

TO VISITING POWER PILOTS

Welcome to Warren-Sugarbush Airport! If you are a first-time visitor, please read this carefully. If you have been here before, but only occasionally, please take just a minute or two to refresh your knowledge of our procedures.

This is predominantly a glider airport. On a busy day, there may be more people at the approach end of the runway than you see at the average airport. There are tow ropes on the grass and personnel helping to launch the gliders as well as spectators and taxiing tow-planes on the grass next to the runway. In order to ensure safe operations, please observe the following procedures:

- **Patterns are left hand for runway 22, right hand for runway 4. There are no exceptions to this rule. No patterns are ever to be flown to the west of the field. Straight-in approaches are not encouraged for reasons that will become obvious as you read on.**
- **Remember that gliders have the right of way over powered aircraft per FAR's.**
- **Gliders normally enter the pattern at 2,500 ft MSL on midfield downwind or crosswind leg. However, a glider with insufficient altitude may enter the pattern at any point at lower than pattern altitude. A powered aircraft on a wide pattern or long final approach may present a traffic conflict for unpowered aircraft.**
- **Unicom frequency here is 123.0. Our tow-planes and most of the gliders have radios, so please monitor and announce on this frequency.**
- **There may be several gliders at low altitude close to the airport, particularly on days with marginal weather. Keep a good lookout when back - taxiing, on takeoff, and in the pattern. Gliders do not have the capability of "going around."**
- **Before you back - taxi for takeoff, please do your run-up well clear of the runway. Gliders land on the paved surface and on the grass on the west verge of the paved runway. Do not taxi back and do a run-up on the runway or right next to the runway as you will be blocking landing traffic.**
- **Before entering the runway in use, be especially careful to visually clear the pattern. A radio call alone does not confer any rights if there are gliders in the pattern for landing.**
- **Parking is at midfield between the "tower" building and the large metal hangar – park behind the row of gliders. Ask on Unicom (123.0) for parking instructions if you don't know where to park.**
- **If you plan to park for more than just a few hours, or need fuel, please check in with the office before you leave the field. 100LL fuel is available during our hours of operation (9am-5pm) – please park so as not to block the pumps once you have fueled up.**

ENJOY YOUR STAY AND PLEASE VISIT US AGAIN!