



Area Operating Procedures

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Invermere Soaring Centre - (250) 342-1688
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INVERMERE SOARING CENTRE - OPERATING PROCEDURES

(Visiting Pilots)

Welcome to Invermere!

We are excited to have you join us and hope that you will have an excellent experience. To maintain a high level of operating safety, please take a few moments to read over and familiarize yourself with the following guidelines regarding our operation.

Glider and Equipment Requirements

- Aircraft and Pilot Documents (as required by CAR 600 Series)
- Functioning Radio
- FLARM (Up to date!)

Arriving with your Glider

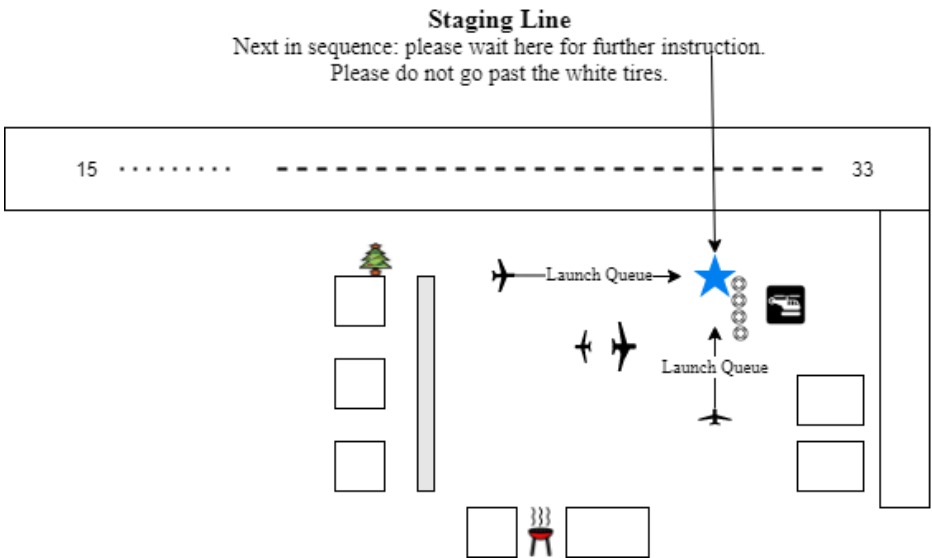
1. We require you to leave your glider and trailer outside of the ISC office.
2. ISC will move your glider and trailer with our Quad to its pre-arranged rigging location.
3. **NO** personal vehicles are permitted past the office. This, of course, includes anyone arriving in the middle of the night. Do not enter the field! Detach and leave your glider at the roped gate.
4. When parking your vehicle for the day, we kindly request that you do not park in front of the office or beside the deck. This makes space available for visitors and customers.

Ground Operations: *ISC staff are in charge of Ground Operations.*

- The Quad is to be operated by ISC staff only.
- Tow Ropes and weak links will be placed and maintained by ISC staff.
- The ISC Duo Discus reserves the right to be launched ahead of the line for revenue flights, such as rides. We find success by working with all pilots as a team. Please be ready to assist with moving and launching your glider.

Preparing for Launch

- **STAGING LINE:** The area marked with the star on the diagram (below) shows where the pilot and glider are next in line to launch. The pilot should aim to complete all primary preflight checks, radio checks, and have their personal items organized in preparation for when they are pushed onto the runway.
- Launching from runway 33 is preferred. Should the need arise to launch from runway 15, ISC staff will organize the ground towing of gliders to the north end.
- Verify all checks once more when on the runway and ready for launch.



Launching and Aerotow

From the time that the towplane lands to the time that the next launch commences is very short. Please keep safety as your first goal, with efficiency a close second!

1. Before pushing onto the runway, make a radio call to the traffic frequency (123.2) that **YOUR GLIDER** is positioning on the runway (33 or 15) for a glider tow. (i.e. *"Invermere Traffic, Glider India Echo Whiskey positioning on runway 33 for glider tow. Invermere Traffic."*)
2. Commence your pre-launch checklist. For efficiency, we hook the rope up right away so the tow plane can take up slack.

