

Temporary Operations Procedures in Effect at Bergseth Field

1. All pilots must make a "first flight" of the 2011 season with an instructor prior to solo landings on the slant runway. "First flights" at Thun field are sufficient for licensed pilots. Student pilots must be authorized to solo at Bergseth Field by an instructor.
2. All takeoffs will use the slant runway.
3. All normal landings will use the slant runway (tow plane and gliders). Runway must be cleared of all aircraft except for imminent take offs. The tow plane and gliders must be parked along southern edge of the airfield with sufficient clearance for a glider landing long on the slant runway.
4. A glider pilot may choose to use the main runway if he/she believes use of the slant runway will jeopardize landing safely. The area adjacent to the main runway on the south side is preferred when using the main runway. Care must be taken to avoid uneven turf in this landing area (avoid couple of holes midfield that are flagged). Pilots must try to prevent dropping the wing tip on resurfaced runway.
5. Glider pilots will plan their approach to assure touchdown near the wind sock and sufficient runway remaining for safe rollout and stop. Please see attached figure for illustration. Marker cones may be placed along the runway to highlight touchdown area and rollout zones.
6. Sufficient ground crew must be available and ready to push gliders from landing areas to keep runways clear. Mower should be positioned for glider retrieval when gliders are downwind in pattern for landing to help clear the runway quickly.
7. Radio communication is essential for safe operation. Pilots are requested to announce their landing intention 5 minutes prior to entering the pattern. Pilots will announce that they are "*landing on the slant runway*" unless in their judgment they require use of the main runway. If pilot chooses to use the main runway they will announce "*landing on the main runway*".