

Am...
Inc.

Welcome to the

2023 SAFETY BRIEFING

Host: Gene Benson

ASI Trustee

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Welcome to the

2023 SAFETY BRIEFING

Speakers

Terry Duncan
Pete Casti
Tim Tobin
Gene Benson

Air Sailing, Inc.

2023 SAFETY BRIEFING

Purpose

To satisfy one of the requirements pilots operating from the Air Sailing Gliderport are required to accomplish prior to their first flight of the year:

- receive a safety briefing,
read the current Air Sailing Special Information Guidance
read the Operating Procedures Manual,
certify your understanding of that manual,
sign a waiver of liability, and
provide proof of acceptable aircraft insurance.

Strongly recommend a currency flight(s) with an ~~ASI~~ instructor prior to solo glider flight ~~at the Gliderport~~.

Agenda

| Topic | Presenter | Duration |
|--------------------|---------------------------|----------|
| CFIG Town Hall | Pete | 25 |
| Tow Pilot Corner | Tim | 25 |
| Break | | 10 |
| | | 60 |
| Checklist Usage | Soaring Safety Foundation | 25 |
| Safety Briefing | Gene | 25 |
| Break | | 10 |
| | | 60 |
| Safety in Jeopardy | David | 20 |
| Announcements | Various | 5 |
| Open Discussion | All | 5 |
| | | 30 |

2023 SAFETY BRIEFING

Presentation

CFIG Town Hall

Pete Casti



IDEA CAMOUFLAGE

HERE'S A REMARKABLE IDEA,
RENDERED LIFELESS IN 127
MONOCHROMATIC SLIDES THAT
I'LL READ WORD BY WORD
FOR THE NEXT 90 MINUTES

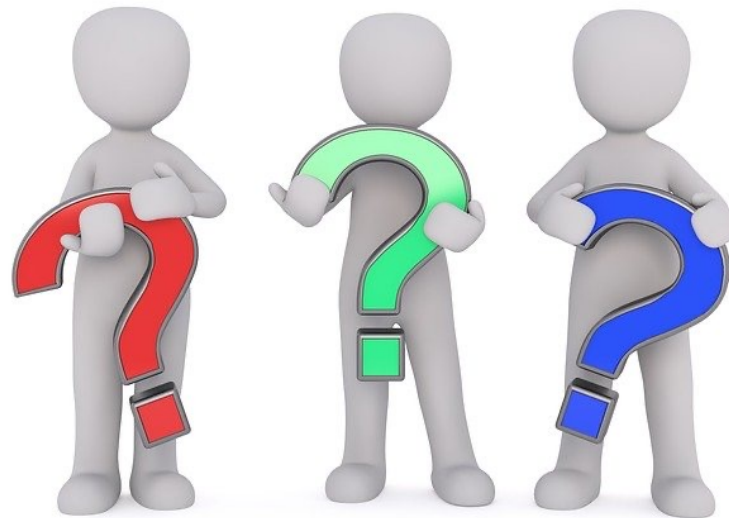


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Questions

Chat to submit your questions to the Host



Presentation

Tow Pilot Corner

Tim Tobin



2023 Tow Pilots

- ▶ Tim Tobin 530-263-7741
- ▶ Gene Benson 831-345-6105
- ▶ Pete Casti 775-560-9264
- ▶ Curtis Wheeler 301-938-1952
- ▶ Tristan Armstrong 775-354-6737
- ▶ Andrew Wood 612-306-3016
- ▶ Dr. Bob Larkin 775-303-3255
- ▶ Mark Guerrero 408-859-4308
- ▶ Brian Roach 408-340-0318

Scheduling Procedures

- ▶ Use Airport Operations Calendar to request Tow Pilot or list yourself to fly
- ▶ Tow Pilot will be ready to fly at 1100
- ▶ Call or text the Tow Pilot directly if you need to start earlier

Red Tow Status

- ▶ Annual Inspection Complete on Jan. 31, 2023
- ▶ Added Avionics Master
- ▶ New Engine has 100 hrs. SMOH

Blue Tow Status

- ▶ Annual Inspection Complete on Feb. 01, 2023
- ▶ Avionics Master added
- ▶ Engine Time 1120 hrs. SMOH

