

# Air Sailing, Inc.

Welcome to the

## 2020 SAFETY BRIEFING WEBINAR

Host: David Volkmann

Trustee and ASI Vice-President

# Air Sailing, Inc.

Welcome to the

## 2020 SAFETY BRIEFING WEBINAR

### Co-Hosts

Terry Duncan

Gene Benson

### Speakers

Larry Suter

Tim Tobin

Gene Benson

Jimmy Hamilton

# Air Sailing, Inc.

## 2020 SAFETY BRIEFING WEBINAR

### Purpose

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

receive a safety briefing\*\*,  
read the Operating Procedures Manual,  
certify your understanding of that manual,  
execute a waiver of liability, and  
provide proof of acceptable aircraft insurance.

- \*\* Normal Safety Briefing
- \*\* Airport Operations in the C19 Environment Briefing

# Agenda

<b>Topic</b>	<b>Presenter</b>	<b>Duration</b>
<b>Safety During Take-Off</b>	<b>Larry Suter</b>	<b>20</b>
<b>Tow Pilot Corner</b>	<b>Tim Tobin</b>	<b>15</b>
<b>Emergency Response</b>	<b>Gene Benson</b>	<b>15</b>
<b>Hurry up! (NOT)</b>	<b>Jimmy Hamilton</b>	<b>15</b>
<b>Document Procedures</b>	<b>David Volkmann</b>	<b>15</b>
<b>Proficiency</b>	<b>Larry Suter</b>	<b>15</b>
<b>Safety Briefing</b>	<b>Gene Benson</b>	<b>15</b>
<b>Communication Procedures</b>	<b>David Volkmann</b>	<b>15</b>
<b>Open Discussion</b>	<b>Moderated</b>	<b>15</b>

Speaker

Larry Suter CFI

SAFETY DURING TAKE-OFF

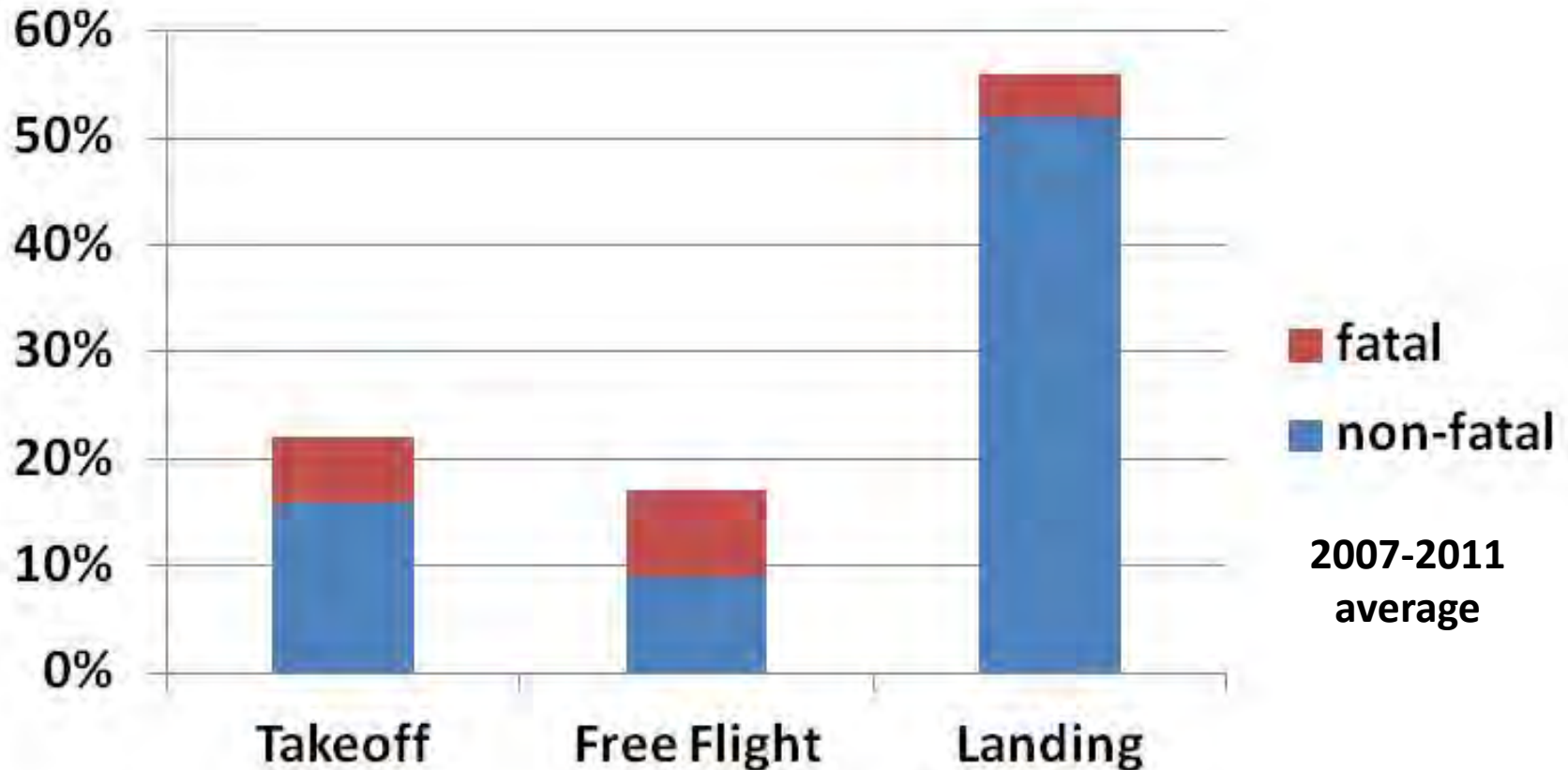
**Safety during take-off**

**or**

**Avoiding further takeoff tragedies as  
rusty pilots return after the COVID  
shutdown**

**Larry Suter  
Air Sailing Safety Meeting  
5/27/20**

# 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**

**Since June, 2017 highly qualified members of Air Sailing have been involved in three takeoff accidents that resulted in total destruction of the aircraft**

**June 14, 2017- Ed Winchester's LAK-12 kited, was released by tow pilot, crashed in desert trying to do a low altitude 180**

**July 17, 2019- Ron Wuenche's Diana never really took off from 21, crashing beyond end of 21**

**May 9, 2020- John Scott tragically killed in crash of NCSA Scout tow plane, apparently caused by low altitude kiting of towed glider**

