

High Altitude Desert Environment

- Stay Hydrated
 - Know how to recognize dehydration
- Protect yourself from the sun, heat & cold
- Carry enough water for your flight, a landout and a potential overnight stay with the glider

Sunscreen is your friend



High Altitude Desert Environment

- Use O2 liberally (from take-off through landing)
 - Recognize/remember your hypoxia symptoms
- Expect a rough tow
 - Thermals, rotor & windshear are common
 - Be ready to deal with slack rope
 - Be ready to deal with unexpected release or rope break
 - Know alternate landing options

Off Field Landings

- Off field landing areas are few & far between
 - Dry Lakes – brown is bad. *Lakes that look dry from the air may not be.*
 - As of May 2024 Flannigan Dry Lake north of Air Sailing is reported to be dry and landable around the periphery – assess for yourself before landing

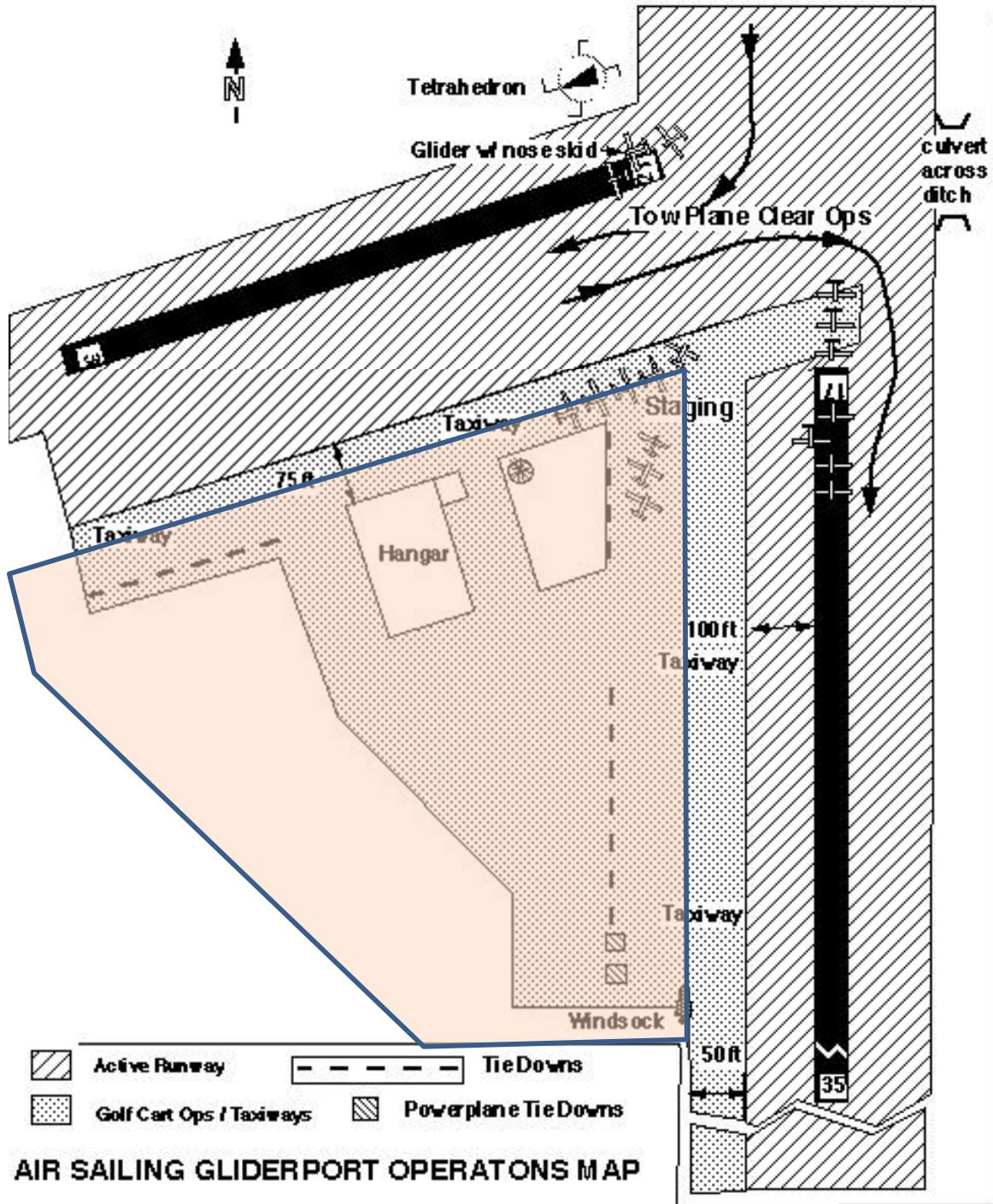


be conservative while you gain local area
knowledge



Don't fixate on the runway - look around for hazards prior to and during takeoff and landing





Site Layout

NOTE:

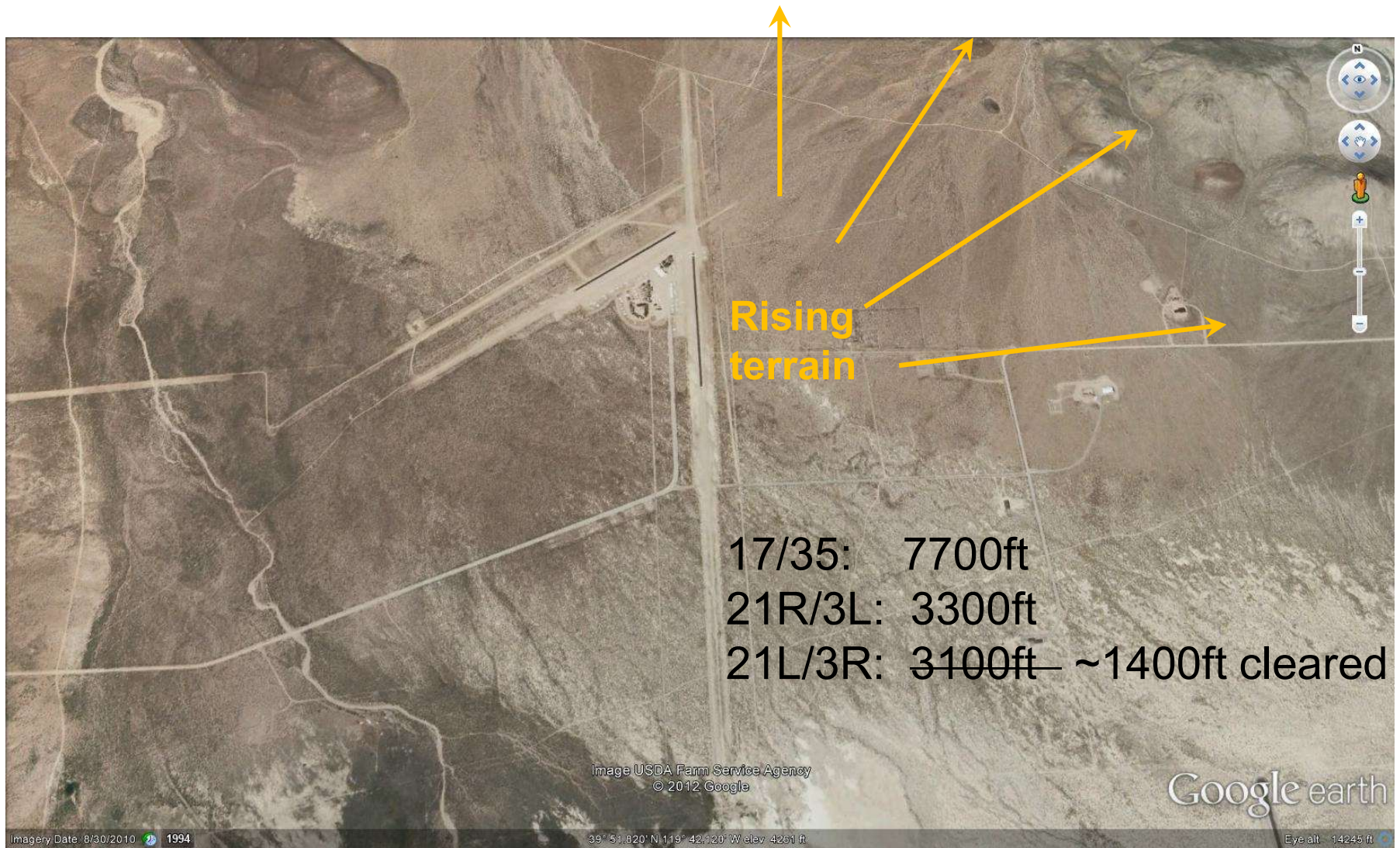
Trucks/cars permitted in yellow area only ... use golfcarts to move gliders to/from runways

