norman's time until the early 1990's, at which time he began gliding again, this time for sport, in New Zealand. Eventually Norman came to Invermere and did some great flying here! Norman was someone who always encouraged you to achieve, but who supported and respected everyone on his or her own level. This bursary has been established so that Norman Marsh's support of young pilots, and of the sport of soaring, may continue.

This award provides an introduction to soaring flight and will be granted each year to two young persons who best meet the following criteria:

- Is between the ages of 15 and 18
- Is considering a future which will include flying
- Is fluent in spoken English
- Has no chronic health problems which would preclude getting a glider pilot license
- Is of good character
- Is able to interact in an adult environment (for both social and safety reasons!)
- Height and weight within limits for the glider used for training (height: 5'2"-6'2"; weight 120 lbs-240 lbs)
- Is a responsible "self-starter"

Preference will be given to applicants who live in the East Kootenays, but other suitable candidates will be considered.

One student is supported by Invermere Soaring Centre and one by the Canadian Rockies Soaring Club.

OVERDUE GLIDERS

We will start overdue action on a glider at twilight, or sooner if there is good cause to believe that an aircraft is missing. Therefore please inform us if you plan to land on another airport, and always inform us as soon as possible after you have landed out. On some days conditions allow flying late into the evening. If you are flying late into the day, be very sure to give regular position reports with your position, altitude and intentions.

CANADIAN ROCKIES SOARING CLUB

CRSC and ISC share a very comfortable relationship of mutual support. CRSC welcomes visiting pilots to use the clubhouse and its facilities, including e-mail and OLC filing. The club has no temporary membership requirement, but appreciates donations "in the tin" to help with expenses

INVERMERE SOARING CENTRE

WELCOME, EVERYONE!

We wish you an enjoyable, pleasant and safe stay in Invermere. In order to achieve this it is important that we communicate efficiently. That means - if in doubt - don't assume but please ask.

Please check in before pitching tents, setting up your RV or moving your glider onto the field. Fill in and sign a Registration Form, and Waiver, before flying.

We operate the gliding operation from the Invermere Airport (CAA8). The Airport Operator is Babin Air (342-3565). All flying is to be carried out according to the Requirements and Standards of Transport Canada. For detailed questions, a current AIP is available at the Invermere Soaring Centre Office and the CARs are accessible through the Internet at the office as well.

The Invermere Soaring Centre (ISC) is operated by Trevor Florence (1-250-342-1688).

We wish you an enjoyable, pleasant and safe stay in Invermere.

Trevor Florence and the ISC Staff

LIVING AT ISC

ISC staff will be happy to help you find a B & B, a hostel, a motel, or a campground but we also welcome visitors to stay on the field, in either tents or RVs.

- Upon arrival, please park your vehicle along the west fence.
- Please keep erosion and dust to a minimum by driving slowly at all times, only on the graveled pathways.
- Check with Trevor if you wish to use your vehicle to drop off your trailer or equipment on the field.
- Tents are best just south of the ISC office, or at the north-west corner field, which is provided specifically for tenting.
- Water is located in the RV area beside the tenting area.
- Dogs are to be kept on a leash at ALL times. **CLEAN UP AFTER YOUR DOG**
- All garbage is to be deposited in the garbage bin near the Babin Air Office.
- Visiting pilots are welcome to use the CRSC clubhouse facility.
- Washroom and shower facilities, as well as washer and drier are available in the first hangar (14). Use the side door. The battery charging area and the bottle recycling box are also inside that side door. We appreciate your help in keeping this area tidy.
- The ISC deck has a barbecue and picnic tables for everyone's use. **Please clean up after use!** NO open campfires. This is a high risk fire area!
- Several good pubs and restaurants are available in the area. Ask for recommendations.
- **If you must smoke, properly dispose of butts--do not throw them on the ground! No smoking at all on the flight line, or in any buildings, please.**

SAR PROCEDURES

SAR can be reached at: *311 (cell phone)
 1-800-567-5111
 1-250-363-2992.

If you hear an ELT signal on 121.5 on the ground or in the air then please inform "INVERMERE GLIDER GROUND" on 123.2.

You could also try to get your message to other traffic and the nearest ATC unit, or inform the next FSS station at 126.700.

DRCO PROCEDURE

(Dial-Up remote Communications Outlet)

The RCO frequency is 126.7

In the Golden and Revelstoke area you will reach Kamloops FSS. Further south you will reach Cranbrook FSS.