**A 33% fatality rate that could easily have been 100%**



# Let's talk about the distraction that apparently took John Scott

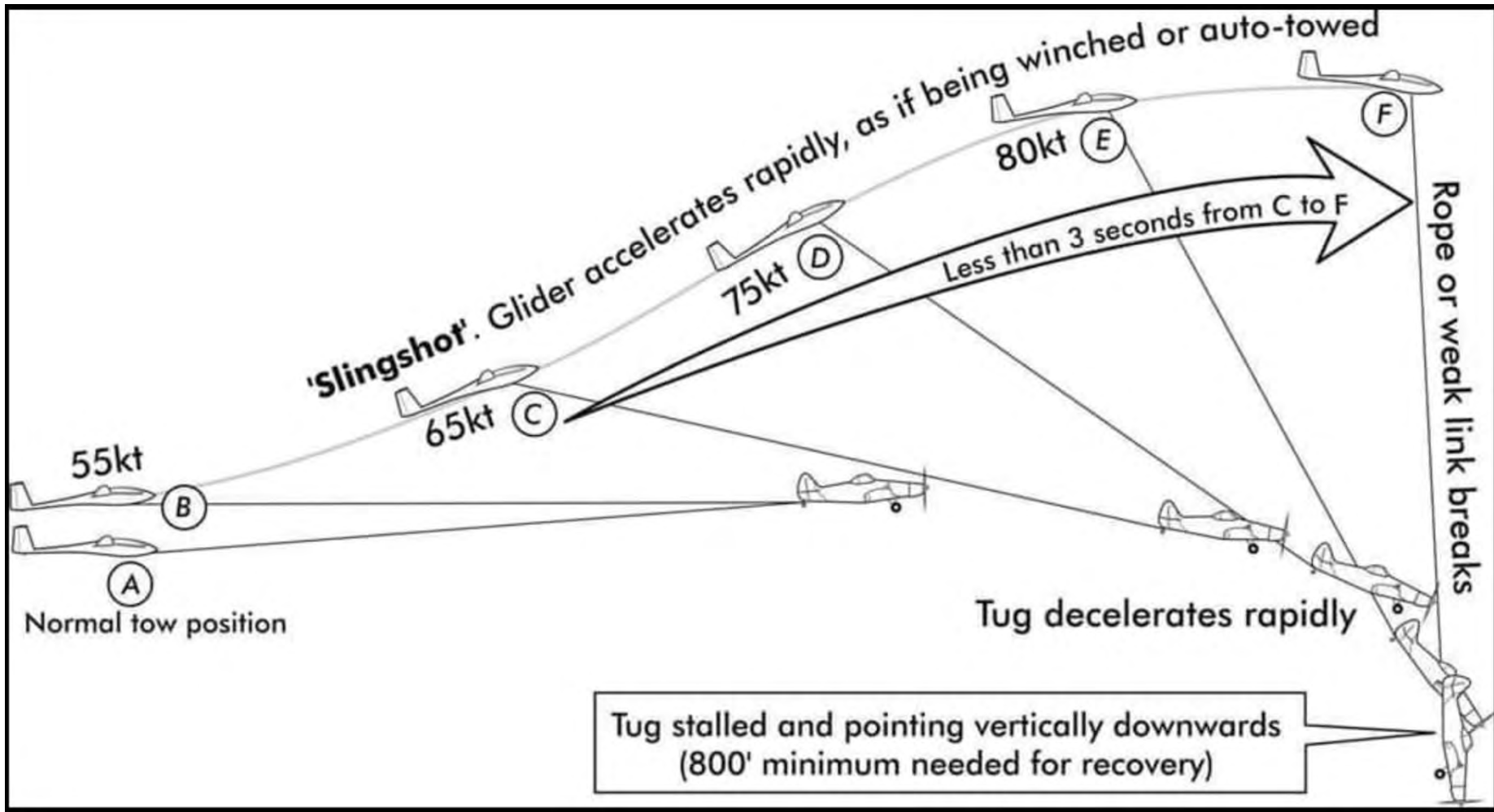


What should you do if the canopy pops open on take-off?

**#1- FLY THE PLANE.** It will fly well with the canopy open

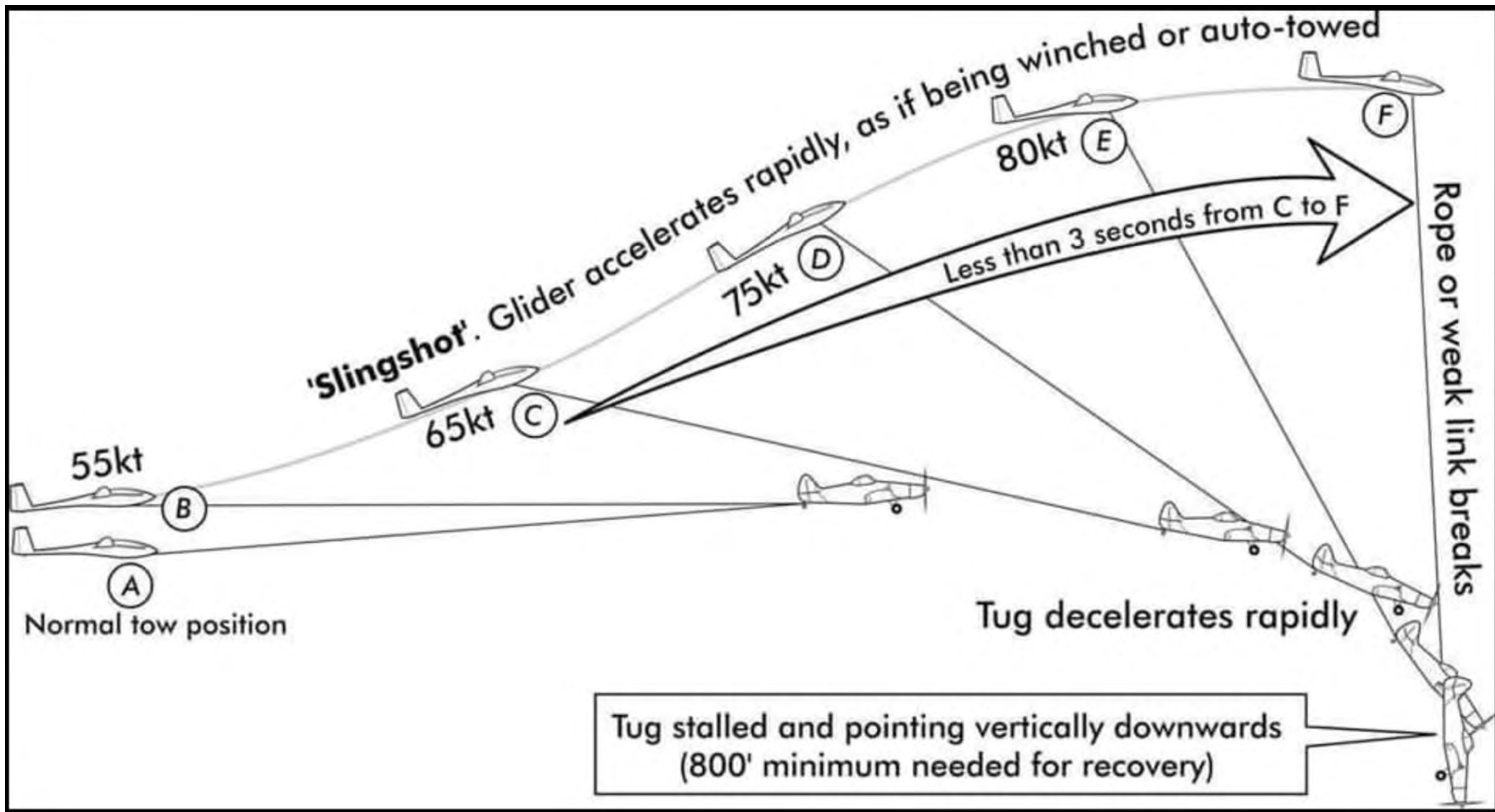
**This is a major distraction. Distractions from FLYING THE PLANE have and just did kill**

**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.

## Lesson from this tragedy:

- Failure to properly perform a preflight checklist can lead to one of the biggest distractions possible- canopy opening in flight
- Failure to FLY THE PLANE when distracted on aerotow can result in this



# **Distraction during aerotow- Ed's 6/14/2017 accident (reviewed at 2018 safety seminar)**

Chukar's report:

DoDo was in Blue Tow and towing Ed Winchester in his long winged LAK12. They were taking off on runway 17.

