

Subject: WHAT RUNWAY DO I USE IN A CALM WIND SITUATION??

Dear Meadow Lake user.

Recently a Question has been raised about what Runway a pilot is required to use with a light north wind. The following is offered for your consideration.

WHAT RUNWAY DO I USE IN A CALM WIND SITUATION??

Meadow Lake Airport is class G uncontrolled Airspace.

SEE AIRPORT RULE 90-4 Below.

MEADOW LAKE AIRPORT RULE/ REGULATION 90-4. Runway Use: ( ADOPTED 1990)

1. The pilot in command shall be responsible for runway selection and shall determine the aircraft operation is safe considering all the existing aircraft performance, airport traffic and runway conditions, prior to attempting any aircraft operation on Meadow Lake Airport.

2. Glider Strip- and Crosswind Runway

a. Use of the Glider Strip by any aircraft or ultralight must have the prior permission of the designated High Flight line chief during periods of operations by High Flights.

b. Use of the Glider Strip by ultralights, STOL, and tailwheel aircraft when no glider operations are present are subject to item 1 (above). c. Takeoffs on runway (08-26) by ultralights, STOL and high performance tailwheel aircraft are permitted subject to item 1 (above).

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This means there is NO such thing as " THE MANDATED 8 KNOTS OR LESS RUNWAY".

WHY?

Because there are a variety of aircraft that fly at Meadow Lake. In the case of a light wind of 5 to 7 Knots out of the North, you have a variety of conflicting needs. A Cessna 180, or Piper cub will Prefer to land 33. A heavy Cessna 210, 340, or King Air may prefer 15 or 33. ( 33 is not only into the wind, it's also uphill. Improved Braking.) A Cessna 172, or Piper Cherokee doing "touch and go's" may prefer to use 15. If the same 172 was doing a FULL STOP, his "preference" may change to 33.

WHO IS RIGHT??? They all are. Because each pilot in command made a decision based on what is right for his Aircraft. So instead of arguing who is right, lets be courteous safe pilots and make room for each other. Whenever you can safely do so, accommodate your fellow pilots preference.

Note 1 : (Rotorcraft) Helicopters are mandated by FAR to " Avoid the flow of fixed wing traffic".

NOTE 2: According to the FAA : "Wind is measured in terms of velocity, a vector that includes direction and speed. The absence of apparent motion of the air is termed CALM."

## Wind - Terms & Definitions

Calm Wind. When no motion of air is detected, the wind is reported as calm. (00000KT)

Variable Wind. Wind may be considered variable if it is 6 knots or less.

BEAUFORT SCALE KTS Specifications = Wind Less than 1 knot = Calm; smoke rises vertically. A preferred CALM wind runway designation has No effect when any visible motion is noted in the wind sock. By definition, A 4 or 5 Knot North wind is NOT CALM, its light and variable.

REMEMBER: Preferred does NOT mean Required. SEE AIRPORT RULE 90-4.