- select the DRCO frequency (for example 126.7)
- key the radio microphone distinctly 4 times in a row, with no more than 1 second between each keying. If the keying procedure is successful, the pilot will hear a dial tone, signaling pulses and finally a ringing signal.
- Wait for the DRCO equipment to answer with the message "link established". Now you can initiate your radio conversation as per standard radio practices

If no dial tone, signaling, or ringing can be heard, then you may be out of reach or the line has been opened by another. You can also use your cell phone to call ISC (250 342 1688) or an emergency number. See the phone numbers inside the back cover.

SAFETY

It is the responsibility of the pilot of any glider or motor glider, before flight, to acquaint himself with, and comply with, any limitations imposed on the aircraft, to check the operation of all controls, and ensure that he/she is familiar with its flight characteristics. This applies not only to rental gliders but also to visiting pilots and clubs.

MINIMUM REQUIREMENTS

- Any pilot flying any type of glider for the first time must receive a briefing on that type by a rated instructor experienced on that type.
- Check flights are mandatory for pilots not familiar with the area, before receiving tows or renting gliders from the Invermere Soaring Centre.
- CFIs of visiting clubs with their own gliders are responsible for ensuring that arriving pilots meet the standards for mountain flying before allowing them to fly solo.
- All visiting clubs need to consult with the local CFI regarding internal club checkouts, before your members fly.
- Pilots new to the area are to receive a briefing about local conditions

POSITION REPORTS

You are encouraged to “check in” with ISC, the tow plane, or other pilots regularly. Make it a point to say your altitude and location each hour. **Use GPS distance—i.e. 45Km North of Invermere.**

When **no conflict** is present, please **do not respond** to other traffic. Keep transmissions short and accurate.

REPORTING HELPS EVERYONE

If you are involved in, or witness, any incident or potential safety problem, please report the particulars to Trevor or a member of the CRSC . This information will be used solely to ensure the continuing safety of all who fly at ISC.

SERVICES AVAILABLE

- Check flights
- Briefings about the local area
- Rental of loggers, oxygen equipment etc.
- Oxygen refills
- A battery charging area is by the washroom (ASK)
- On line contest filing and e-mail are available courtesy of Canadian Rockies Soaring Club.

SUPPLIES AVAILABLE FOR PURCHASE

- Canopy cleaner, cloths and tape
- Wing stands and tie down stakes
- Tires
- Emergency kits and Pee Bags
- Maps

Ask if you need other items. We will do our best to help!

LOCAL FLYING PROCEDURES

Invermere is a very busy airport! It is shared by local and visiting fixed wing and helicopter traffic, med-evac, fire fighters, paragliders, ultra-lights and gliders! Alertness, good radio procedures, and the following of local procedures are critical to everyone’s safety.

It is imperative that all pilots cooperate in creating efficient and safe launch/landing operations.

ON THE GROUND

PRE-FLIGHT PREPARATIONS

Safety and Weather Briefings are often held at 10:00 AM at the CRSC clubhouse. It is the pilot's responsibility to attend weather & safety briefings, when held, or to obtain the necessary information from ISC staff. Pilots are encouraged to share weather information, task plans, safety concerns, and to inquire about operational procedures at these meetings.

Complete all aircraft preparations (control and instrument checks, logger programming, personal equipment setup, etc.) BEFORE entering the runway.

When adequate crew is available, get strapped in and organized at the hold line, before the tow plane lands.

Be on the line, **in your glider**, ready to be hooked up when the tow plane taxis to position

LAUNCH AND TOW PROCEDURES

Gliders should be staged in order of tow on the west side of the runway at either end. Position gliders at least 100 feet (30m) from the runway centreline.

When you are not required for staging or launching a glider please assist by keeping yourself and any spectators at least 100 feet (30m) from the centreline. Tail dollies, wing wheels, etc. are usually taken to the "Dolly Tree" by Hangar 16.

Ensure your radio is on 123.2 and that a radio call is made prior to entering the runway. Radio calls do not substitute for a good look-out before entering the runway

RETRIEVE PROCEDURES

- If at all possible, notify ISC or another pilot by radio, before you land!
- tie down your aircraft securely, then contact the owner of the land
- inform the Soaring Center at 1-250-342-1688 or 1-250-342-7228
- if for any reason you need other assistance, the RCMP will respond and help.
- return to, and probably, stay with, the glider.

If you go cross country with a glider, you must know how to disassemble the glider you are flying. If you need/want a car retrieve, and do not have your own crew, then please make sure you leave your trailer ready to retrieve with all equipment in the trailer and securely stowed for trailering.

If your car is to be used, then please leave the key with the ISC office and make sure all the required documents are with the car. Retrieves with "non-ISC" cars are only possible if your insurance covers additional drivers and if you are willing to assume all risks for having somebody else drive your car.