Fuel Update

- ▶ We currently have about 1000 gals. of avgas on hand
- ▶ The tank capacity is 2000 gals
- ▶ Next delivery scheduled for mid to late May, in time for the June events
- ▶ We usually piggyback on Aviation Classics next order
- ▶ \$\$\$\$

Appendix F Safety Briefing

- 1. Read and Sign ASG Operating Procedures. Specific concerns include: Runway incursions, golf carts, foot traffic, guests on runway, insurance requirements, and Liability Waivers. Attach Proof of Insurance.**
- 2. Obtain TFR and Weather brief before flight.**
- 3. Critical Assembly and Positive Control checks before first flight. Have another pilot visually double check that you have hooked everything up correctly. Use the manual and checklist. Do a positive control check before first flight.**
- 4. You decide if your flight will take place. Tow pilot has final authority whether a flight will take place and which runway will be used. If you don't feel comfortable then you should cancel your flight.**

Appendix F Safety Briefing

Pg. 2

9. Be cognizant of the Tow Pilot's responsibilities. They are required to perform a pre-takeoff checklist for every flight. They are also dealing with paperwork and trying to keep track of ground crew and other movable hazards. Ground crew that insist on picking up the rope and taking up large loops of slack by hand only slow the tow plane from taxiing into position and risk having a body part entangled in the rope. Leave the rope on the ground and let the tow plane take up slack. As ground crew, know and use the proper hand signals. Have a handheld radio with you. The tow pilot will not take up slack if there is any person, animal or thing in front of the glider.

10. Be extra careful around a tow plane. Always stay clear of the propellers. Stay behind the wing and clear of the horizontal stabilizer.

Appendix F Safety Briefing

Pg. 3

12. Pilots will confirm with tow pilot the following items before takeoff and Tow pilot will not take off till these items have been confirmed. Perform radio check between pilot and tow plane. Flight will not take place if there is no radio communication or if reception is not satisfactory to both the pilot and tow pilot. Confirm canopy is closed and locked, Confirm dive brakes are closed and locked, Confirm slack is out, Tell the tow pilot where you want to go, Confirm that you are giving the ready for takeoff rudder signal or tell tow pilot to stand by for rudder.

13. Don't get tow plane tunnel vision on Takeoff. Check for traffic before takeoff. Look beyond the tow plane at times for ground obstructions like cars, motorcycles, animals. Look for traffic while on tow. Monitor the condition of the tow plane such as streaming gas from the fuel caps or smoke coming from the engine.