Shortly after liftoff Ed Winchester got too high on tow and DoDo felt the Pawnee's tail come up so DoDo headed for the runway and released Ed Winchester.

Ed Winchester turned left but wasn't high enough to get back to the runway and he landed in the desert about 90 degrees to the runway off the left side. When he landed his left wing caught sagebrush first and turned him hard left and broke the fuselage boom behind the cockpit.

Ed wasn't hurt too much, banged up a bit, and he was lucky. Also the right horizontal stab was broke, there were a couple small punctures in the wing and the glider probably will be totaled.

One of the local pilots called 911 and there were police, fire engines, a **helicopter**, and channel 2 news team that came.



# National Transportation Safety Board Aviation Accident Final Report

Location:	Reno, NV	Accident Number:	GAA17CA340
Date & Time:	06/14/2017, 1300 PDT	Registration:	N4206N
Aircraft:	SPORTINE AVIACUJA LAK 12	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

## Analysis

The glider pilot reported that, during an aerotow takeoff and after becoming distracted by something in the cockpit, he looked back outside and noticed that he was about 100 ft higher than the tow airplane. He added that he attempted to correct, "but the tow hook released on its own." The pilot turned the glider to the left, the left wing impacted the ground, and the glider came to rest in some brush.

# **“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**

# 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”**



# 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

**“This is strange... why aren't we climbing?”**



# **Spoilers being open on aerotow are a likely cause of an accident on aerotow**

**Burn this into your memory: If you ever start saying to yourself on aerotow**

**“Why aren’t we climbing?”**

**“This isn’t right, we’re not climbing”**

**“This is strange”**

**Check your spoilers!!!!**

# Ron's takeoff incident on 7/14/19



# From written summaries by pilot (RW), ground observer (MS) and tow pilot (GB)

Take-off 21 with full load of water

Wind 11G20 from about 45 degrees left of runway RW

At approximately half way down the asphalt portion of the runway, as the Pawnee tailwheel was lifted... (tow pilot) noted that the glider in tow was not at the expected altitude above the runway where most gliders would be flying. The glider was possibly still rolling with tires on the pavement. GB

On a normal takeoff both myself and the tow plane can lift off, remain low in ground effect for a bit to build up more speed and then climb away. That never happened on this flight. By the time I got off the ground the tow plane needed to start his climb as we were much farther down the runway than we should have been. RW

# From written summaries by pilot (RW), ground observer (MS) and tow pilot (GB)

“Ron started drifting to the right as he rolled off the asphalt at the end of 27 (sic) L and Blue tow became airborne” MS

Once finally airborne the ship was not responding correctly. At this point I considered releasing, but..... RW

The glider when eventually getting airborne was unable to climb more than as estimated 10-15 feet off the ground when it soon lost even that height and the right wing impacted the sage brush and wrecked the glider RW

# **There are at various conjectures as to why the glider wouldn't fly normally that day.**

- **We'll probably never really know**
- **But Ron gives us the important lesson**

**What to learn from this: RW**

**...if you are half way down the runway and ANYTHING is not "normal" with your position, glider attitude, or speed , you MUST RELEASE.**

# **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**



Speaker

Tim Tobin

Chief Tow Pilot

TOW PILOT CORNER

## TOW PLANE STATUS

### RED TOW

- ▶ Engine Rebuild completed last fall
- ▶ Running well. 35 hours since rebuild.
- ▶ ADS-B transponder (Stratus ESG) installed this year.
- ▶ Becker 760 channel comm radio installed.
- ▶ Panel modified so both radios are located in the upper center panel.
- ▶ Next Annual due Sept. 2020.

## TOW PLANE STATUS

### BLUE TOW

- ▶ 2020 Annual Complete
- ▶ Fuel Tank Leak Repaired
- ▶ New Right Brake
- ▶ Running well
- ▶ ADS-B transponder (Stratus ESG) installed this year.
- ▶ Dittel 760 channel comm radio installed.
- ▶ Panel modified so both radios are located in the upper center panel.

# 2020 Tow Pilots

- ▶ Tim Tobin (T-Bird) 530-263-7741
- ▶ Gene Benson (Firebird) 831-345-6104
- ▶ Rob Stone (Stoney) 775-240-9461
- ▶ Pete Casti (Skimmer) 775-560-9264
- ▶ Roger Harris (Coot) 530-263-2734
- ▶ Curtis Wheeler (Auk) 301-938-1952
- ▶ Andrew Wood 612-306-3016
- ▶ Bob Larkin 775-303-3255

# Procedural Considerations

- ▶ Practice Careful & Strict Checklist Usage
  - ▶ Point to and touch each item on the list
- ▶ Advise Tow Pilot if you are carrying water ballast
- ▶ Coordinate with Tow Pilot on which runway to use for T.O.
- ▶ Expect tow speed of 75-80 mph. Request higher if needed
- ▶ Standard turn out from Rwy 17 will be left
  - ▶ If you want a right turn, you must request it

# Emergencies

- ▶ Before coming out to fly, take time to review possible emergencies
- ▶ Include problems that occur on tow, beyond just rope breaks
- ▶ Just before T.O., remind yourself to stay focused on the tow plane
- ▶ Think thru your Pre T.O. Emergency Review

# Accident Lessons

- ▶ Tow Pilot perspective on kiting
  - ▶ Tow pilots are trained to release as soon as kiting threat is detected
  - ▶ Defined as elevator control at or near limit
  - ▶ Just after T.O., limited time is available to react
  - ▶ Remind yourself to stay in position behind the tow plane in spite of distractions

# Retrieves

- ▶ No off airport retrieves will be done this season.
  - ▶ **Possible exception is Flanagan Dry Lake (aka “Dead Cow”)**
- ▶ Call for retrieve as early as possible (preferably by 5 PM)
- ▶ Tow planes should be on the ground before official sunset.



# Tow Plane Hangar Use

- ▶ Tow plane hangar use will be limited to tow pilots and tow plane repairs.
- ▶ **While COVID 19 procedures are in effect, please don't borrow tools or equipment.**

Speaker

Gene Benson Facility Safety Officer

EMERGENCY RESPONSE

# 2020 Emergency Response



## What is the emergency?

Medical  
Police  
Fire

# 2020 Emergency Response



Do you need help beyond what is present?

No, carry on, best of luck

Yes, activate 911 system

# 2020 Emergency Response



## The 911 System

A central phone answering system that will connect you with the dispatchers who will be sending assistance. Don't be surprised if you are connected to more than one person.

# 2020 Emergency Response



Before calling 911 Important things to know  
What kind of services do you need?

Ambulance?

Air or road ambulance?

Police?