Air Sailing Runway Environment

- Runway paved sections used for launch, landings on dirt or pavement (PIC choice)
- Glider movement area in blue - ~ one wingspan wide, no ground markings
- *Make sure guests and crew understand and remain clear of dirt runways*



2+ Miles of Runway



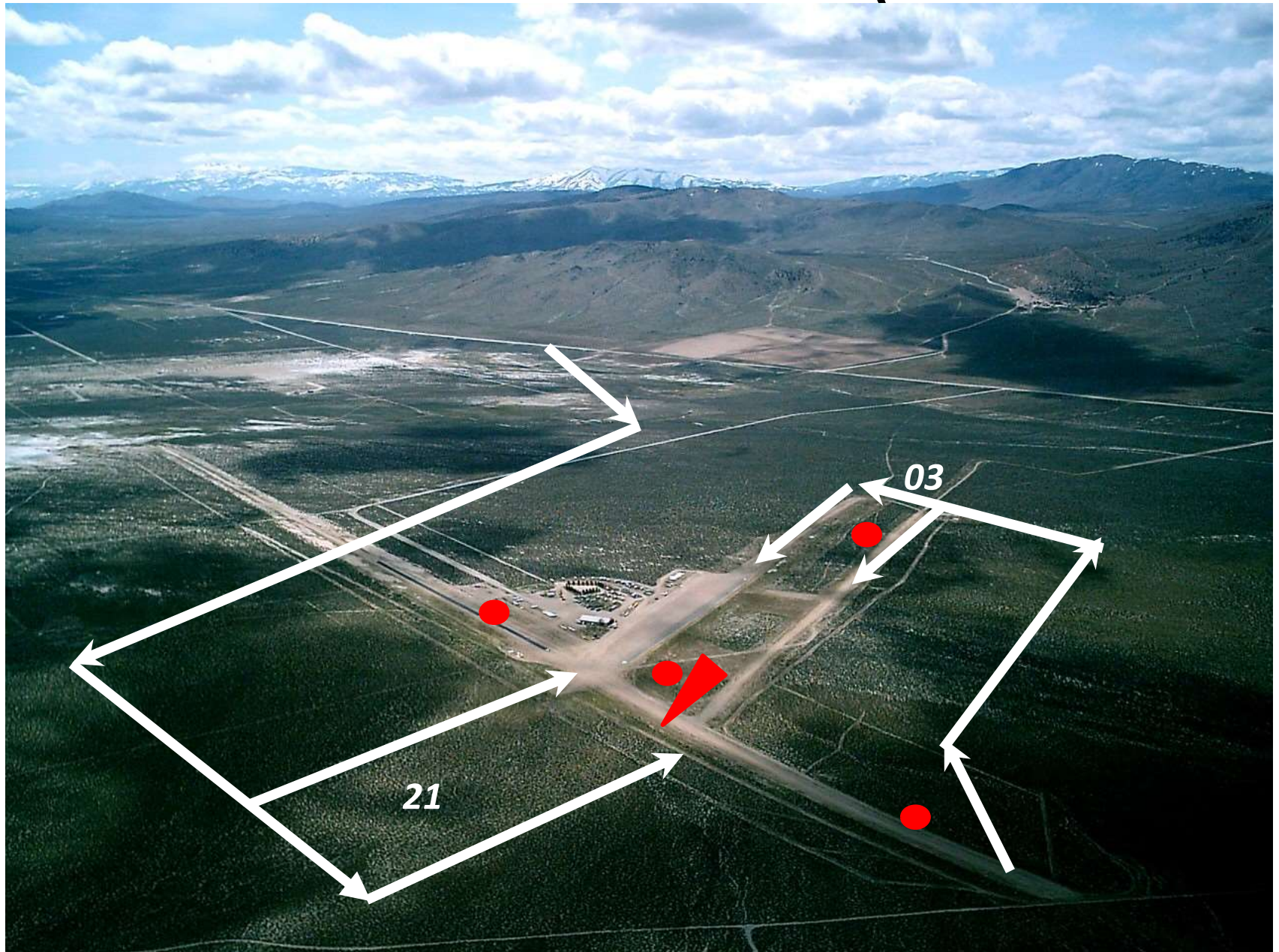
17-35 Standard Patterns (left traffic)