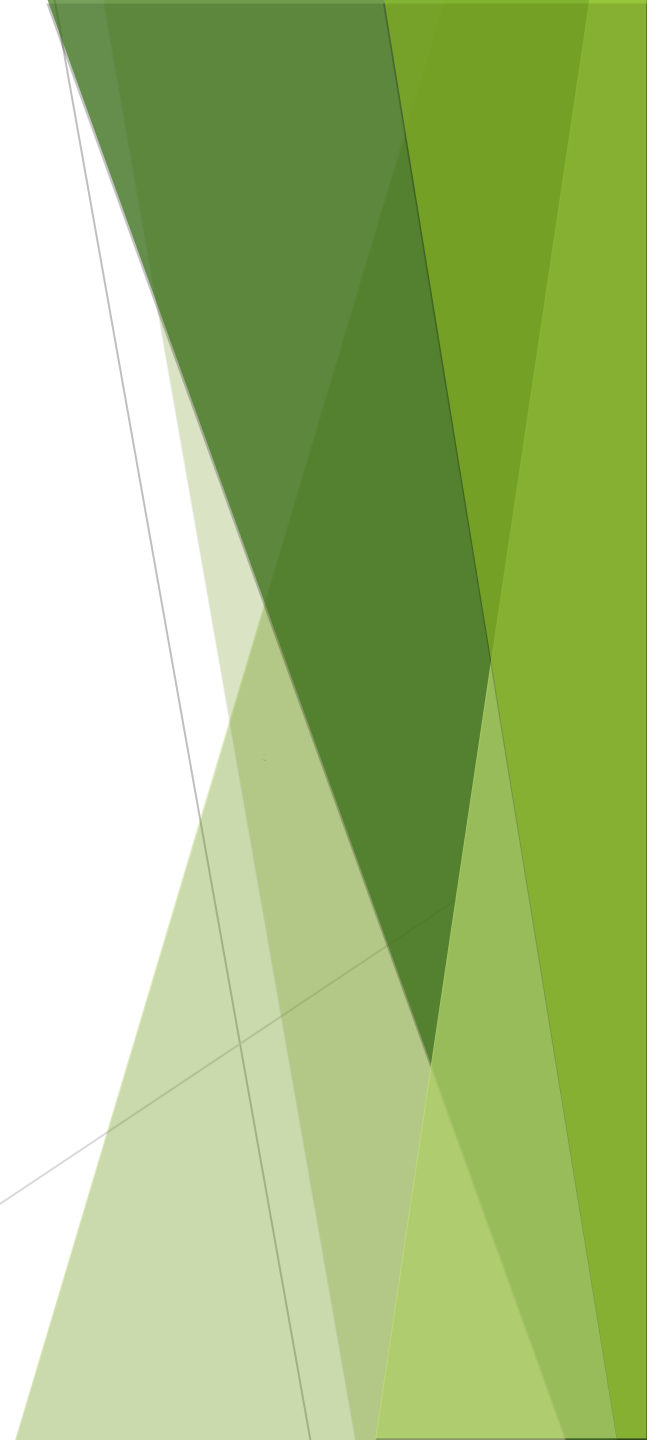
Appendix F Safety Briefing

Pg. 4

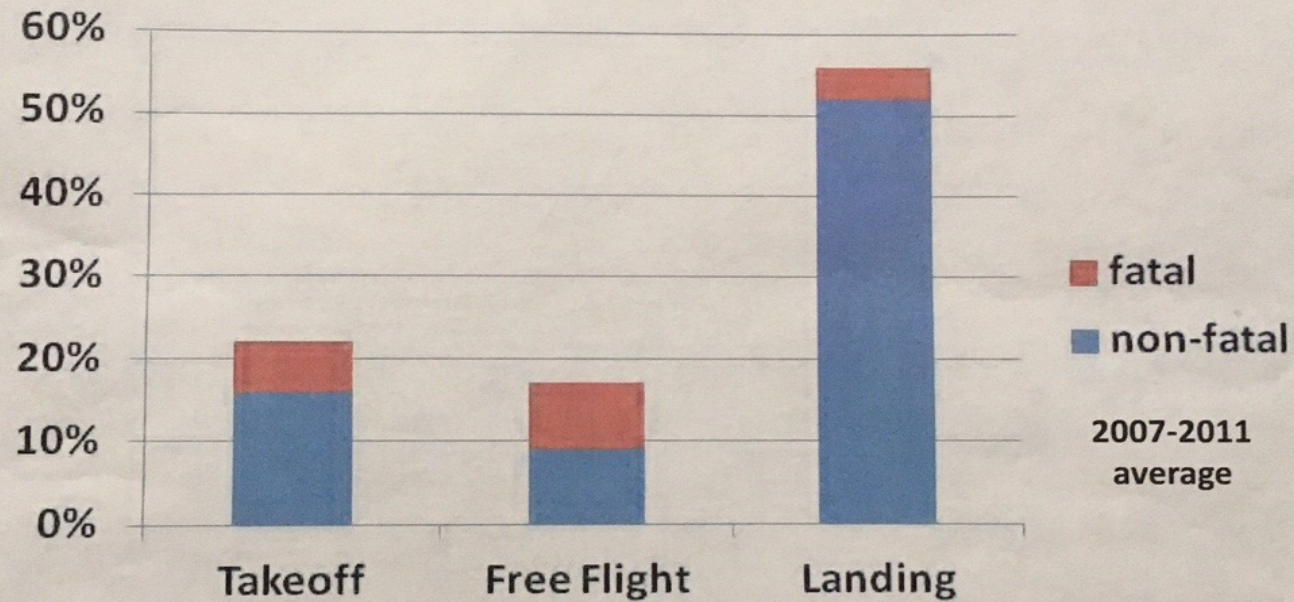
14. Be prepared for crosswind conditions and PTT (e.g. rope break) emergencies.

4.2 Tow Pilot Authority The tow pilot on site has final authority for safe field operations. Tow pilots may refuse tow service for any reason (i.e. weather or ground conditions, aircraft or pilot airworthiness, etc.)