What kind, what reason

Traffic issues, safety, crime report, etc.

Fire Service?

What is burning, structure, vehicle, wildland?

# 2020 Emergency Response



Know where you are before dialing 911

**Air Sailing Airport is at 15000 Winnemucca  
Ranch Rd. Reno, NV 89510**

# 2020 Emergency Response



If needed further describe the location of the incident.

"A lightning strike has started a wildland fire on the plateau just north of Air Sailing, for the incoming aircraft it is  $\frac{1}{4}$  to  $\frac{1}{2}$  mile north of our 17-35 runway."

If aircraft are involved in the response inform the dispatcher that Air Sailing is NV23 on their sectional charts.



# 2020 Emergency Response



Knowing what kind of service you need and where you are located are the critical pieces of information that only you can provide.

# 2020 Emergency Response



Emergency medical response is the most common type of emergency response.

**In an emergency do not delay activating the 911 system.**

# 2020 Emergency Response



**VISIT RENOWN ER OR CALL 911  
WHEN YOU'RE HAVING THESE SYMPTOMS:**

**775-982-4100 OPEN 24/7**

**Severe Allergic  
Reaction**

**severe  
shortness  
of breath**

**UNCONTROLLED  
Bleeding**

**Stroke  
symptoms**

- face drooping
- arm weakness
- speech slurred

**SHOCK  
symptoms**

- decrease in blood pressure
- rapid/weak/absent pulse

**poisoning**

**CHEST PAIN/  
IRREGULAR HEARTBEAT**

**Seizures • Suicidal or Homicidal Thoughts  
Loss of Consciousness • Severe Pain**

These are life threatening symptoms, request an air ambulance.

# 2020 Emergency Response



If you request an air ambulance, put one person in charge of being Air Sailing Ground. Inform the 911 dispatcher that Air Sailing Ground will be available to incoming aircraft on 122.9.

Be sure that Air Sailing Ground is staffed with a radio on 122.9. Their job is to direct aircraft, where to land, wind conditions, etc. Also to brief the incoming air ambulance on the medical condition of the patient.

# 2020 Emergency Response



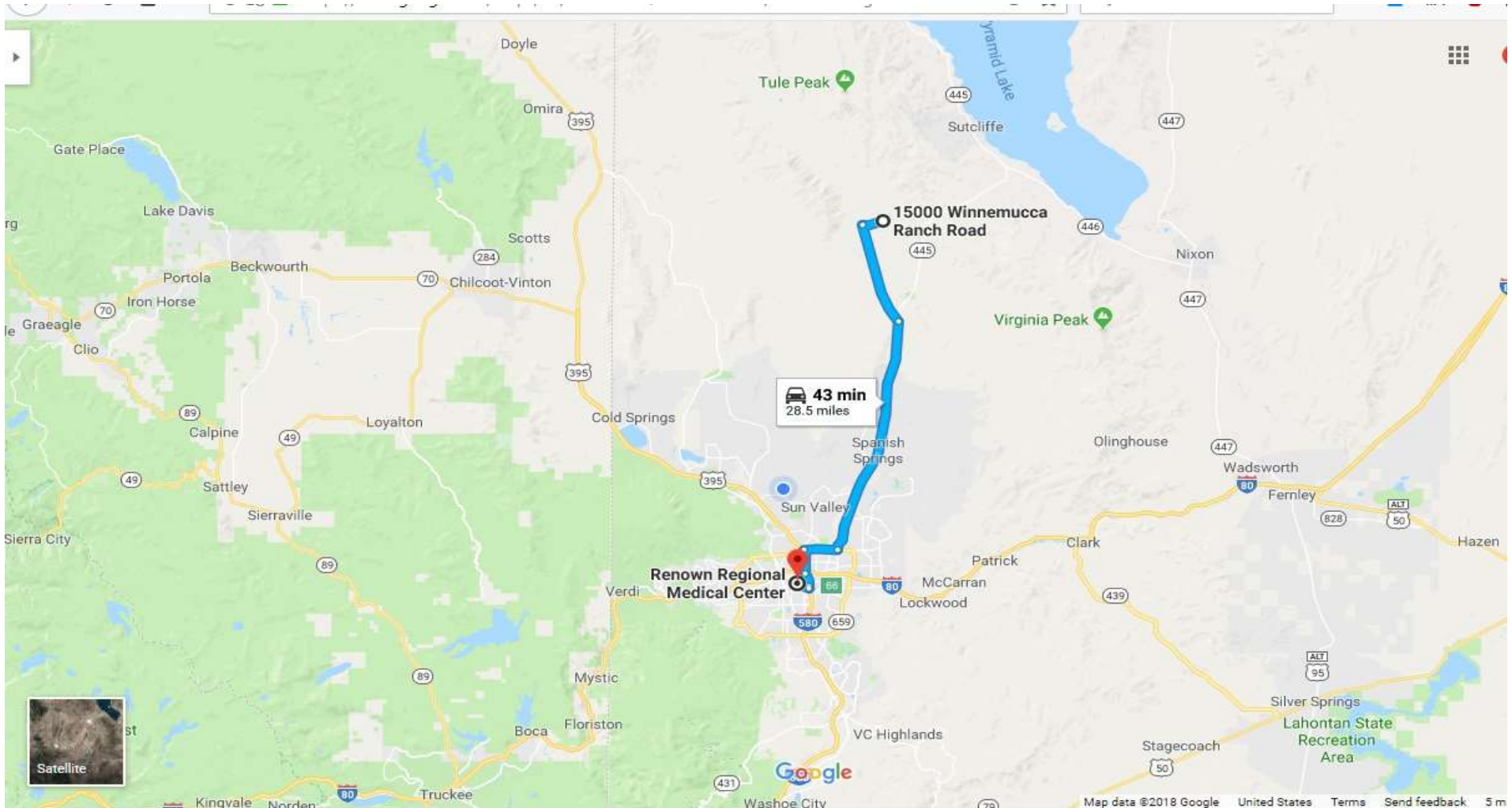
## REMSA air ambulance service

# 2020 Emergency Response



Renown is the **ONLY** trauma center between Sacramento and Salt Lake City. Trauma centers offer the best possible treatment facility and personnel for patients.

# 2020 Emergency Response



**1155 Mill St, Reno, NV 89502**





# 2020 Emergency Response



**VISIT RENOWN URGENT CARE**  
**WHEN YOU'RE HAVING THESE SYMPTOMS:**

**775-982-5000 OPEN 7 DAYS A WEEK**

**PINK EYE**

**MINOR  
ASTHMA**

**allergies**

**rash**

cough  
colds,  
& flu



**migraine**

fever

Earache

ANIMAL  
BITES

sprains

**Urinary  
PROBLEMS**

**Fever • Minor Accidents • Mild Pain**

**Not life threatening**  
consider a drive to  
Urgent Care.

If the patient is in  
pain, but not life  
threatened  
consider a ground  
ambulance, maybe  
meeting the  
ambulance on the  
road.

# 2020 Emergency Response



Renown Urgent Care is the closest medical facility to Air Sailing.