● Windsock

▲ Tetrahedron

21-03 Standard Patterns (left traffic)



● Windsock

▲ Tetrahedron

Runway 17/35

Cautions

may be soft/bumpy –
extended centerline is
smoothest, sides
rougher

low berms and brush
at end of runway
before fence



Berm

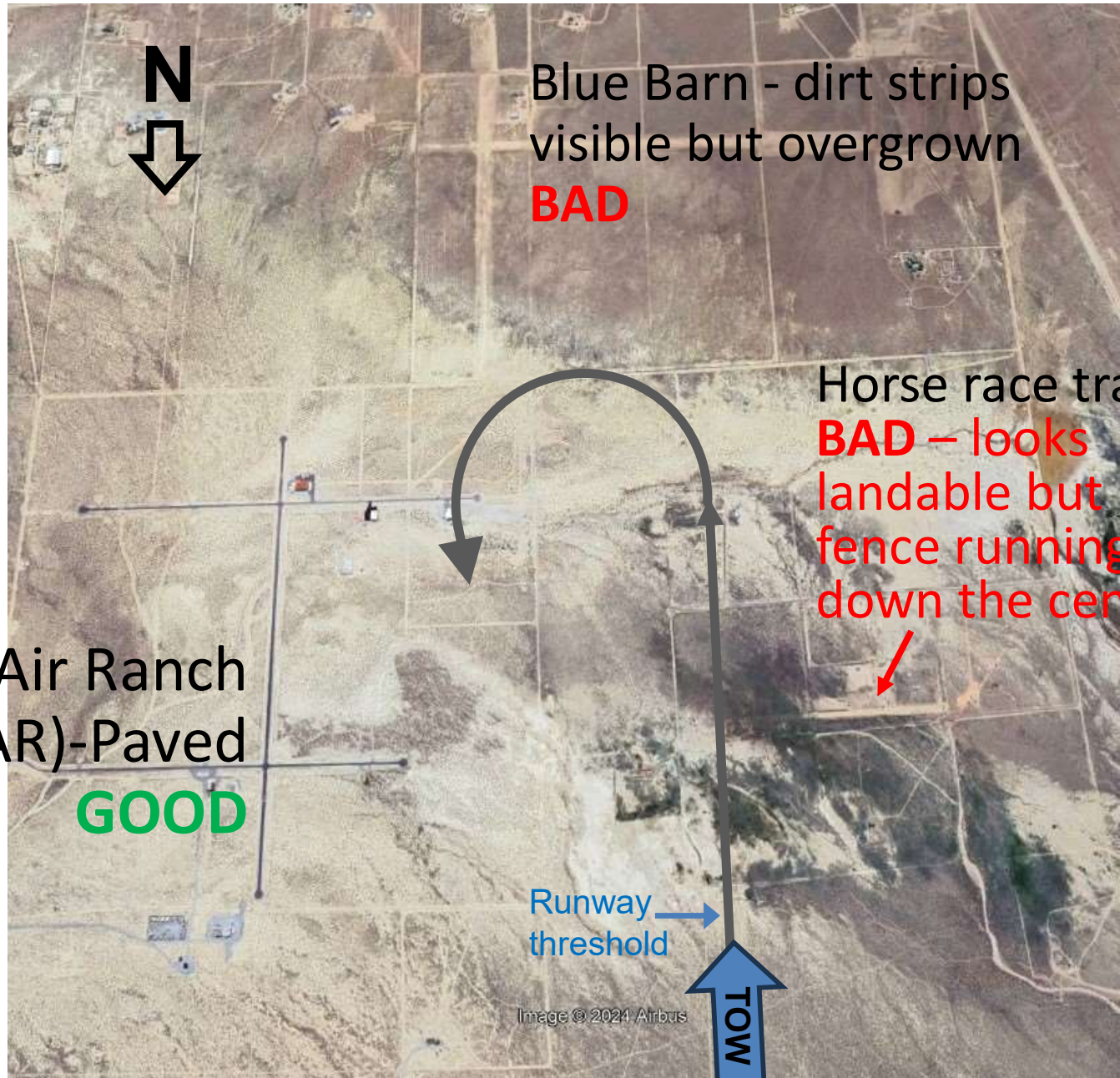


Area to right at
end of 17 is
