

The preferred method for dealing with a North Side blow back is:

- DO NOT bench up unless you see lots of pilots flying around and making good forward speed (make sure that all types of gliders are moving around, not just comp gliders or little gliders)
- when you bench up and IF you are worried about penetration, don't go all the way back, turn back into the wind early on and make sure you can go forward (do this as a habit, every-time you bench up)
- When you bench up and IF you are worried about penetration (or you just want to do the smartest thing that you can) go East toward Lone Peak as early as you can (when you are $\frac{3}{4}$ of the way up the upper bench <go a ways out front at the same time). This, because the further that you go toward Lone Peak, the less wind you will encounter (conversely, the further to the SW, the stronger it gets).
- recognize the problem early and try to make slow progress out front using speed bar
- IF you have no penetration THEN slowly crab to the left (SouthWest) until you arrive at the spot where the hill tapers off and disappears (just past the gate)
- THEN, turn straight south and fly as far as you can on the east side of I-15, pick a good landing spot, turn back into wind and be ready for a high wind landing
- (you should end up somewhere by the Alpine exit off I-15)
- DO NOT try to land on top of the S. side or anywhere near the gravel pits (you can easily end up in a rotor)
- fly with a speed system, learn to do big ears, know when to use them, know how to use them together, if you have never received training in these areas, please sign up for some over the water maneuvers (I have sessions starting soon <chris@superflyinc.com>)

Please encourage pilots to study the schematic on the sign at the North side which shows where to go in case of a blow back. Please brief visiting pilots on this procedure. Please make sure that you have a good understanding of this concept. Try explaining it to a friend or an instructor to make sure that you are clear.