**202 Los Altos Parkway  
Sparks, NV 89436**

# 2020 Emergency Response

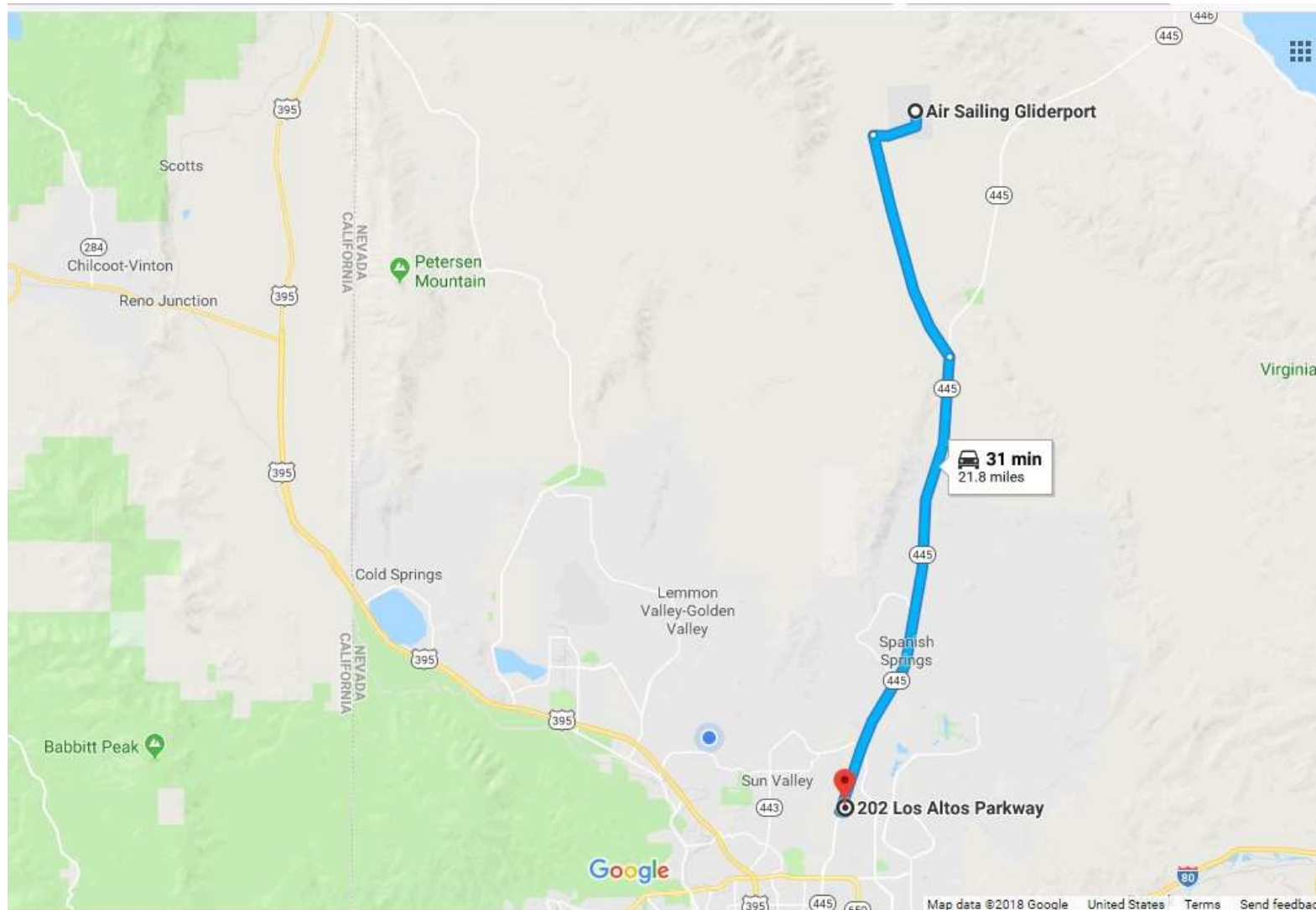


## Renown Urgent Care hours

Monday – Friday 8:00 AM 7:00 PM

Saturday and Sunday  
9:00 AM 5:00 PM

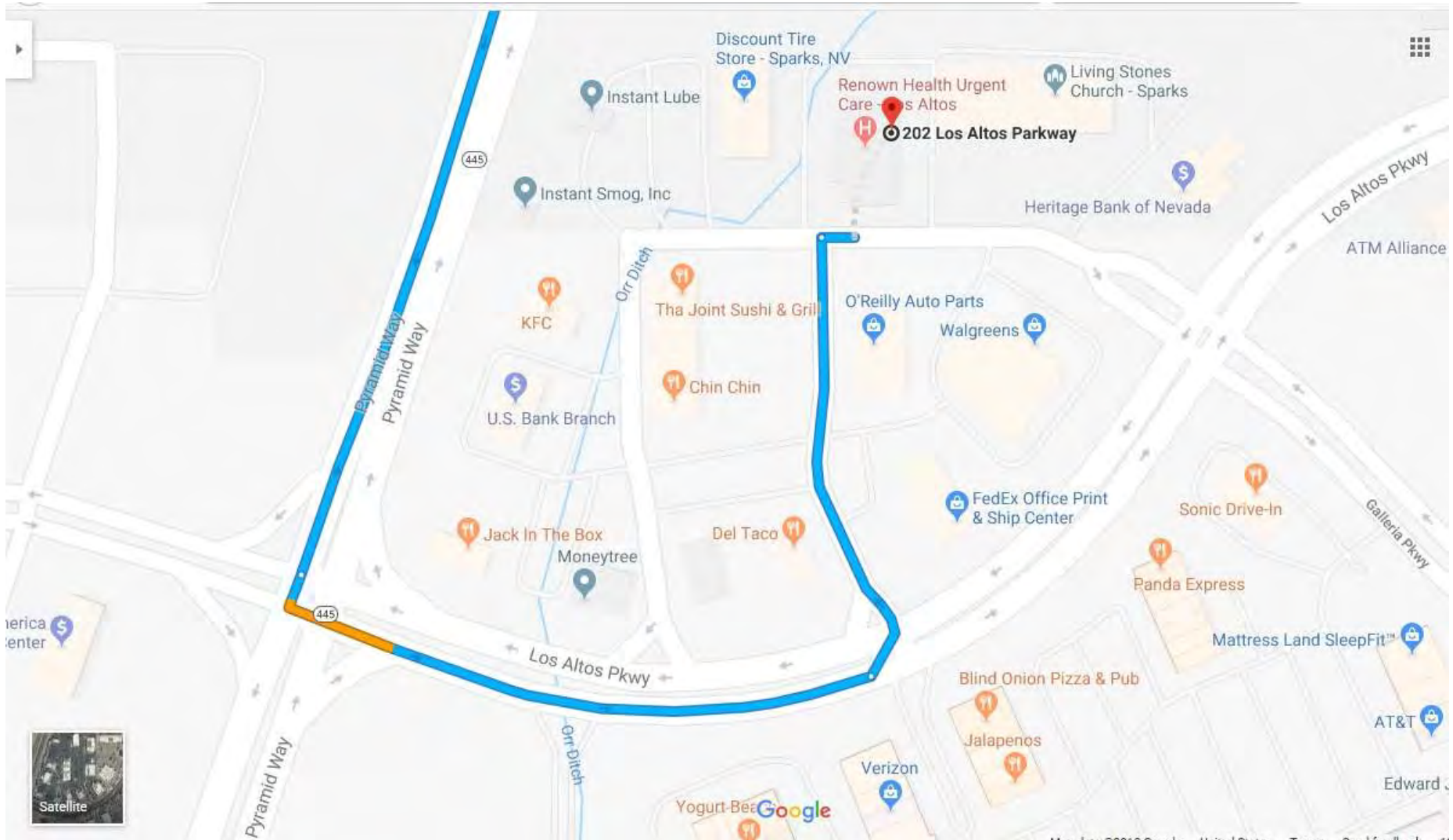
# 2020 Emergency Response



Urgent Care

202 Los Altos Parkway, Sparks NV 89436

# 2020 Emergency Response



# 2020 Emergency Response



## Police response

Air Sailing is in Washoe County. Washoe County Sheriff's Department will be the agency for most police type calls that originate at Air Sailing.