rough-cleared
(think pasture ...)

Ditches

Berms
Fence

Rwy17
Ropebreak
Options
*view from
the tow*



Blue Barn - dirt strips visible but overgrown
BAD

Horse race track
BAD – looks landable but has fence running down the center

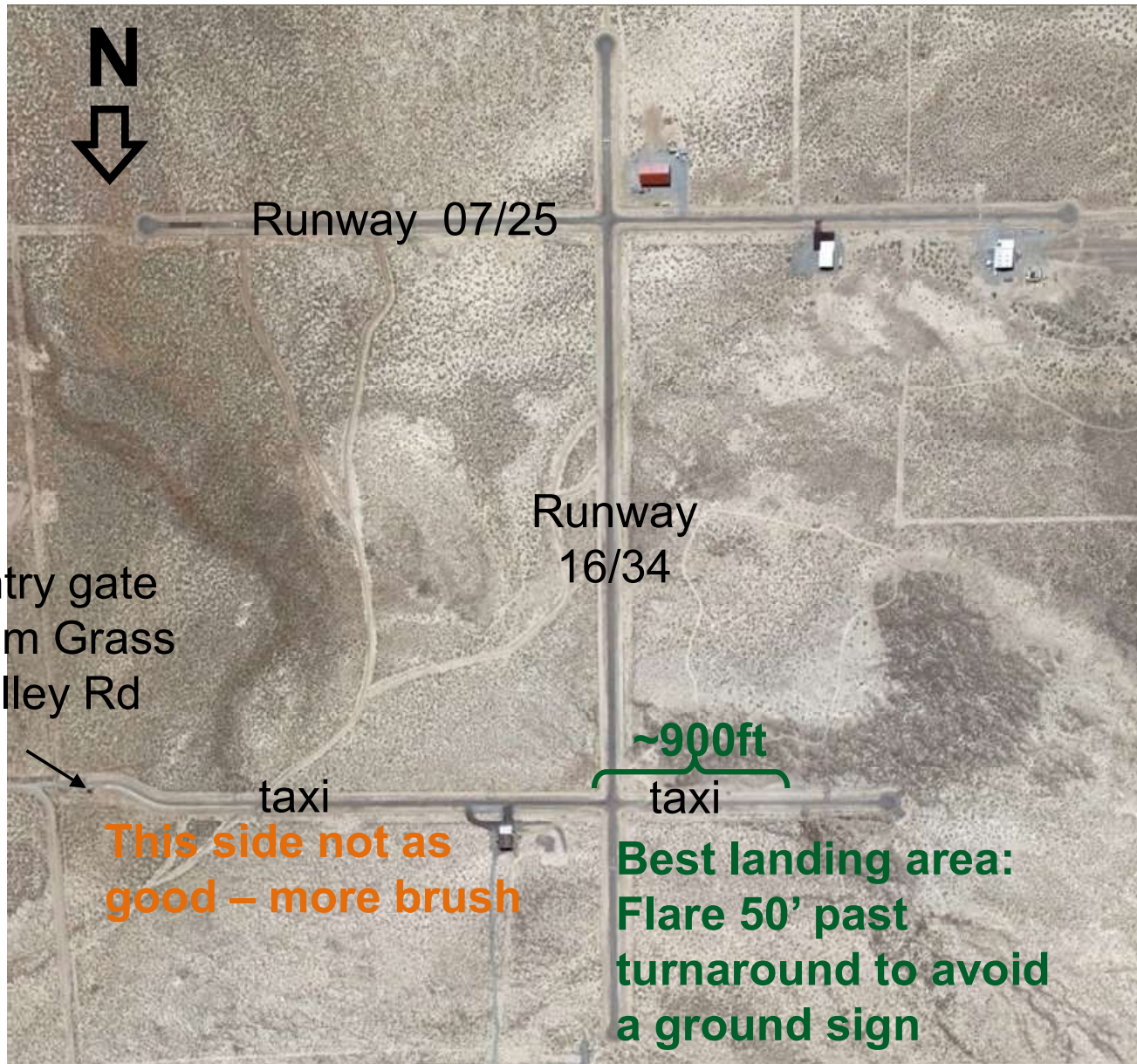
Flying Eagle Air Ranch (FEAR)-Paved
GOOD