3. **TAKE UP SLACK:** We do **NOT** communicate with the tow plane by use of hand signals. Once hooked up, the Tow Pilot will automatically take up slack to be efficient. **No calls are required from the Glider Pilot.**
4. **ALL CLEAR:** Look out at the wing runner and give the signal for '*All Clear Above and Behind?*' The wing runner should check for any traffic or hazards such as helicopters with a slung load. If safe, the wing runner will respond with the '*all clear*' signal.
5. **READY FOR TAKE OFF:** Give the thumbs up signal to the wing runner when ready.
6. **ALL OUT:** Taking off. If fully ready, address the Tow Plane with your callsign and say "**ALL OUT**" (eg. "*Delta Uniform Quebec, this is Glider Victor Sierra India: All out!*")
7. **TOW PATTERN:** ISC utilizes a standard tow pattern for noise abatement and to tow into lift. Rest assured, our roster holds extensive experience operating here; seeking the safest and efficient tow route is our goal. However, if you have something non-standard in mind, please discuss it with the tow pilot before the tow commences or only after 4000 ASL.
8. **TOW POSITION:** As seen from the glider pilot's perspective, the most effective position while on tow is with the towplane's horizontal stabilizer on, or slightly above, the top of the wings. The glider should remain clear of *low and high tow* at all times.
9. **RELEASING IN LIFT:** Once in a desirable thermal (don't release early!), release:
 - **DO NOT** soft release.
 - Commence a right turn. If not possible due to terrain proximity, the tow plane will simply continue to fly straight until clear.
 - Advise "OFF TOW" on the radio. In the case of a non-standard release, announce that also (i.e., "*Glider off tow!*")
 - Remember: it is often cheaper to stay on for an extra 1000 ft of tow than to take another launch!
10. **GLIDER TALK FREQUENCY - THE RULE OF 8's:** Once above 8000ft ASL or 8km (5NM) from Invermere, it is strongly recommended to switch to **123.4 MHz**, which is our glider frequency for position reports and soaring-related conversation. Do so only when you can maintain the Rule of 8's. This is to minimize frequency congestion and good airmanship on **123.2 MHz**.

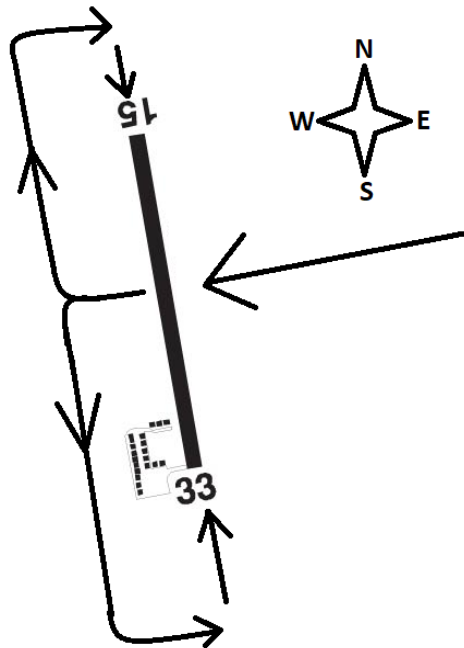
Returning to the Airfield

Please make a radio call announcing your intention to land well ahead of your arrival in the immediate vicinity of the airport:

- For a cross-country flight, this can mean a call at 10 NM out, followed by a mandatory call at 5 miles, and then before joining the pattern. This will allow pilots to space themselves out in a safe fashion.
- If multiple gliders are arriving to land at the same time, please give way to gliders with less altitude than you! This may mean staying in the lift or flying without drag until the pattern clears.
- In the case of two gliders landing at the same time, the first one lands long.
- If you need to land, call your urgency; other pilots will give way. *Use spoilers and get down as soon as possible: do not waste time.*

Circuit and Landing

- Per the CFS (Canada Flight Supplement), the circuit for runway 15 is a non-standard, right circuit.
- **All circuits occur to the West of the airport.** Enter the circuit by crossing over the airport from East to West.



- The biggest threat with multiple inbound aircraft becomes runway congestion. Pilots are asked to consider their pattern, touchdown point, and even the need to exit to the runway infield to accommodate other inbound traffic.
 - Should there be two gliders inbound in close trail, the first glider may have to land long and be ready to safely but quickly vacate the runway. This may require the pilot to get out and pull their glider clear. It is usually not recommended to taxi off the runway onto the sides as it is fairly rough and could cause damage to the glider. However, in an emergency, this may be prudent...use judgment!
 - If conditions safely permit, it is common practice to take off on 33 and later land on 15 at the end of the day for convenience.

Landout options (retrieve plan)

- Flying in this area, there are a few safe spots to land out. There are airports in the local area, but once away from the local area, the airports are spaced out a lot more. There are a few fields that may be landable, but not without the risk of incurring damage. Best judgment can avoid an unnecessary outlanding.

“Don’t go tearing off without experience or knowledge of the area, only to find out that once below the ridge, there is no lift and you are facing a land out with no options present. Take one step at a time and don’t skip any steps. The steps are where the knowledge building happens...and there are no shortcuts.” - TF.

- Have an extensive retrieval plan in place before any cross-country flight. This includes an organized retrieval crew, a roadworthy glider trailer, and a vehicle with easy access to car keys. Please be aware that ISC staff will not be available for a ground retrieve without prior arrangements and cost awareness.

Safety Report Form: <https://forms.gle/qM6BCqpSbcyonQVx7>

Useful Frequencies

Invermere	123.2
Glider Chat	123.4
Radium	123.2
Fairmont	123.2
Fairmont Weather	122.975
Flight Service	123.47
Kaslo	123.2
Cranbrook	122.3
Elk Valley	123.2
Nelson	123.2
Kaslo	123.2
Crawford Bay Closed	123.2
Nakusp	123.2
Golden	122.8
Banff	123.3
Radium	123.2

