Air Sailing

Welcome

2018

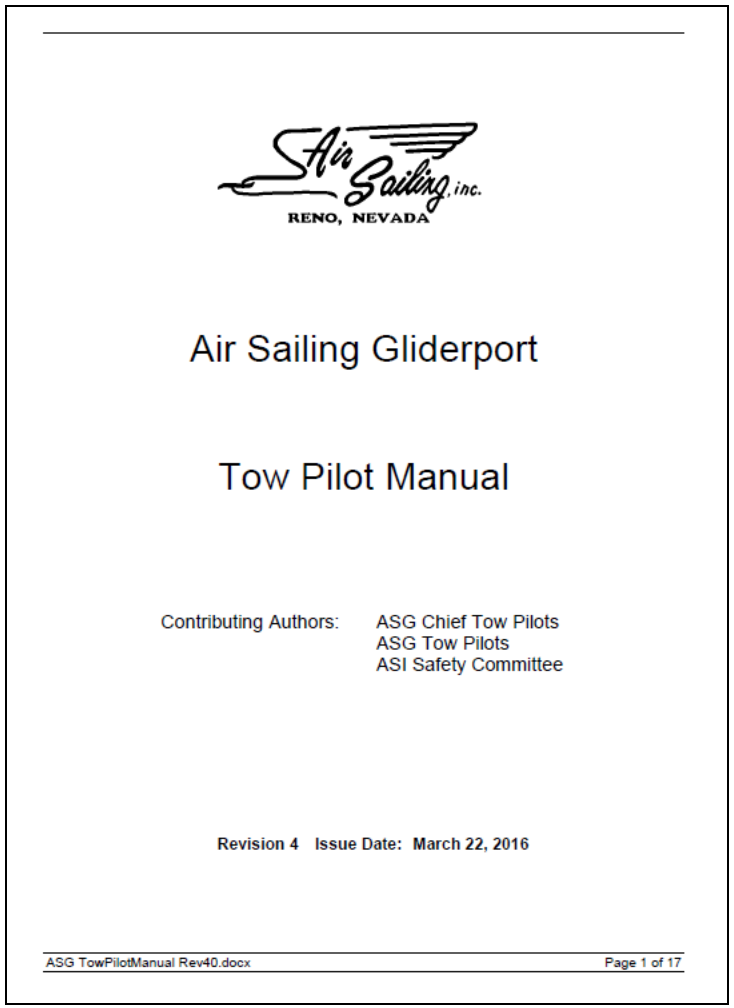
Air Sailing Gliderport

Annual Safety Meeting

Today's Agenda

Topic	Presenter	Duration
ASI Operating Documents -- 2018	John Scott	5
Safety Review	John Scott	35
Tow Pilot Corner	Tim Tobin	15
ASI Financials	Ty White	10
Drones / Accounting	Terry Duncan	20
BREAK		10
My Bad Day	Ed Winchester	15
Crash in the Whites	Larry Suter	15
Emergency Response	Gene Benson	30
Annual Safety Briefing	Gene Benson	30
		185

2018 Tow Pilot Manual



Air Sailing, inc.
RENO, NEVADA

Air Sailing Gliderport

Tow Pilot Manual

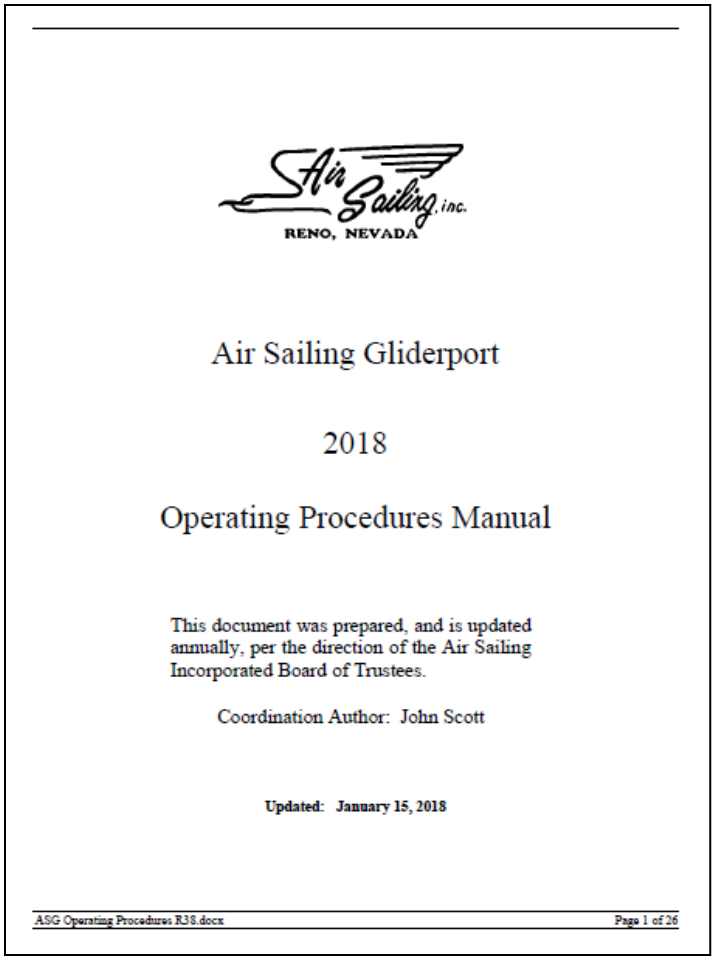
Contributing Authors: ASG Chief Tow Pilots
ASG Tow Pilots
ASI Safety Committee

Revision 4 Issue Date: March 22, 2016

ASG TowPilotManual Rev40.docx Page 1 of 17

Added a paragraph on Dry Lake Landings

2018 Operating Procedures



Air Sailing, inc.
RENO, NEVADA

Air Sailing Gliderport

2018

Operating Procedures Manual

This document was prepared, and is updated annually, per the direction of the Air Sailing Incorporated Board of Trustees.

Coordination Author: John Scott

Updated: January 15, 2018

No Changes.