# 2020 Emergency Response



## Fire Response

You don't need to know which agency is going to respond, the dispatcher will determine which agency to send based upon your description of the materials burning, the surrounding hazard and available resources.

Speaker

Jimmy Hamilton

HURRY UP! (NOT)



HELLO EVERYBODY.

I JUST WANT TO EMPHASIZE A FEW POINTS THAT ARE ALREADY STATED IN THE ASI OPERATING PROCEDURES. AS YOU KNOW, THIS DOCUMENT IS REQUIRED READING FOR ANYONE WANTING TO FLY AT ASI. I WOULD HIGHLY RECOMMEND THAT YOU READ EVERYTHING ON THE ASI WEBSITE.

ON PAGE 6, SECTION 3.3 IS CALLED FLIGHT LINE OPERATIONS. AMONG OTHER THINGS, THIS SECTION TALKS ABOUT PRE-FLIGHT INSPECTIONS AND POSITIVE CONTROL CHECKS. SPECIFICALLY IT STATES THAT THESE PROCEDURES NEED TO BE, QUOTE **“...ACCOMPLISHED IN A DELIBERATE AND NON-HURRIED MANNER.” UNQUOTE. BEING IN A HURRY IS ONE OF THE BIGGEST CAUSES OF ACCIDENTS NO MATTER WHAT ACTIVITY IS INVOLVED BUT THE CONSEQUENCES CAN BE EXTREME IN AVIATION. WHEN PEOPLE GET IN A HURRY, THEY SKIP **STEPS AND MAKE MISTAKES. SO PLEASE, IF YOU FIND YOURSELF THINKING, “I NEED TO HURRY UP” OR SOMEONE SAYS TO YOU, “YOU NEED TO HURRY UP”, THIS SHOULD BE A RED FLAG AND YOU NEED TO SLOW DOWN AND CONCENTRATE ON WHAT YOU ARE DOING.****

THE NEXT SECTION I WILL ADDRESS IS ON PAGE 27, APPENDIX F, PART 22 **AND IT'S CALLED "ON LANDING"**.

THE 4<sup>TH</sup> LINE OF THIS SECTION STATES, QUOTE **"DON'T WORRY ABOUT CLEARING THE RUNWAY."** UNQUOTE. THE 5<sup>TH</sup> LINE OF THIS SECTION STATES, QUOTE **"DON'T JUMP OUT OF YOUR GLIDER IN HASTE FOR LANDING TRAFFIC, YOU JUST MIGHT END UP IN FRONT OF THEM."** UNQUOTE. BOTH OF THESE STATEMENTS RE-EMPHASIZE THE IDEA THAT BEING IN A HURRY CAN BE DANGEROUS.

**I'VE PERSONALLY EXPERIENCED SOMEONE (WHO HAS THE BEST INTENTIONS) ROARING OUT ON THE RUNWAY IN A GOLF CART, IN A CLOUD OF DUST, TO HELP ME MOVE MY GLIDER. THEY HAVE SAID SOMETHING TO THE EFFECT OF "HURRY UP, THERE'S ANOTHER GLIDER COMING IN!" WITH ALL THE ROOM AND LANDING OPTIONS AVAILABLE AT ASI, THERE IS NO NEED TO GET IN A RUSH AND POTENTIALLY DAMAGE A GLIDER AND/OR INJURE A PERSON.**

## Document Procedures


# Waivers & OPM Acknowledgement Log

Download, Print, Sign/Date and Return to David

Return via USPS or your preferred carrier

Scan and return the file via e-mail with attachments

Digital photograph and return via email or text message

 ~~Leave in the Clubhouse~~

 ~~Hand it to me or anyone else~~

**New** Request to David to sign via Echosign

Requires an e-mail request

# Waiver

Air Sailing Incorporated  
Waiver of Liability

David R Volkmann  
Printed Name of Applicant

**WARNING: THIS AGREEMENT WILL AFFECT YOUR LEGAL RIGHTS.  
READ IT CAREFULLY.**

In consideration of Air Sailing Incorporated ("ASI", as defined below) accepting my application for and permitting me to participate in airport and flight operations on lands owned by or under the control of ASI or elsewhere, the following waiver of all claims, release from all liability, assumption of all risks, agreement not to sue and other terms of this agreement are entered into by me with and for the benefit of Air Sailing Incorporated and its Officers, Trustees and Members (collectively, ASI).

I waive any and all claims that I have or may in the future have against, and release from all liability and agree not to sue, ASI and any of its tow pilots, agents, contractors, suppliers and representatives (collectively, the "Personnel") for any personal injury, death, property damage or other loss that I sustain during or as a result of any airport or flight operations due to any cause whatsoever on the part of any one or more of ASI, Personnel or others, including but not limited to:

**negligence** (the meaning of which includes failure to use such care as a reasonably prudent and careful person would use under similar circumstances and failure to meet standards of care in the airport and flight operations industry in the State of Nevada);

**breach of any other duty imposed by law;**

**breach of any contract;** and

**mistakes or errors in judgment** of any kind.

I am aware of the risks inherent in airport and flight operations and I am aware that airport and flight operations involving gliders and tow planes have certain additional dangers and risks, including but not limited to: adverse weather conditions, high or erratic winds, glider tow operations, a break in the tow rope, and mountainous terrain.

I assume and accept all the risks and dangers of airport and flight operations, and the possibility of personal injury, death, property damage or other loss as a result. I agree that, although ASI and the Personnel may take precautions to reduce the risks and increase the safety of airport and flight operations, it is not possible for ASI or the Personnel to make airport and flight operations completely safe. I willingly accept these risks and agree to the terms of this ASI Waiver of Liability even if ASI or any of the Personnel are found in law to be negligent or in breach of a duty of care or any other obligation to me in their conduct of any airport or flight operation.

21-MAY-20

Initials  
DRV

Initials  
DRV

Initials  
DRV

# Air Sailing, Inc.

## 2020 SAFETY BRIEFING WEBINAR

**WARNING: THIS AGREEMENT WILL AFFECT YOUR LEGAL RIGHTS.  
READ IT CAREFULLY.**

I agree that any injuries or damages I sustain which arises from my participation in airport or flight operations is a direct consequence of my decision to participate, even if caused by action or negligence of others. I agree that I have made an informed decision to participate after being apprised of the hazardous nature of my participation, and I agree to exercise all possible diligence to assure the safety of myself and of others.