RETRIEVE CHARGES

- Aerotow retrieves (**from airports ONLY**)
\$4.00/minute
- ISC vehicle retrieves
\$.50 /km for an ISC vehicle, and
\$20.00/hr per ISC crew member

NOTE

Pilots who land out, even at an airport, may have a long wait, and it could be in poor weather. To enhance your safety, and provide some level of comfort you should be prepared for this! Be sure to carry at least:

- a tie down kit
- warm and waterproof clothing (even summer evenings here can be VERY cool)
- some food and water
- a survival kit (may be available from ISC office if you don't have one)
- a cell phone or phone credit card or coins for a pay phone and a card with pertinent telephone numbers (the cover of this booklet)
- money or credit card
- **bug repellent**
- a book can be good company!!

If you hear arriving or departing power traffic on the radio while you are sitting on the runway, make a radio call to advise them of your intentions. Move the glider off the runway if necessary.

If you see power traffic in the circuit and you can't communicate with them -- MOVE YOUR GLIDER OFF THE RUNWAY. There is a grass taxi way west of the runway and a staging area at each end, to help reduce interference with the power traffic.

You must know your all up weight so that you can ensure that you have the right weak link. The ground crew can assist you.

Pilots are responsible to ensure that:

- Preflight is completed
- Dolly removed
- "All clear above and behind" (ask the crew.)
- Pilot signals "thumbs up" to have the wing leveled

DON'T ENTER THE RUNWAY WITHOUT BEING READY FOR TAKEOFF. Get yourself and the glider ready before entering the runway. It is much more relaxing if you can push out to the runway ready for the tow and it helps to minimize runway time and conflicts with other aircraft

The tow pilot will require your name and aircraft registration for his records. Tell him if you have water on board. He will do a radio check for you, if you wish.

Hand signals are not used for launching.

Use the following radio commands:

"Take up slack"

"All out"

"Glider off tow"

EMERGENCY RELEASE PROCEDURES

The tow pilot will attempt to keep you within gliding distance of the field. There are limited suitable fields should an emergency occur in the first few seconds after take off so be sure to discuss the options as part of your check flight.

Our pilots will use the standard signals for release, if your radio doesn't work:

- Rudder waggle = check your spoilers
- Wing waggle = release NOW!
- Glide to the appropriate side of the tow plane and waggle your wings if you can't release.

VEHICLE USE

When launching from the north end of the runway, vehicles are often used to transfer the gliders.

ISC vehicles will normally be used to pull gliders to the north end of the runway.

- If you need to tow your glider with your own vehicle, first obtain permission from Trevor and ensure that you have a radio in the car.
- Make a radio call on 123.2 to "Invermere Traffic" and visually clear the circuit before entering the runway.
- If you have no radio, or if the runway is busy, tow on the grass taxi way by the west fence.
- Vehicles returning from the north end should use the taxi way near the fence.

CROSS COUNTRY IN YOUR GLIDER

We expect that visiting pilots will want an orientation flight with an ISC instructor prior to undertaking a cross-country flight.

- Ensure that you have a current map
- Obtain Met information.
- Note landing areas along the intended route.
- Note controlled airspace and NOTAMs near the intended route.

OUTLANDINGS

In this area there are several well placed airports, so field landings are rarely necessary, and are certainly considered a last resort. However, in an emergency, remember to select a field while still at good altitude. Late selection or change of mind causes most accidents.

Local hazards include tall crops, livestock, irrigation pipes and power lines which run across the middle of fields, as well as fences, ruts and gopher holes. Look carefully!

We value the support and cooperation of the local farmers and ranchers. Help us keep the relationship positive!

- Discourage onlookers from coming onto the field.
- Contact the farmer as soon as possible after landing.
- Obtain his name, address and telephone number
- Keep the retrieve vehicle off the field if it is likely to cause any damage, or until permission is obtained.
- If necessary manhandle the glider to the vehicle.
- Ensure that no animals escape while the gates are open, and that all gates are properly closed before leaving.
- Pay for telephone calls, or any damage you have done.

CROSS COUNTRY IN ISC GLIDERS

ISC uses a system of graduated range of flight to increase the safety of cross country flight for our guests. This system is somewhat flexible, depending on the pilot's total experience, mountain experience, and demonstrated skill. For most pilots we require the following, as minimum.

- Have a briefing regarding local conditions.
- Do one or more check flights, in the Lark or Duo.
- Three local flights--stay within gliding distance of Invermere.
- Three flights within gliding distance of Radium, Invermere, or Fairmont airports.
***You can do your Silver badge within this limitation!
- Consultation with ISC instructors, regarding flight planning beyond this range.

If you damage a glider, you will need to pay a deductible of \$3000.00 for single seaters or the Lark, and \$5000.00 for the Duo. **Loss of use charges** are \$2000.00 per month for all gliders except the Duo which is \$3000.00 per month.