Kitting



According to the SSF a bit more than 20% of all accidents/incidents occur during takeoff phase



Takeoff/aerotow accidents are far more liable to be fatal than landing accidents

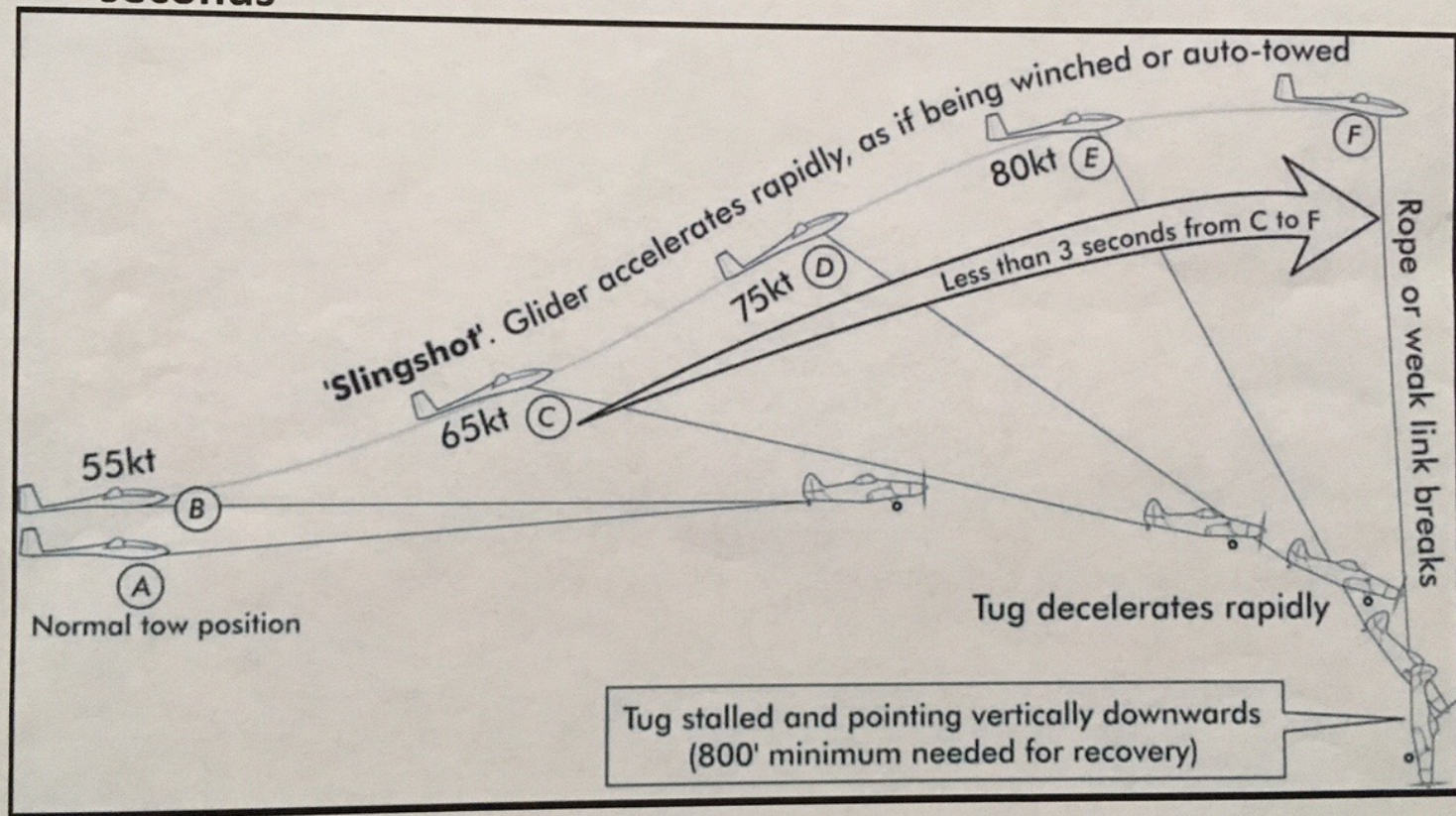
“Boilerplate” for NTSB reports on glider accidents resulting from getting too high on aerotow

The Federal Aviation Administration's Glider Flying Handbook, FAA-H-8083-13A, "Normal Assisted Takeoff" section, stated, in part:

One of the most dangerous occurrences during aerotow is allowing the glider to fly high above and losing sight of the towplane. The tension on the towline caused by the glider pulls the towplane tail up, lowering its nose. If the glider continues to rise, pulling the towplane tail higher, the tow pilot may not be able to raise the nose. Ultimately, the tow pilot may run out of up elevator authority.