Initials  
DRV

I agree that I have had adequate time to read and understand this waiver before signing it and I agree that it will be binding upon my heirs, next of kin, executors, administrators, successors, and guardians. I agree this waiver is intended to be as broad and inclusive as is permitted by law and if any portion of this waiver is invalid and/or is declared to be legally unenforceable for any reason, I agree that the balance of the waiver shall continue in full force and effect.

Initials  
DRV

I confirm that I am over eighteen years of age.

David R Volkmann  
David R Volkmann (May 21, 2020) 1433 P1111  
Signature of Applicant

David R Volkmann  
Printed Name of Applicant

Signature of Parent if above-named  
Applicant is less than 18 years old.

Printed Name of Parent if above-named  
Applicant is less than 18 years old.

Check all that apply:

- Club Affiliation SAM'S CLUB
- Non-Owner Insurance
- Private Aircraft Insurance
- JROTC
- Student Pilot
- Passenger

21-MAY-20

# OPM Log Individual



Air Sailing, Inc.  
2020 SAFETY BRIEFING WEBINAR

## Operating Procedures Manual Acknowledgment Log

Complete the fields below to certify you have attended a Safety Briefing for the Air Sailing Gliderport and have read the Air Sailing Gliderport Operating Procedures Manual.

Name (Print) David R Volkman

Type of Safety Briefing (check and complete information for all that apply):

Live Safety Briefing Webinar

Date 05/27/2020

Recorded Safety Briefing Webinar

Date \_\_\_\_\_

Personal Safety Briefing

Date \_\_\_\_\_

By Whom \_\_\_\_\_

Emergency Contact Name Theresa

Emergency Contact No. 1-775-123-1234

I certify the information provided above is true and correct, and I have read and understand the Air Sailing Gliderport Operating Procedures Manual.

Signature David R Volkman Date 05/27/2020

Speaker

Larry Suter

CFIG

PROFICIENCY

## **The May 18 letter from Soaring Safety Foundation states:**

**At a time when soaring has nearly come to a complete halt, one would expect the number of accidents and insurance claims to be at historic lows. That is not the case! In just the first 4 months of 2020 the number of accidents and claims has exceeded the number that occurred in 2019, over the same 4 months, by 30%. Glider and tow plane pilot fatalities have also increased significantly.**

- 
- 
- 

**For most of us, the 2020 soaring season is getting a late start due to COVID-19. This means that the down time for most pilots is longer than usual. There is a substantial concern that the lack of currency and proficiency may result in additional accidents. Club and commercial managers, as leaders in our sport, have the ability to ensure those returning to soaring become current prior to their first solo tow. They must also strive to promote a high level of proficiency in all pilots.**

# **Proficiency**

**Larry Suter**

**Air Sailing Safety Seminar**

**May 27, 2020**

**Adapted from AOPA's "Return to Flight Proficiency Plan", which is geared to power pilots. I have made modifications I believe to appropriate for glider pilots**

**Google AOPA "Return to Flight Proficiency Plan"**



## **AOPA's stated purpose in preparing its "Return to Flight Proficiency Plan",**

**The AOPA Air Safety Institute, in partnership with Hartzell Propeller, Inc., has created a return-to-flight proficiency plan for both VFR and IFR pilots that is designed to give a clear step-by-step approach to refreshing knowledge and sharpening skills that degrade after a period of inactivity, such as grounding due to local shelter-in-place orders.**

**Rusty pilots and dormant aircraft can be, by themselves, problematic. In combination, they present an expanded risk to aviation safety. AOPA's guidance takes these factors into consideration and aims to help ease the transition to reopening while maintaining a high standard of safety for both operators and individual pilots.**

# Step 1 of AOPA's return to flight plan: Review videos that span pre-flight thru landing

Soaring Safety Foundation website has useful glider specific videos on its website


**SSF** Soaring Safety Foundation

Home Flight Training Programs Operational Resources Flight Safety Programs About SSF


ENHANCED BY Google

The Soaring Safety Foundation (SSF) is the Training and Safety arm of the Soaring Society of America (SSA). Our mission is to provide instructors and pilots with the tools needed to teach/learn both the stick & rudder skills and the Aeronautical Decision Making skills needed to safely fly a glider. We also provide information and analysis of incident and accident trends in order to develop better training tools.


### Flight Training Videos and Scenario Database



These videos are introductory in nature and are geared to learning to soar, or a new soaring skill.

[Visit the Soaring Safety Foundation's Youtube Channel](#)   
[The SSA's YouTube Video Playlist](#)

### Flight Safety Videos and Incident Database



These videos are safety oriented and appropriate for glider pilots of any skill level.



# SSF Soaring Safety Foundation



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## Flight Safety Videos

[Low Altitude Thermal Stall/Spin](#)

[Stall Spin Base to Final](#)

[The Kite](#)

[PT3](#)

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[Spiral Dive](#)

[Too High on Final](#)

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[Incomplete pre-launch checklist trigger video](#)

[Glider Mis-assembly trigger video](#)



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## Flight Training Videos

- [PTS: Boxing the Wake](#)
- [PTS: Slack Line](#)
- [PTS: Slips to Landing](#)
- [SSA Standard Signals](#)
- [Crosswing Landing](#)
- [Pattern and Landing](#)
- [Use of Checklists](#)

**Step 2 of AOPA's return to flight plan:  
Simulate a flight from takeoff to landing.**

**First, review the pilot's operating handbook sections for normal and emergency procedures for your aircraft.**

**Use these checklists while you "chair fly" the flight using normal procedures taking off, flying the pattern, and landing.**

**Then follow up with emergency procedures.**

**If you have CONDOR or CONDOR2 glider flight simulator (and a joy stick) use it to practice your skills.**

### **Tips- in CONDOR2**

- **fly the Blanik first**
- **In the "NOTAMS" tab make the tow rope length longer than default; recommend longest possible**
- **Use your pre-takeoff checklist (otherwise you will have wrong trim)**
- **The downloadable CONDOR2 scenery for Truckee has a very realistic version of Air Sailing, Dogskins, Red Rocks. Only thing missing is sagebrush.**

### **Step 3 of AOPA's return to flight plan:**

**“If you're a VFR pilot, refresh your knowledge of aircraft systems, aircraft performance, pilot technique, and emergencies”**

**Refresh yourself on how your navigation/logging device works, whether it's Oudie, XC Soar, iGlide, old Cambridge**

### **Refresh yourself on things like**

- **Speeds to fly**
- **Approach speeds for various conditions**
- **Safe glide ratios for your first flights**
- **How that translates into altitude to have at various places to make it back to Air Sailing**
- **Checking and interpreting the soaring weather**
- **Obtaining standard briefings online from Leidos**
- **Thermalling techniques**
- **Finding the next thermal**
- **Etc.**