LANDING

Invermere airport can be especially busy when aircraft are landing in late afternoon, early evening or ahead of deteriorating weather. Pilots must plan ahead, communicate their intentions, and make allowances for training aircraft and lower performance gliders in or near the circuit.

- Make a radio call on 123.2 when 8km out and inbound for landing.
- Call again when starting your descent to the circuit on the upwind (east) side
- The standard circuit is to approach from the east, cross midfield and join downwind left for "33" or downwind right for "15".
- Make radio calls when crossing mid-field, on downwind, and when turning base to final.
- Ensure that you use "INVERMERE TRAFFIC" at the **beginning and end** of each transmission, as three local airports share the same frequency!
- Land and clear gliders as quickly as possible, particularly when other traffic is impending.
- If the paved runway is unlandable, landing may be possible on the short mown grass to the west of the runway between the ditch and the fence. Walk this area to determine if it is sufficient for your glider.
- When two or more gliders are coming in to land, try to sequence with maximum separation while in the air. If it can't be avoided, arrangements have to be made by the pilots involved for the first gliders to land LONG and the last glider to land SHORT on the runway.

Do not taxi ISC or club gliders off the runway! Land straight on the pavement. Private owners may do as they wish, but note the presence of ditches!

When several gliders are landing simultaneously, everyone must help clear the runway!

LOCAL KNOWLEDGE

All Transport Canada rules and regulations apply to flying in Invermere. **Our** main rule is to use common sense. The following local information may be of help.

1. Traffic is concentrated on ridges, over peaks and in bowls. Obey standard ridge and thermalling rules and procedures.
2. Be aware of student traffic in our trainers: IEW (2-33) and KPP (1-26). Please allow them priority when entering the circuit.
3. Strong westerly winds will often cause turbulence on the runway near the hangars at the south end and close to the ground at either end of the runway.
4. Medical Evacuation aircraft land here frequently. Do your best to not interfere with them.
5. Watch for paragliders launching from Mt. Swansea.
6. Figure out the names of the local mountains. Mt. Swansea is just east of the Hardware store and a ramp can be seen on top of it. It has a windsock that can be useful when you are flying. Moving north, the next hill is Number One. It has a green tower on top. Then comes Number two-three and then four. Ask a local, then use these locations when making radio calls.
7. A **CRITICAL ACCIDENT** emergency first aid kit is in a bag on top of the bookcase in the clubhouse. It contains supplies to control bleeding and to assist breathing, and a blanket. Band-Aids etc are available in ISC office, or IN the clubhouse bookcase.
8. Note locations of fire extinguishers

RADIO PROCEDURES

COMMONLY USED FREQUENCIES

• Invermere, Fairmont, Radium, Elko airports	123.2
• “Chat Frequency” (gliders, hang/para-gliders)	123.4
• Cranbrook	122.3
• Golden	122.8
• FSS Flight Service Station	126.7
• Emergency frequency	121.5

THE 8 AND 8 GUIDELINE

Stay on the airport frequency when you are **within 8km** and **below 8000’ ASL** in the Invermere, Fairmont, Radium, or Golden airport areas.

Don’t discuss thermal strength or dinner menus on the airport frequencies!

Use the 123.4 “Chat Frequency” when you are **beyond 8km** or **above 8000’ ASL**.

CRANBROOK AIRPORT

If you are flying around Cranbrook, listen to Cranbrook Radio at 122.3 and if you hear approaching or departing traffic in your area, then give a position report to Cranbrook radio.

Cranbrook currently is CZ “E” 5 NM to 6100 ft ASL and their local power training area is to the East of the airport. We recommend that you monitor Cranbrook Radio at least between Wasa and Cranbrook.

GENERAL AIRPORT RULES (ALL AIRCRAFT)

While flying at Invermere Soaring Centre, please ensure that you comply with the following requirements of the Airport Manager. **Note that these procedures are not optional. They must be complied with if we are to operate from this airport**

1. No landings over the top of a parked glider--including the tow plane.
2. Nobody is to stand within 30 m of centerline, unless pushing or retrieving a glider.
3. NO gliders to be left unattended within 30m of centerline before being pushed to position for takeoff.
4. All take off checks are to be made **before** pushing to position on the active runway, when the tow plane has landed and is ready.
5. The tow rope is to be dropped beside or before the runway. Please move ropes that are inadvertently dropped on the runway.
6. No cross field low and over.
7. No unnecessary chatter on the radio. Use the chat frequency (123.4).

If these rules are not complied with, glider operations will be closed by the airport manager for the rest of the day, and the situation will then be assessed.

If you have questions, do not hesitate to speak to Trevor.

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