2018

Safety Review

John Scott

Safety Review

Some stuff is so important that we are going to remind you of it every year.

Safety Review

- If you haven't read the Operating Procedures Manual lately, then please do so. (24 Pages)
- If you've never read the Tow Pilot Manual then at least look at it. (17 Pages)
- The Safety Page of our website has a lot of good information on it.

  6 Powerpoint Presentations
  5 Safety Subjects
  Safety Management Plan & Safety Policy

Safety Review

Prior to the beginning of the soaring season, all pilots must sign that they have:

- Read, Understood, and will comply with our Operating Procedures Manual.
- Received a “Safety Briefing” from a designated Safety Briefer.

Safety Review

Operating Procedures

3.1 Golf Carts

Golf carts are intended for transportation of gliders to and from tie-down areas and staging areas. Unattended golf carts are not routinely permitted on the runways. Golf carts may be used to move gliders to the flight line of runway 17 and 21, but should be expeditiously cleared to the staging area after glider disconnect. **Extreme caution and vigilance should be exercised when towing aircraft to the staging area on runway 21 since you are crossing an active runway.** These areas are indicated on the airport diagram. See Section 4, "Post Landing Operations" for proper recovery of sailplanes. Golf cart operators must possess a valid driver's license or be at least 13 years old and under immediate adult supervision. Please tow gliders at a safe walking speed, be aware of fences, other gliders, and visually clear all active areas before entering. **Use of a handheld radio (tuned to 122.9) is required during ground tows to monitor glider operations**. Return golf carts to a safe location after use (e.g. flight line gazebo, clubhouse).

Safety Review

Operating Procedures

3.3 Flight Line Operations

Only pilots and qualified ground crew are permitted on the flight line. Pilots must brief ground crew on staging and launch procedures and hazards. We use standard SSA signals and procedures on the flight line (See Appendix C). Critical Assembly Checks, Positive Control Checks, and Preflight Inspections should all be accomplished before moving your glider to the staging area. Pilots are also encouraged to check radios and other electronic equipment (i.e. GPSs, loggers) prior to staging their glider.

These practices are not only important as expediencies, they are also important to safety. We need to ensure that these procedures are remembered and that they are accomplished in a deliberate and non-hurried manner.

Safety Review

Operating Procedures

4.7 Aero Tow Release Procedure

Upon release, a standard right hand turn shall be used by glider pilots at Air Sailing. When releasing from tow, glider pilot shall turn right, and the tow pilot left, in accordance with standard procedures. An exception to this standard procedure is made for contests, or when prior notice is given to, and acknowledged by the tow plane, or when proximity to terrain prohibits this maneuver.

After releasing, the glider pilot must notify the tow pilot of the release by giving the release altitude. Glider pilots who fail to do this will be charged for whatever altitude the tow plane achieves before making the "no glider" discovery.

Safety Review

Operating Procedures

4.8 Pattern Operations

Landings at ASG require some observation and planning. The three available runways provide twelve (12) different landing pattern options. Having so many options should be helpful, but it does require a decision making process. Winds at ASG can change direction frequently and can be quite strong. It is important that landing pilots confirm wind direction and strength prior to every landing.

4.9 Radio Operations

Pilots of aircraft arriving or departing Air Sailing Gliderport, or conducting other than arriving or departing operations below 7000' MSL, should monitor and communicate as appropriate on MULTICOM frequency 122.90 MHz within 10 miles of the Gliderport. Pilots of aircraft arriving or departing Air Sailing Gliderport may obtain the current Reno/Tahoe International Airport information from ATIS frequency 135.8 MHz.

Safety Review

Tow Pilot Manual

Tow Pilot Safety Responsibilities

The Tow Pilot is responsible for the safety and proper operation of the tow plane and coordination with ground crew during hook up operations.

The Tow Pilot shall not leave the pilot's seat while the prop is turning.

The Tow Pilot may refuse to perform a tow for any reason.

During the tow, the Tow Pilot is in charge of the flight.

Safety Review

Tow Pilot Manual

Pilot	Minimum information should be the person's First Initial and Full Last Name. Bird call signs can be confusing and should thus be avoided. If the information is not volunteered during the initial radio call then the tow pilot should ask "Pilot's Name?" and it shall be understood that this is the person to be billed.

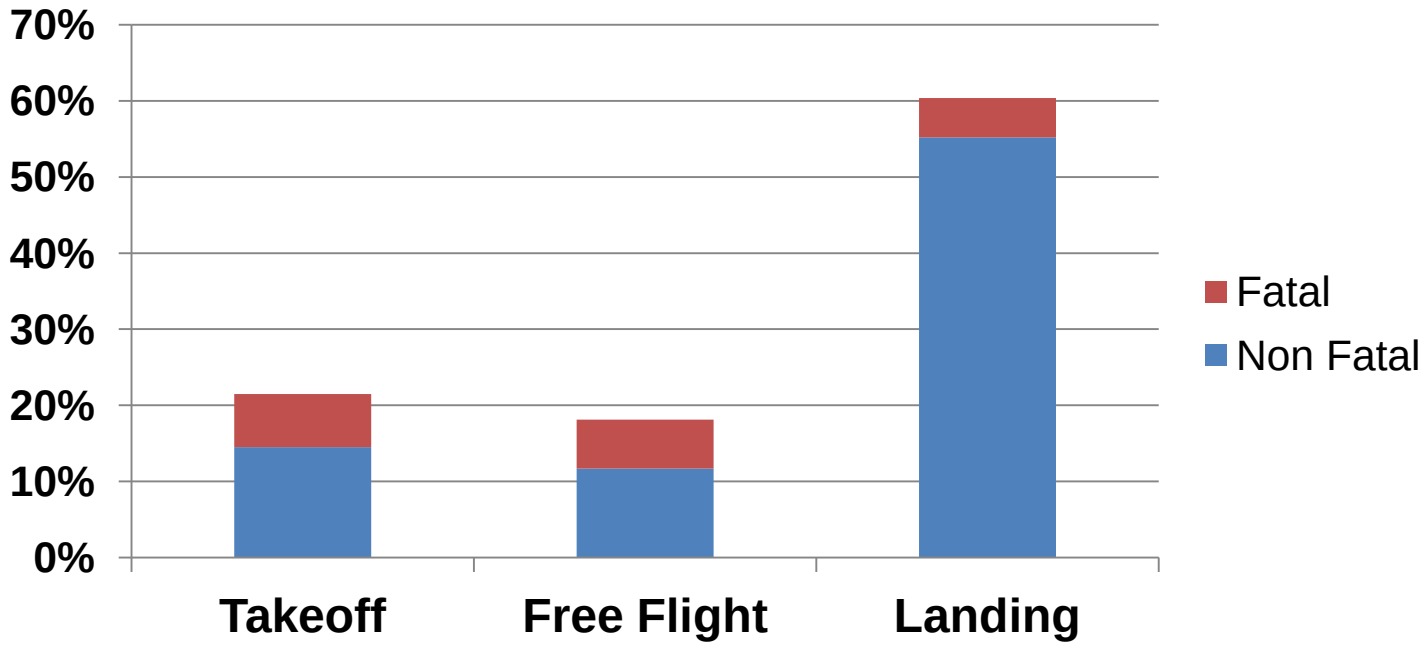
The time for "paperwork" is when the tow plane is not moving.