#### **Step 4 of AOPA's return to flight plan:**

- **At the airport, reacquaint yourself with your airplane and avionics.**
- **Do a walkaround and preflight as you normally would, including critical assembly check and positive control check.**
- **Then, put on a parachute, sit in the cockpit, seat belts on, rudder pedals adjusted and simulate pre-flight checklist including canopy closed and locked, takeoff, aerotow, flying the pattern, and landing, using the checklists. Think thru your roll-out after landing, getting plane off the runway and back to tie-down.**
- **Touch switches, knobs and microphone as if you were actually flying.**
- **You might simulate flying some basic maneuvers, cross wind take-offs and landings.**
- **Don't forget to fly the avionics as well.**
- **Finally, pay extra attention to your checklist's critical items so you can instantly recall them when needed.**

### **Step 5 of AOPA's return to flight plan:**

- **Consider that you may be legally “current” but not proficient.**
- **Before you take passengers, regain your proficiency and your confidence.**
- **Go up with another pilot who can act as PIC or, if it's been an extended period, go up with a qualified and proficient flight instructor.**
- **First flights in fairly benign conditions**

### **Notes-**

- **NSA rules require a non-current pilot to get current by flying with an instructor**
- **ASI's Standard Operating Procedures are silent on currency requirements**
- **You must have passed a 61.56 Flight Review within the past 24 calendar months to act as Pilot In Command**
- **Air Sailing instruction by mutual arrangement**
- **Williams is currently offering instruction**

## **Step 6 of AOPA's return to flight plan:**

- **Stay sharp, stay proficient.**
- **Once you've knocked off the rust, be sure to stay proficient by flying and training regularly**
- **Find new ways to expand your skills**
- **Further your knowledge—check out the variety of safety topics and material**

**Once you've knocked off the rust, be sure to stay proficient by flying and training regularly**



## **Final words from “UH” on rec.aviation.soaring**

- **We do have to recognize that we are more rusty than usual and take extra care with assembly tasks and check lists.**
- **These are things we rely on out of habit and we do lose them without practiced reinforcement.**
- **Also wise to fly on some benign days and take an extra practice flight to get back to proper form.**
- **The IMSAFE checklist can be a very valuable tool.**

Speaker

Gene Benson Facility Safety Officer

SAFETY BRIEFING

2020

# Annual Safety Briefing

Gene Benson

# 2020 Safety Briefing



We may be stating some obvious things, but briefings happen because the ideas are important and rust never sleeps.



# 2020 Safety Briefing



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

# 2020 Safety Briefing



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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.

# 2020 Safety Briefing



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



# 2020 Safety Briefing



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5. Be cognizant of the Tow Pilot's responsibilities. He is required to perform a pre-takeoff checklist for every flight. He is also dealing with paper work 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.



# 2020 Safety Briefing



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## 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.

# 2020 Safety Briefing



Traffic hazards come in many sizes and shapes.



# 2020 Safety Briefing



Gaggle flying has  
hazards



# 2020 Safety Briefing



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## 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.

# 2020 Safety Briefing



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## 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)

# 2020 Safety Briefing



## 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

# 2020 Safety Briefing



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## 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

# 2020 Safety Briefing



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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.



# 2020 Safety Briefing



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12. Consider getting an area checkout from a local CFGF.

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.

# Air Sailing Comm Procedures

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Dave Swoboda “Vulture”

# Frequencies

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- ◆ **NV23 uses MULTICOM freq 122.9**
  - **Temporary, Seasonal, Emergency**
  - **or airport with no FSS or UNICOM freq**
  - **Multiple Users of this Freq**
    - **Flying Eagle, Spanish Springs, Dayton Valley, Tiger, Herlong, Ravendale, Blue Canyon**
    - **Silver Springs (Activates Airport Info broadcast)**
    - **Black Rock City (Burning Man)**
    - **Lodi: Skydiving, “Jumpers Away”**

# Frequencies cont'd

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## ◆ 122.9

- Below 7000 MSL within 10 Nm
  - ASG Operations Manual

## ◆ 123.3 & 123.5

- Aviation Instruction
- Gliders
- Hot Air Balloons

## ◆ 122.75

- Fixed wing Air to Air

# Radio Checks

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- ◆ **Establish Positive Communication between Tow Plane and glider**
  - **DO NOT Respond if you are not called**
  - **“Red Tow” or “Blue Tow” are not you**
  - **Good time to transmit billing name to tow pilot**
- ◆ **If you want a Radio Check while prepping:**
  - **State “Air Sailing, Radio Check”**

# Ground Signals

## ◆ Standard Ground Signals

1. CHECK CONTROLS 	2. OPEN/CLOSE  TOW RELEASE	3. TAKE UP SLACK 	4. HOLD 	5. PILOT READY, LEVEL WINGS 
6. BEGIN TAKE-OFF  GROUND CREW	7. BEGIN TAKE-OFF  waggle rudder GLIDER PILOT	8. STOP ENGINE/ RELEASE TOWLINE 	9. STOP OPERATION  EMERGENCY!	10. TOWPLANE READY  waggle rudder

**ON GROUND**

# Prior to Launch

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- ◆ **Thumbs up Prior to:**
- ◆ **Mandatory Radio Call**
  - **Canopy Closed and Locked**
  - **Spoilers Closed and Locked**
  - **Slack is Out**
  - **What type of tow or where to**
  - **Standby for Rudder, Wagging Rudder**
    - **Or unable to wag rudder**

# Release Off Tow

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- ◆ **Glider Shall turn Right**
  - **Except contests or terrain**
- ◆ **Tow Plane Shall turn Left**
  - **Unless terrain prohibits, or contest**
- ◆ **Glider Transmits when off tow**
  - **i.e. “Red Two, DRV off tow at 7.3”**



# NORCAL Approach

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- ◆ North of RNO: 126.3
- ◆ South of RNO: 119.2
- ◆ Must establish radio contact prior to entering RNO Class C
- ◆ Discrete codes
- ◆ I monitor NORCAL with a handheld
  - For Situational Awareness

# Returning to NV23

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- ◆ **Air Sailing Ground is NOT monitored continuously**
- ◆ **Calling for Winds and Runway is Advisory Only**
- ◆ **Fly overhead NV23 to check the wind socks and tetrahedron**
- ◆ **Transmit entering downwind with gear down**
- ◆ **All Traffic is Standard Left Turns**
- ◆ **Self Announce**

# Self Announce

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- ◆ **Who You are Calling**
  - “Air Sailing Traffic”
- ◆ **Who You are**
  - “Glider BM”
- ◆ **Your Position**
  - “Overhead at 6 thousand”
- ◆ **Your Intentions**
  - “Landing RWY 3 Right”
- ◆ **Repeat Who You are Calling**
  - “Air Sailing”

# Comm Discipline

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- ◆ Listen before you transmit
- ◆ Think about what you are going to say before you speak
- ◆ Speak slowly and clearly
- ◆ Keep it brief, clear, and concise
- ◆ When in doubt, keep your mouth shut

# The "Don't" s

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- ◆ Don't have conversations on aviation frequencies
- ◆ Don't transmit if you aren't involved
  - “You lost him” to the tow plane
- ◆ DO NOT transmit “Stuck Mic”
- ◆ Inappropriate calls
  - Demand another aircraft's intentions
  - “Coming in for a relight”

# Air Sailing, Inc.

2020 SAFETY BRIEFING WEBINAR

## Announcements

Airport Operations in the COVID-9 Environment  
May 31, 2020 7:00 PM Pacific  
(Registration Required)