Runway threshold

TOW

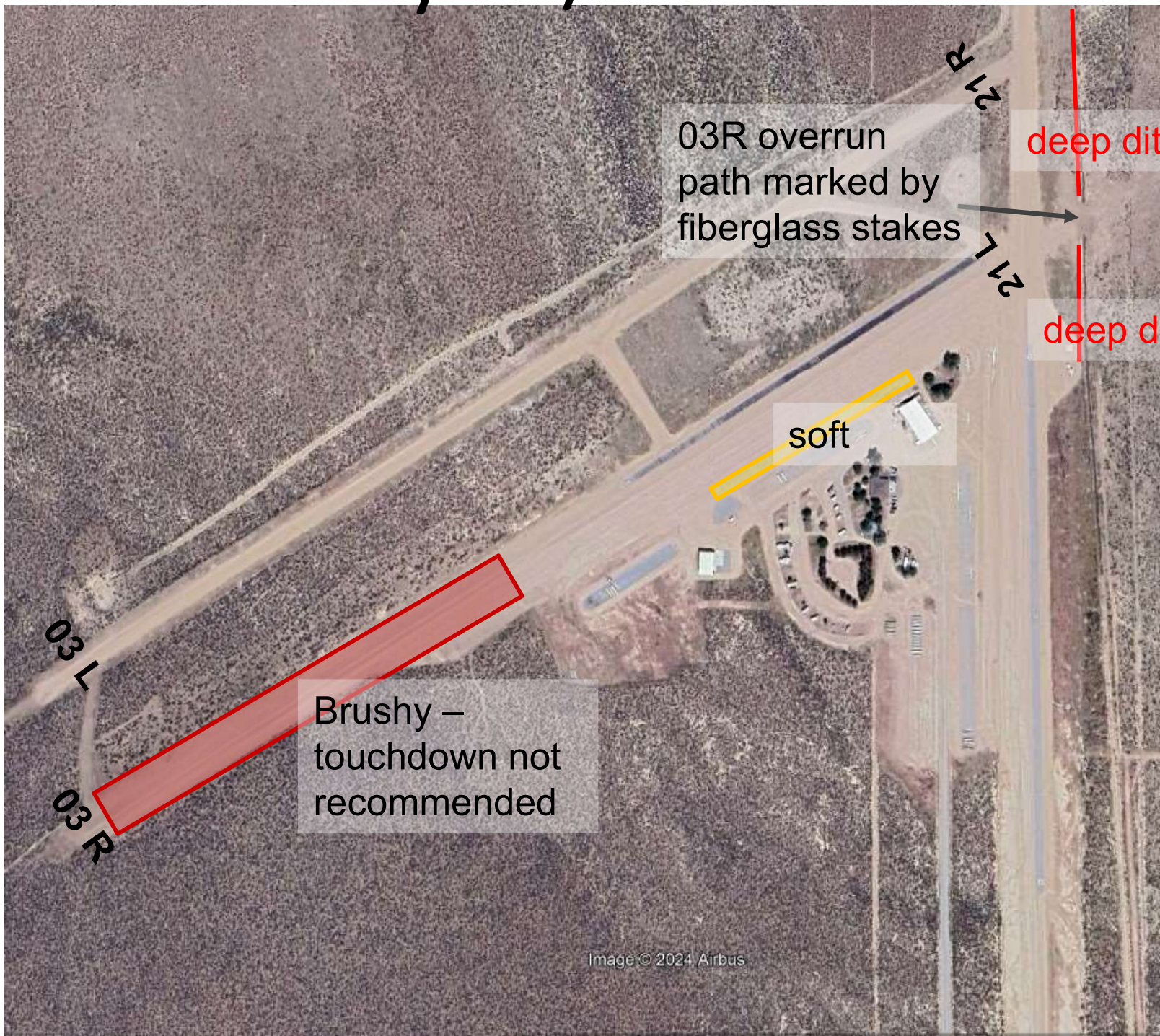
View looking **SOUTH**
from rwy 17

Flying Eagle (FEAR) detail



- Two paved runways and one paved taxiway
- All cleared to ~60'+
- Lights & signs at ends and intersections – **stop well short of intersections**

Runway 03/21 Cautions



Rwy 21 Ropebreak Options

Emergency ropebreak strip is divided by 2 gullies – Strip is loose/soft dirt



Rwy 21 Ropebreak Strip

- Treat it as 3 short strips
 - Rolling into/across the east gully will hurt you and the glider
 - Crossing the west gully won't hurt you, but might damage gear doors on low clearance gear



WEST SECTION 840ft long, widest area is the middle, clear to ~60ft . Far end is brushy

MIDDLE SECTION 722ft long, 70-80' wide, firmer surface than east section

EAST SECTION 985 ft long, Soft dirt Low brush intrudes in spots to 50-60' width. Low berms at west end before gully

depression ~6in deep, firm surface

Wash ~35ft across, ~4-5 ft deep, steep sides

Flight Ops Reminders

- **Important Frequencies**

- Air Sailing CTAF 122.9 – monitor and announce intentions within vicinity of the field 7300 and below
- NorCal Tracon 126.3 MHz north of KRNO, 119.2 south of KRNO
- Reno ATIS – 135.8 MHz Stead AWOS 135.175
- Glider Transponder Code – 1202 (ATC may assign a more discrete code)

Airspace

- **We share airspace with Reno traffic**