Only time may be during "Hookup".

And, we have some new Tow Pilots who may need a bit more time.

Glider Accident Summary

- Data from 2008 – 2013
- 172 accidents reported to NTSB
- SSF categorized into three Types



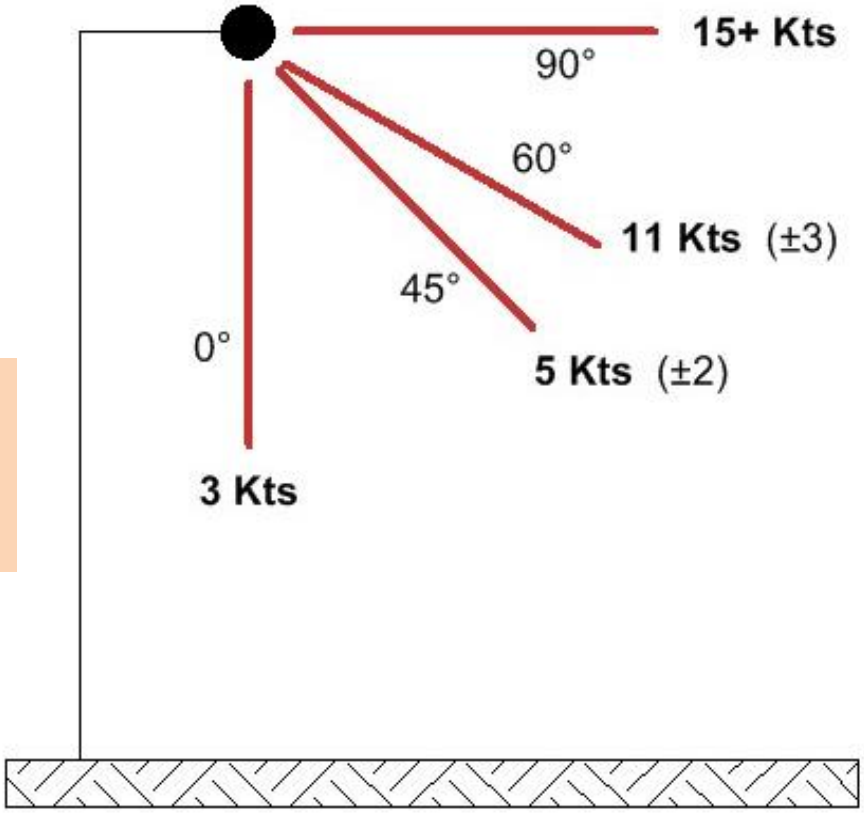
What fact is painfully obvious?

Safety Review

Windsocks

“Wind Cones” (AC 150/5345-27C)

Windsocks shall orient themselves to the wind at 3 Kts and shall be fully extended at 15 Kts.



Safety Review

Checklists

Pre-Takeoff	**Pre-Takeoff**	**Pre-Landing**
A altimeter (& instruments)	C controls	R radio
A airbrakes	B ballast	U undercarriage
B ballast (as in W & B)	S straps	F flaps
B belts	I instruments	S speed
C controls (flight; trim; flaps)	F flaps	T trim
C cable	T trim	A airbrakes
C canopy	C canopy	L look (wind sock)
D dolly	B (air) brakes	(obstructions)
D direction of wind	E emergencies	
E emergencies		

Safety Review

Landing Checklist Considerations

Pre-Landing Checklist should be completed before descending through pattern altitude (5300) (Before the IP).

➢ **R** – Radio	Make radio call at 6000 feet
➢ **U** – Undercarriage	Down and locked if applicable
➢ **F** – Flaps	Set for landing if applicable
➢ **S** – Speed	1.5 Vso + ½ wind + gust factor
➢ **T** – Trim	Set to hold speed with hand off stick
➢ **A** – Airbrakes	Test
➢ **L** – Look Around	Check wind, obstructions and traffic

