

Tow Pilot Statement 6/9/2018

Sonny Knowles

- It was a little breezy that morning but it hadn't started to gust like it would later that afternoon. It was a little warm already, and density altitude was 8200. I checked winds aloft forecast on foreflight on my ipad and noted that winds were out of the south in the 20's, but no forecast of any winds over 30 kts. A possible unstable layer noted around 12,500 due to rapid temp drops was noted.
- Sky was mostly clear.
- I arrived at TAC a few minutes after 9 a.m. and talked to Laurie and LeeAnn for a quick minute before heading out to pre-flight the Husky.
- I checked the fuel and oil, along with hobbs and tac times before untying the airplane.
- I noticed Kris walking out of the hanger and walked over to say hi and to talk about what we the plan of action would be that morning
- I asked her if she needed help with the glider and she said that I should finish my preflight and then I could come help her do positive control checks on the glider and pull it out of the hanger.
- I finished my preflight on the husky and then made my way to the hanger to get the glider ready
- Kris and I discussed our planned route of flight. It was to be; A climbing right 270 on departure, overfly the airport, and then proceed south toward Darby canyon. From there flying North along the ridges to Targhee, then along the ridges of Teton Canyon toward the park. We then briefed safe altitudes for the planned route of flight.
- Kris had me hold the control surfaces while she moved the stick to assure their proper function. We checked each aileron, each side of the elevator, and the speed brakes on both sides.
- Kris and I turned the glider around and pushed it tail first towards the hanger doors.
- Kris asked me to pull the golf cart into position while she got the tow bar for the glider in place
- We hooked up the glider to the tow bar and from that point I walked to the husky and for ready for departure
- Nothing out of the ordinary on taxi or run up, by the time I arrived where the glider was positioned they were ready for pushback
- We pushed back onto runway 22 at the first intersection.
- After receiving the go-ahead tail wag from Kris I responded with a tail wag of my own and announced our departure at around 9:50am
- We departed runway 22 with a slight crosswind from the left. Around 6700 feet we began a shallow right bank for a wide turn to downwind.
- From downwind we crossed midfield over the airport from west to east at 7600 and found good lift east of the runway in the vicinity of the airport

- Kris suggested we circle there; we stayed just east of the runway making right 360's to an altitude of 10000 feet,
- We climbed relatively fast at a consistent 500-600 fpm at an indicated airspeed of 65 mph
- Upon reaching 10,000 feet the lift around the airport slowed.
- We made our way south, but east of runway centerline and found more lift climbing to an altitude of 11,000 feet before turning west toward Darby Canyon.
- We arrived at the foothills of Darby canyon at an altitude of 11,500 MSL and found there wasn't much lift.
- We flew west toward the boundary of the national park gaining a little lift off the various ridgelines
- Before reaching the boundary of the national park we flew north paralleling the Tetons and still slowly climbing
- We flew to a point 3 miles west of the Grand Teton and made a left 180 turning to the direction of south again paralleling the Tetons.
- When 3 miles west of the South Teton we made another left 180 to the north at an altitude of 12800 feet and flew back to abeam the grand before again turning south.
- Upon reaching a point 3 miles west of the South Teton at an altitude of 13800 feet Kris released the glider announcing her release at approximately 10:37
- I looked in my review mirror to assure release and dove left, then proceeded to return to the airport. Landing at about 10:45. The hobbs time for the tow was .9

Note: Kris and I communicated via radio throughout the entire flight, and worked together to find lift to gain sufficient altitude for release.

Sonny Knowles

Tow Pilot at Teton Aviation Center