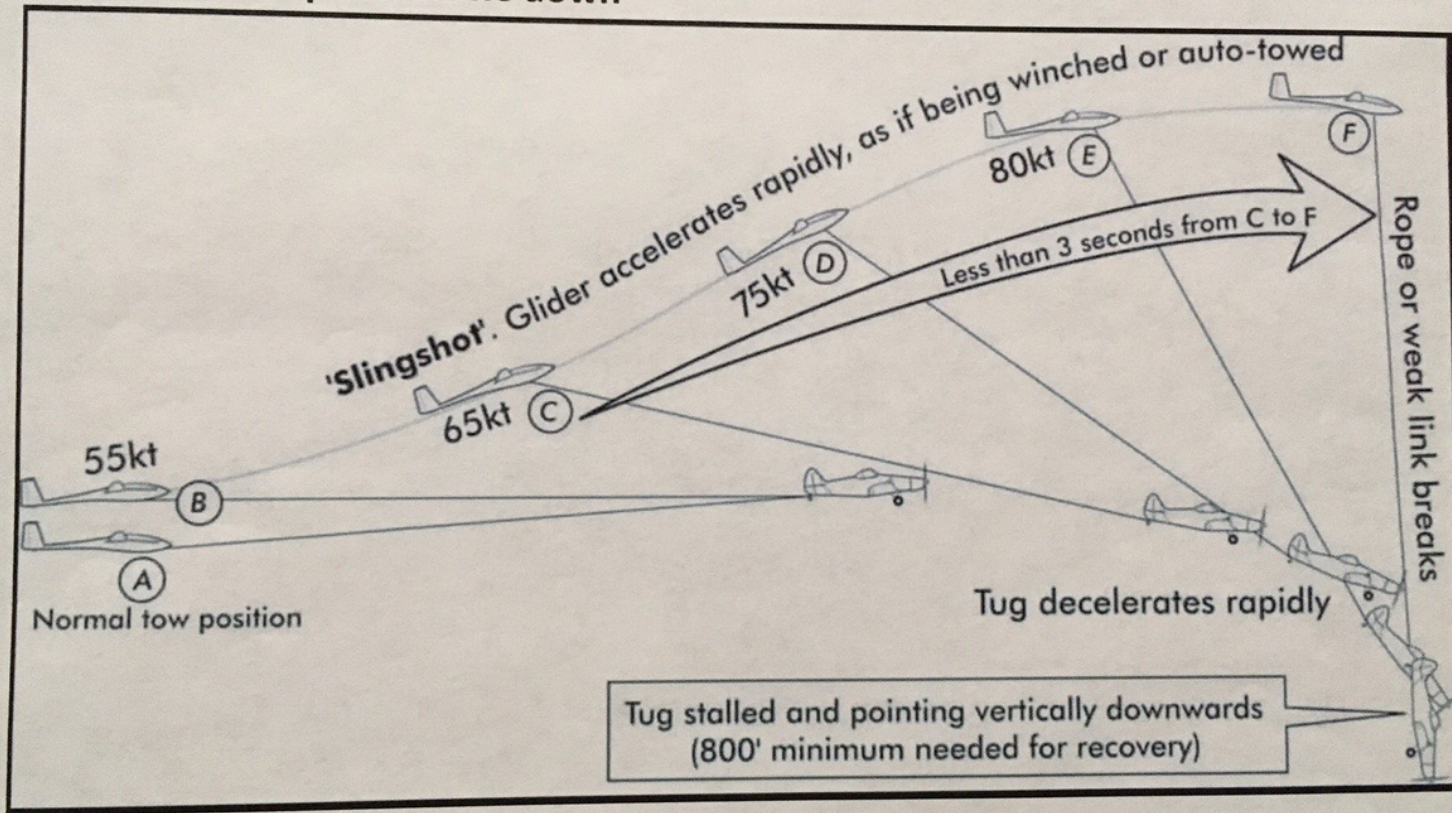
**If, for any reason, you to lose sight of the towplane,
you must release immediately**

Distraction from FLYING THE PLANE on tow can lead to “kiting” which can disrupt the towplane into a near vertical stall within 3 seconds



High altitude experiments indicate about 800' is required for the towplane to recover

Part of the problem is that the power required to rapidly raise and accelerate the glider comes largely from the kinetic energy of the tow plane... Tow plane slows down



Simple estimate: About 170hp for 3 seconds is required to raise a 700# glider 170' and accelerate it to 80kts.