Safety Review

Landing Tips

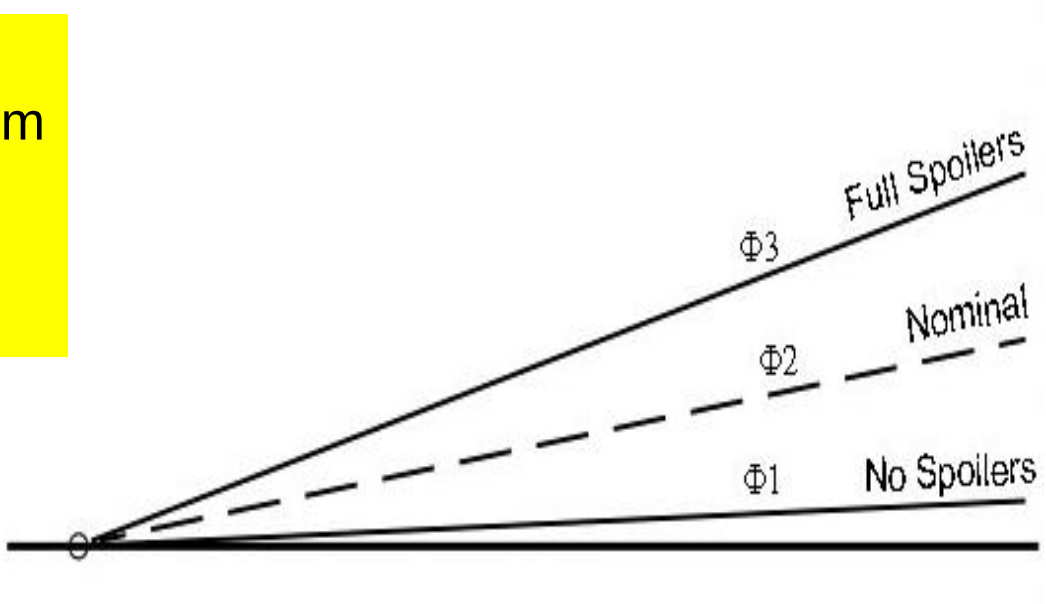
- Turns should be 30 - 45° of bank.
- During your turns you should concentrate on 2 things:
  - **-- Airspeed**
  - **-- Yaw String**

Safety Review

Landing Glideslope

Nominal GS for everyone ranges from 8:1 to 13:1

Use ~ 10:1



Try this experiment ….

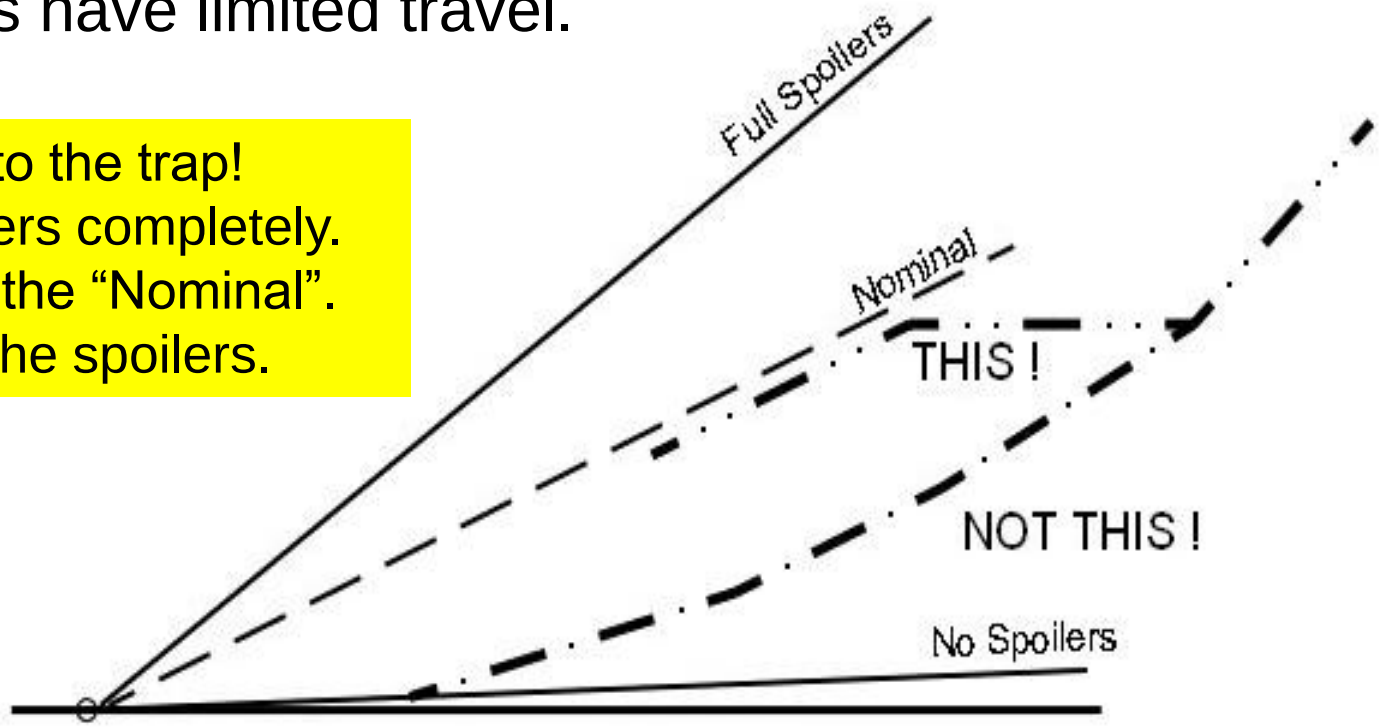
Maintain 60 Kts AS and – 6 Kts VS; look at the spoilers.

Safety Review

Landing Glideslope

Spoilers have limited travel.

Don’t fall into the trap!
Close spoilers completely.
Re-acquire the “Nominal”.
Re-deploy the spoilers.



Safety Review

But Wait ….. There's more !!

What about the landing flare ??

Your spoilers should be partially open:

> *To help prevent Ballooning*

> *To help recover from Ballooning*

Safety Review

High Wind Landings

At ASG it is only a question of when not if …….

$V_{approach} = 1.5\ (V_{stall}) + ½\ (Wind) + (Gust\ Factor)$

Safety Review

High Wind Landings

Example: **Vstall = 40 Kts**

Winds are 20G25 (20 gusting to 25)

Gust Factor = 25-20 = 5 Kts

Vappr = 1.5(Vstall) + ½(Wind) + (Gust Factor)

Vappr = 1.5(40) + ½(20) + (5)

Vappr = 75 Kts

What's your ground speed on downwind?

What are the 4 common mistakes?