 - Airline approach patterns vary
 - 11000 to 9000 MSL descents inline with Reno 16 runway
 - ~11000 left base entries over valley for Reno 16 runway
 - Be alert for airliners above 7000 MSL at all times
 - Squawk 1202.
 - Contact NorCal & monitor as appropriate
 - Familiarize yourself with Truckee Tower Procedures (link on the ASI website)

More Flight Ops reminders

- **Check for TFRs and weather conditions before every flight!**
- **On field weather monitor:**
 - Sign up for a free account at [Weather Link](#) and search Weather Link for "AirSailing Gliderport"
 - You can use the "Davis Instruments" WeatherLink app on iOS (there may be a app for other platforms too)
 - There is a Monitor Console next to the VHF radio in the clubhouse too.

Launch Procedures

- Radio check with tow pilot as towplane taxiing into position in front of you
 - Tow pilot will ask for your name
- Line crew will not lift wing until hookup complete, slack is out, and you give them a thumbs up
- When wings are level and you are ready to roll, radio call saying
 1. canopy closed and locked
 2. spoilers closed and locked
 3. slack is out
 4. 'ready to go' or 'here's my rudder'
- Wag rudder to confirm for towpilot that you are ready for takeoff

Prep for Landing

- Announcing presence back in the local area and intentions/timeframe for landing on 122.9 will help folks on the ground anticipate your arrival