May 28, 2020

Unfortunately, there are many potential sources of distractions on early aerotow

- Canopy popping open
- Suddenly realizing the side window is not where you want it
- Wasps suddenly flying out of the air vent
- Pilot realizes he forgot to turn on logger
- Fiddling with a GoPro
- Airspeed indicator not working
- Suction cup mounted gadget falling into the cockpit
- Altimeter not working
- Realizing tail dolly is still on
- Mouse in the cockpit
- Snake in the cockpit!
- Panicky passenger
- .
- .
- .

The proper response to all of these is to **FLY THE PLANE**

The instant something surprises you or distracts attention
from following the towplane, think **“FLY THE PLANE”**

2020 Safety Briefing Webinar Slides.pdf V1.0

May 28, 2020

We are trained to think thru, every flight, what we would do on a rope break as part of our pre-takeoff checklist

Perhaps, a few times per year, we should think thru what we would do:

- If the canopy popped open
 - FLY THE PLANE
- Something else distracts us on aerotow
 - FLY THE PLANE
- Strange... why aren't we climbing?
 - Check the spoilers
- We're way past where should have taken off....
- Why hasn't the tail come up like it normally does?
- Is there something wrong with the towplane.....
 - Release

In addition to distractions, there are both sudden emergencies and “this is strange” situations which demand immediate action

- Rope break
 - Towplane power failure shortly after takeoff
- } Sudden emergencies

- “Why aren’t we climbing?” or “Why are we climbing so slowly?”
 - “Why aren’t we taking off?” or “We’re usually in the air by now....”
 - Is the towplane in distress?
- } “This is strange” situations

The key to recognizing a “this is strange” situation is that you will be wondering why the plane’s not acting normally

Don’t be a spectator! Do something....

- Release if you can safely end it
- Check spoilers

The curse of “This is strange” situations is that you may have very little time

**I've Called the Tow Pilot Three Times,
but He Won't Answer!**

The right side of the slide features a decorative graphic consisting of several overlapping, semi-transparent green triangles and polygons of varying shades, ranging from light lime green to dark forest green. These shapes are arranged in a way that creates a sense of depth and movement, extending from the top right towards the bottom right of the frame.



At Point A - 1st...the After Ldg. Ck.

| | |
|--------------|----------------------|
| Flaps | Up |
| Trim | Reset |
| Carb Heat | Still Cold |
| Mixture | Lean for taxi |
| Primer | Still locked |
| Mag Switches | Both still on |
| Fuel Pump | Off (Red Tow only) |
| Windows | Open (Dang it's hot) |



At Point B

- Check for landing glider traffic (17, 21L, & 3R)
- Radio call crossing 21L
- Check tow rope for knots
- Watch for people, golf carts, gliders, etc.

Approaching Staged Gliders

Taxi Left Around Staged Glider(s) on 17

Watch the Wing Runner & Tow Rope

Try to Note the Glider ID as My Short Term Memory is Crap

Watch the Glider Wingtip with One Eye

Watch the Wing Runner with the Other Eye

Watch the Tow Rope with the Third Eye

Don't Forget to Watch Where You're Going!

What's That Noise in my Headset?



Finally, Point C (Elapsed Time From Pt. A, 90 sec.)

Get Ready for the Next Launch

What's that Noise in my Headset??

Where's the Pen?

Write Down Release Alt. from Last Tow

Write Down Glider ID for Next Tow

Why Hasn't that Guy Called Yet??

Oh..There he is! Just the Glider ID, Billing Name, Ballast if Heavy, and Request. Speak as if Someone Who Doesn't Know You From Adam is Writing All This Down!

Why is the Wing Runner Moving His/Her Arm?

OK...Take Up Slack

DANG, It's Really Hot in Here!!!