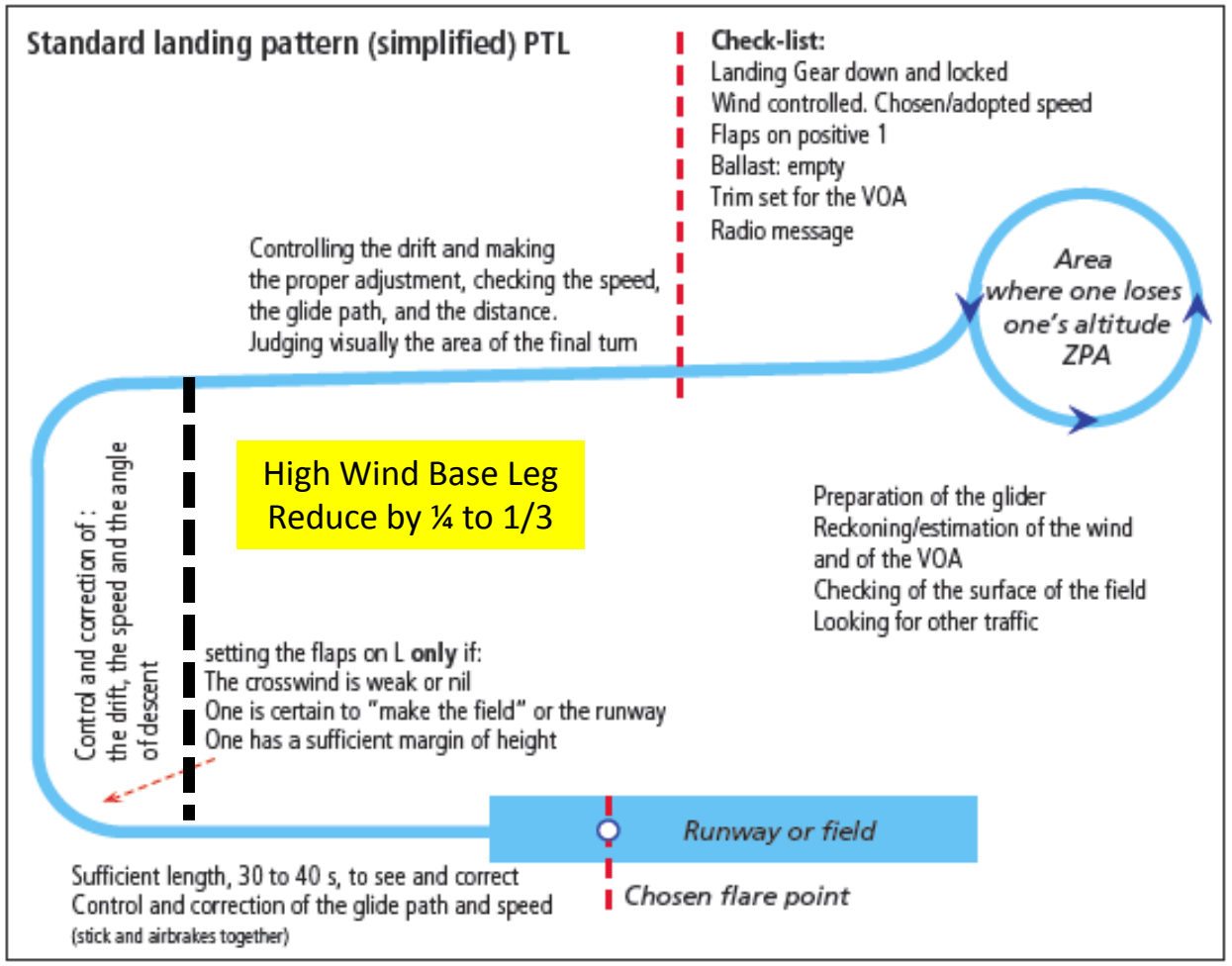
Safety Review

High Wind Landings

4 Common Mistakes

- Raising nose to go slower
- Extending Downwind
- Not turning Base sooner
- Not crabbing on Base

Safety Review



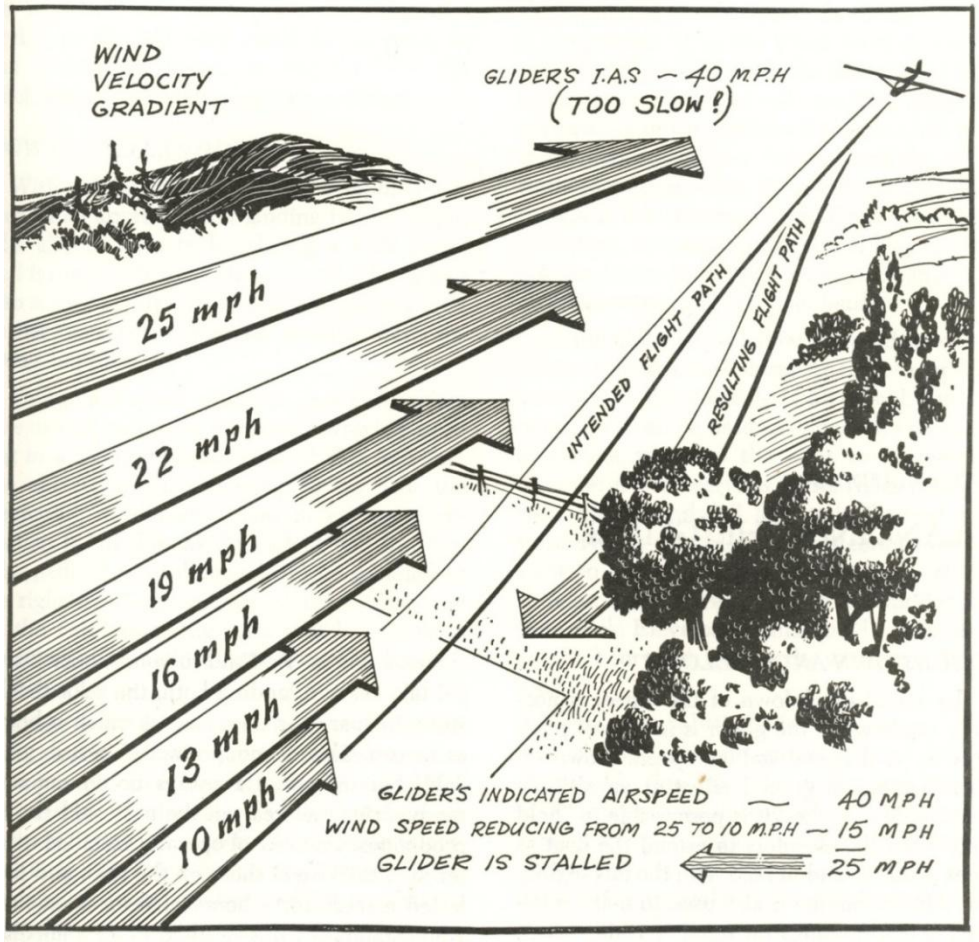
Safety Review

Descending thru wind shear means:

Progressively lowering your nose to maintain <u>airspeed</u>.