Time to Launch

Take Off Check (Just the Killer Items)

| | |
|------------|------------------|
| Fuel Valve | Still Open |
| Flaps | Up |
| Trim | Set |
| Carb Heat | Still Cold |
| Mixture | Set for Take Off |

What's That Noise In My Headset??

| | |
|---------------------|-------------------|
| Primer | Still Locked |
| Mag Switches | Both Still On |
| Fuel Pump | On (Red Tow Only) |
| Oil P., Oil T., CHT | All Normal |

DANG...It's REALLY, REALLY Hot in Here!!

Time to Close The Windows

Check Forward: Rwy Clear, Wind, Dust Devils

Check Aft: Glider Clear and Ready to Fly



Ready For Take Off

OK..Here's the Radio Call:

“Red Tow: Canopy Closed & Locked,
Dive Brakes Closed and Locked, Slack is
Out, Watch for Rudder.”

Rudder Wag...Rudder Wag.

“Air Sailing Traffic, Red Tow Departing
17, Glider In Tow”

Check Wind Dir/Vel Again, Check for
Dust Devils Again, Check Runway Clear.

With the Other Eye, Watch the
Miniscule Glider in the '49 Ford Mirror.

**KEEP THE TOW PLANE ON THE
RUNWAY!!**

Repeat All of the Above 15-18 times on
a Busy Day!!!



QUESTIONS??



Poll

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Break!

Let's take a 10' break

2 Minute Warning

At the end of the break, I'll put up a poll

1 Minute warning

Taking the poll will continue your accreditation for having attended this webinar

Poll

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Video

Soaring Safety Foundation

CHECKLIST USAGE



The pilot accomplishes normal tasks from memory using logical and organized patterns and then subsequently references the checklist to confirm all the proper tasks have been accomplished.

The pilot refers to the checklist only when conditions permit it's safe to do so (i.e., assembly, preflight inspection; NOT landing).

Touch the task items as reinforcement (as was emphasized in video for canopy and spoilers).

Example Before Takeoff Flow

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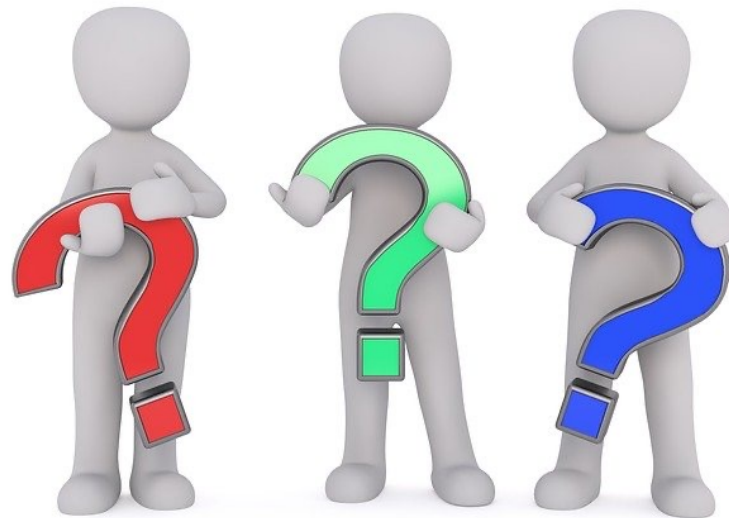


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Questions

Chat to submit your questions to the Host



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Speaker

Gene Benson Aviation Safety Committee Chair

SAFETY BRIEFING

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We may be stating some obvious things, but briefings happen because the ideas are important and many pilots flew very little during the recent pandemic

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1. Read and Sign ASG Operating Procedures; specific concerns include:
 - Runway incursions; Golf carts
 - Foot traffic and Guests on runway
 - Insurance requirements; Liability Waivers; Proof of Insurance
Don't just tell us, provide a copy of the cover page, electronic copy is just fine

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2023 SAFETY BRIEFING

2. You decide if your flight will take place. Tow pilot has final authority whether a flight will take place and which runway will be used. If you don't feel comfortable then you should cancel your flight.
3. As pilot in command you (or your designee) are responsible to direct your ground crew while towing out your glider. Persons assisting in ground towing will follow the PIC's directions and each person has the authority to stop towing operations if they feel there is any danger.
4. Have your aircraft preflight inspection complete with glider and pilot ready for flight before towing to the runway.