And

Progressively closing spoilers to maintain <u>glideslope</u>.



Safety Review -- Launching

There are at least 3 people involved in this process.

Not everyone fully understands the responsibilities and the authorities associated with these tasks.

We felt a review would be helpful.

Safety Review -- Launching

Task	Wing Runner	Glider Pilot	Tow Pilot
Fetch Rope	**Stop Signal** > Not too late > Careful with moving rope		**Bring Close** > Obstructions
Hookup	**Ask Permission** > Show the Ring	**Give Permission** > Right Ring > No weak link > Ready for a jerk?	
Remove Slack	**Give Signal**		**Removes Slack** > Smoothly?

Safety Review -- Launching

Task	Wing Runner	Glider Pilot	Tow Pilot
Raise Wing	**Raise Wing !!??** > Tail dolly? > Canopy closed? > Spoilers closed? > CG release? > Slack in rope? > Flaps down? > Pattern clear?	**Thumb Up** > Pre T/O Checklist complete > Ready for Takeoff	
Takeoff	**Give Signal**	**Radio Call** > St/by for Rudder > Or, Ready for T/O > Rudder waggle	**Takeoff** > Wing up > Radio call > W/R signal > Rudder waggle

Safety Review

Air Sailing

The End

2018

Tow Pilot Corner

Tim Tobin

ASI Towing Summary -- 2017 Summer Season (May 1 thru Sept. 10, 2017)

Tow Plane Utilization (Tows)

	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.	**Totals**
Red Tow	38	36	21	47	63	123	139	**467**
Blue Tow	45	27	46	61	60	73	88	**400**
Totals	83	63	67	108	123	196	227	**867**

Tow Pilot Participation (Tows)

Tow Pilot	**Red**	**Blue**	**Total**	**%**
E. Lord	133	138	271	31
J. Scott	64	70	134	15
P. Casti	70	34	104	12
R. Spielman	33	44	77	9
T. Tobin	27	46	73	8
D. Swoboda	48	16	64	7
T. Armstrong	29	11	40	5
C. Wheeler	15	19	34	4
C. Armstrong	14	15	29	3
E. Winchester	17	0	17	2
E. Kornfield	8	7	15	2
G. Phillips	9	0	9	1
R. Harris	0	0	0	0
R. Peterson	0	0	0	0
P. Osbourne	0	0	0	0
				100
TOTAL	**467**	**400**	**867**	

Towing Summary for 2017 Summer Season

Tow Pilot Roster

ACTIVE Tow Pilots
Armstrong, Christopher
Armstrong, Tristan
Benson, Gene
Casti, Pete
Harris, Roger
Lord, Ed
Phillips, Gary
Scott, John
Stone, Rob
Tobin, Tim
Wheeler, Curtis
Wood, Andrew

Trainees
Daniel, Rob
Fisher, John
Karam, Spencer
Larkin, Bob
Pericich, John
Schwarz, Griffin
Winchester, Ed

Good news !

We have some new Tow Pilots and several more being qualified.

Aero Retrieves

Aero Retrieves must be requested at least 3 hours before sunset.

Tow Pilot tasks for an Aero Retrieve

- *Fuel plane*
- *Wind up tow rope*
- *Secure an extra tow rope*
- *Grab wing wheel and tape*
- *Flight Planning (Airport navigation, runways, frequencies)*
- *Flight out*
- *Ground ops*
- *Flight back with circling climb*
- *Wind tow rope*
- *Fuel plane*
- *Put plane in hangar*

Tow Pilot Scheduling

Tow Pilots will be automatically scheduled for Thursday thru Sunday.

This is our goal.
This needs to be verified by checking the Google Calendar.

Pilots hoping to fly on Thursday / Friday should notify the listed Tow Pilot that they intend to show. If they have no customers, they may assume there is no point in coming out.

Tow Pilots will be ready at 11 AM unless an earlier start time is negotiated.

Tow Pilot Scheduling

Monday Tuesday Wednesday Thursday Friday Saturday Sunday

Check the Tow Pilot Schedule first

You may request a Tow Pilot by entering your request into the **Tow Pilot Schedule**.

-- OR ---

Send them an E-Mail at:
ASGTowPilots@GoogleGroups.com

Subject: Need Tow Pilot on Day/Date

Tow Pilots will be automatically scheduled for Thursday thru Sunday. They will be available starting at 11 AM. To support earlier training flights contact the scheduled Tow Pilot directly.

We hope to schedule two (2) tow pilots on the weekends.

Be sure to check the Tow Pilot Schedule before coming out.

Tow Pilot Scheduling

Air Sailing, Inc. is a not-for-profit, tax exempt membership organization established in 1970. In 1997 Air Sailing received a land patent
Land Management to operate an educational soaring facility on the site in perpetuity. That secures soaring as a part of the Palomino Va
recreational landscape for the foreseeable future.

Revenue is derived from memberships, donations, fund raising, an annual banquet, educational soaring events, hangar/tiedow

The gliderport is located in the Warm Springs Valley, just 25 miles northeast of Reno, Nevada.

Clubhouse Phone: 775-475-0255

History of Air Sailing

Tow Pilot Schedule

Tow Pilot Scheduling

NSA has A Facebook Page

Donate to ASI With Paypal

You may use the comment field to indicate a specific purpose of your donation

Tow Pilot Schedule & Scheduling Instructions

See, they're both right here !!

Get Tow Pilot contact info here.

NOTAMs

Soaring Forecast

Tow Pilot Info Page

Accessing the Tow Pilot Schedule

The calendar can be viewed thru the ASI website but cannot be modified there.
To enter your request you must access this calendar thru the internet.

The easiest way to find it is to search on “Google Calendar”.
(www.google.com/calendar)

The account is “Towsked@gmail.com”
If you don’t see it then click “Choose another account” and enter it.

Account: Towsked@gmail.com
Password: **AirSailing** (one word; capital A and S)

Once in the calendar please be careful to not modify other people’s entries.

Accessing the Tow Pilot Schedule

<u>To Add your Request</u>
[1] Left click on a Day
[2] **Event:** <Need TP at 10 AM R. Stone 925-586-9619>
[3] Click **Create**

<u>To Edit your Request</u>
[1] Left click on your event
[2] Click on E
[3] Click

<u>To Remo</u>
[1] Left cl
[2] Click **D**

These details are on the Website.

When finished, you may just close the page, or, in the extreme upper right corner there is a green circle “T” with a “Sign Off” option.

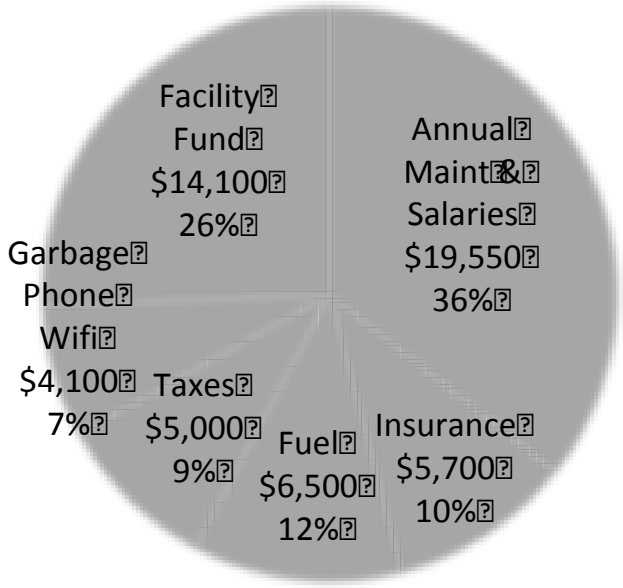
2018

ASI Financials

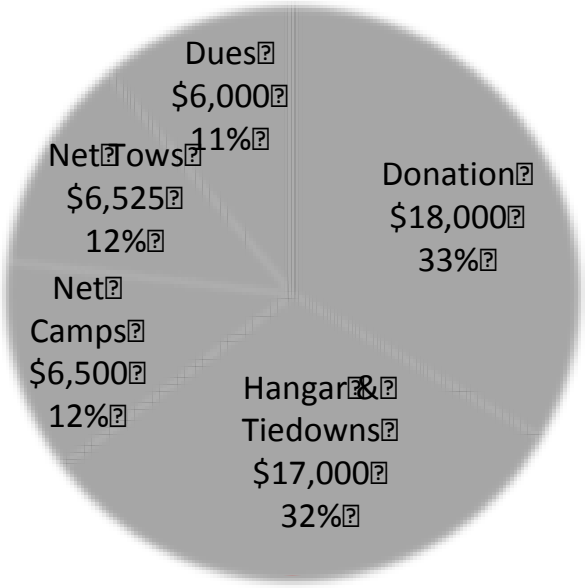
Ty White

2018 ASI Budget

2018 Expenses: $54,950

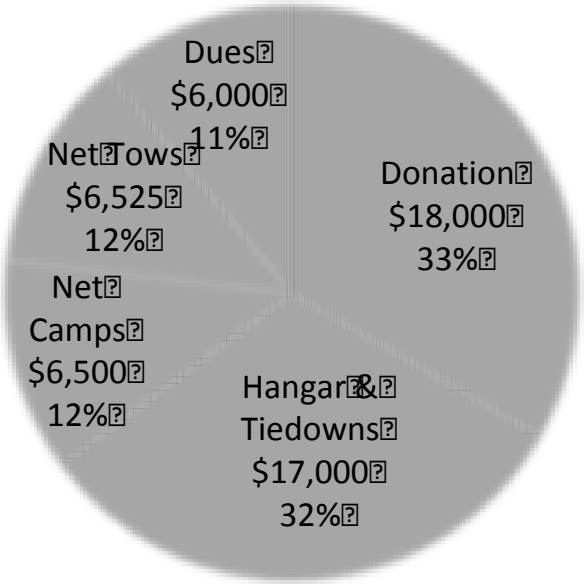


2018 Net Income: $54,025



2018 ASI Budget

2018 Net Income = $54,025



- 172 ASI Members
  - 58 NV residents
  - 78 CA residents
  - 70 took tows in 2017 (active)
- $15,609 donated to Op Fund in 2017
  - 69 donors
  - $226 average contribution
- $18,000 in donations needed in 2018
  - $105 per member
  - $257 per active member
  - Suggest $100-250 donation

2018

Drones & Accounting

Terry Duncan

UAS Test Ops at Air Sailing

The Agreement

- ASI has signed a Letter of Agreement with Nevada Institute for Autonomous Systems (NIAS) that allows NIAS to conduct UAS testing at Air Sailing
- NIAS is a nonprofit organization working under the Nevada Governor's Office to promote UAS related business in the state
    - They operate under a FAA approved test program, with FAA oversight

The Agreement

- Why are we participating?
  - to influence how UAS operations are approached in our soaring playground.
  - To have more insight into UAS ops in our valley than we'd have if they test elsewhere
  - to be good NV citizens

Test Ops

- Test ops must be scheduled in advance. Tim Tobin and Rob Stone are ASI's POCs for scheduling
  - Testing requires prior ASI concurrence
  - ASI gets to review the test plans prior to test flights
- No soaring ops during UAS testing at the field
  - CFIG instructional flights and tow pilot training at CFI's discretion (coordination with Tim/Rob).
- Will schedule UAS testing in mornings / weekdays to minimize impact to soaring
- Air Sailing will have rep onsite for all testing
- No overflight of ASI structures or aircraft

Logistics

- Will use tow pilot schedule to communicate the time blocks for UAS testing as they are scheduled
- NIAS will publish NOTAMs for test events
- ASI will notify Minden and Truckee sites when testing is scheduled at Air Sailing.