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Don't be this guy, finishing his preflight on the runway and discovering a problem like this.



5. Be cognizant of the Tow Pilot's responsibilities. They're required to perform a pre-takeoff checklist for every flight. They're also dealing with paperwork and trying to keep track of ground crew and other movable hazards.
- Ground crew that insist on picking up the rope and taking up large loops of slack by hand only slow the tow plane from taxiing into position and risk having a body part entangled in the rope. **Leave the rope on the ground** and let the tow plane take up slack.
 - As ground crew, know and use the proper hand signals. **Have a hand-held radio with you.**
 - The tow pilot will not take up slack if there is any person, animal or thing in front of the glider.

6. Don't get tow plane tunnel vision on Takeoff:

- Check for traffic before takeoff
- Look beyond the tow plane at times for ground obstructions like cars, motorcycles, animals
- Look for traffic while on tow
- Monitor the condition of the tow plane; like streaming gas from the fuel caps or smoke coming from the engine

7. Be prepared for crosswind conditions and PTT (e.g., rope break) emergencies.

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Traffic hazards come in many sizes
and shapes.



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Gaggle flying has hazards.



8. During all phases of flight --- have a plan:

- Always have a landing place picked out and distance with required altitude on hand or figured in your head. It's a bad feeling to be sinking out with nowhere to land
- While approaching airfield and in the pattern have all landing options planned out
- To avoid runway incursions land on a different runway
- If your cross-wind techniques aren't up to par, practice them or get instruction from an instructor

9. Beware the desert environment:

- Beware the occasional rattlesnake; look down while walking
- Stay hydrated; Protect yourself from the sun, heat, & cold
- Use O2 generously
- Be prepared for an Off-field landing (i.e., Landout Kit)

9. Expect a rough tow:

- Thermals, rotor, & windshear are all common
- Know how to deal with slack line
- Know alternate landing options; remember the emergency strip off of R21

10. Reno Traffic:

- We share airspace with Reno traffic
- Contact NorCal and monitor as appropriate
- Be alert for airliners above 7,000 MSL at all times
- Be aware of multiple approaches for Reno Runway 16

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11. On landing:

- Don't roll out towards anything you don't want to hit
- Don't hook a turn. Don't drag a wingtip. Roll out as straight as possible
- Do not roll out towards the tie down; roll safely abeam, stop, and then drag your glider over
- Don't worry about "clearing" the runway
- Don't jump out of your glider in haste for landing traffic; you just might end up in front of them

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12. Consider getting an area checkout from a local CFG, especially if it has been a while since you've flown in the high desert environment.

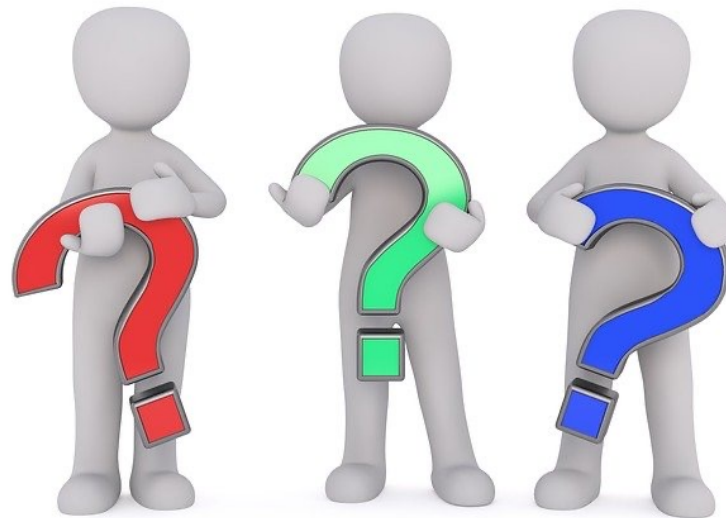
Have fun, be safe, clean up after yourself and help others. Don't be the abuser user. Stick around and run a wing or hang out and talk, from a socially safe distance.

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Speaker

Terry Duncan Trustee and ASI President

ANNOUNCEMENTS

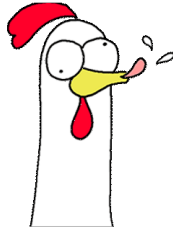
Thermal Camp - June 5

Cross-Country Camp - June 11

Sport Class - July 3

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Thanks for Watching