Soaring Safety Considerations

- We know NIAS has a test agreement with Tiger Field, and probably has agreements with other fields in our soaring area
- *Pilots should check NOTAMS for airports along your planned flight to know whether UAS testing is occurring at/around those fields*

Air Sailing, Inc.

Accounts

There have been some changes in the way your Air Sailing accounts are handled

This presentation highlights the process

Air Sailing, Inc.

Two Accounts

Red Tow Account

Hangar & Tie Down Account

Members of Air Sailing have two operating accounts:

Red Tow Account
Hangar & Tie Down Account

Air Sailing, Inc.

Two Account Managers

Red Tow Account
Terry Duncan

Hangar & Tie Down Account
David Volkmann

Each account has an Account Manager:

Red Tow – Terry Duncan
Hangar & Tie Down – David Volkmann

Air Sailing, Inc.

Account Invoices

Red Tow Account
Monthly Invoices from Terry

Hangar & Tie Down Account
Quarterly Invoices from David

Periodic invoices are sent via e-mail

Air Sailing, Inc.

Account Questions

Red Tow Account

Invoice changes or questions:
tduncan11@comcast.net

Hangar & Tie Down Account

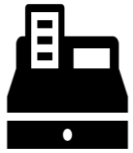
Invoice changes or questions:
drvolkmann@charter.net

If any items on your invoice are incorrect or missing, please simply adjust the invoice and remit

Send the adjusted invoice back to the Account Manager

Air Sailing, Inc.

Account Remittance



Red Tow Account
"Red Tow"

Hangar & Tie Down Account
"H&T"

Memo your check with the account so the Treasurer knows which Account Manager to notify

Air Sailing, Inc.

Account Remittance

Red Tow Account

"Red Tow"
"Invoice [#]"

Hangar & Tie Down Account

"H&T"
"Invoice [#]"

Memo your check with the invoice number so the Account Manager knows which invoice is being paid

Air Sailing, Inc.

Account Remittance

Remit for Both Accounts to:

Air Sailing, Inc
C/O Ty White, Treasurer
5973 Kolb Ranch Dr
Pleasanton, CA 94588

Remit your check to Air Sailing, Inc., C/O Ty White, Treasurer

Ty will have the Account Manager credit your account after Ty receives your check

Air Sailing, Inc.

Thank You!

Break Time

10 minutes

2018

My Bad Day

Ed Winchester

2018

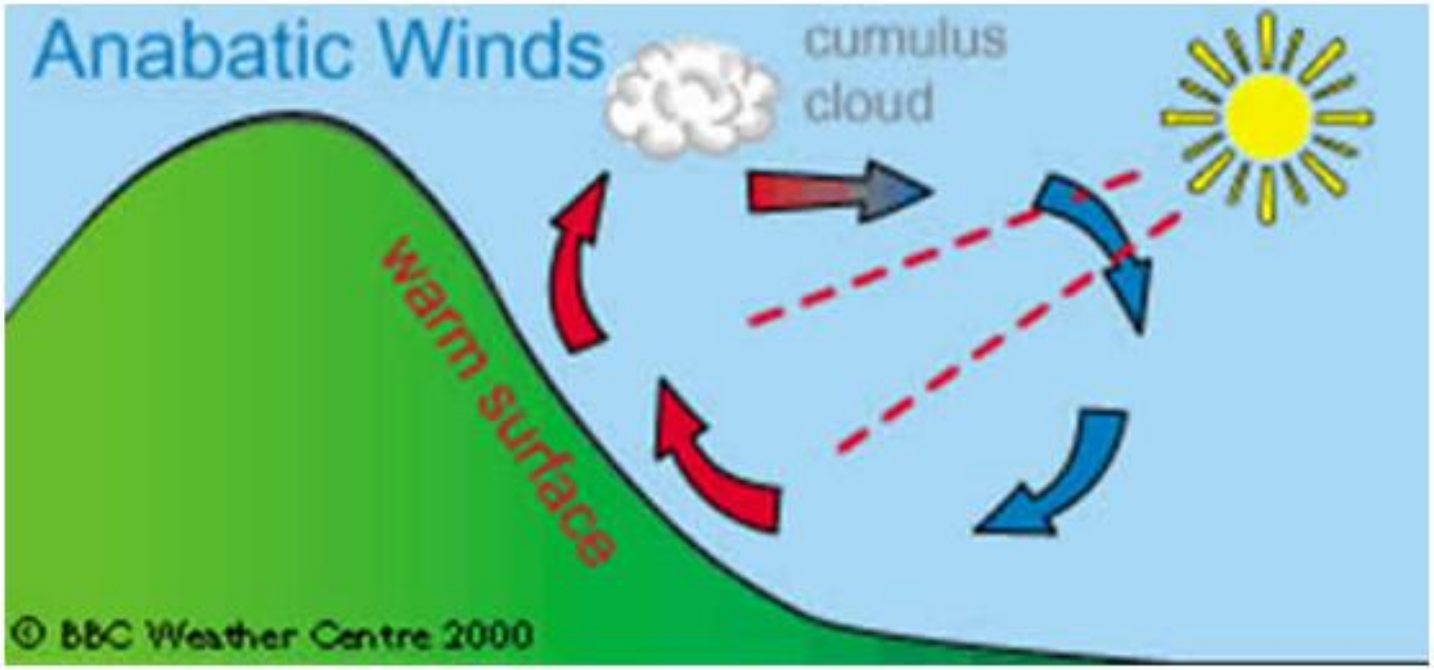
Crash in the Whites

Larry Suter

Crash in the White Mountains- 6/22/17

Larry Suter- CFI-G

Getting to the top of the White Mountains often requires use of Upslope Winds (anabatic winds)



- **Especially true earlier in the day**
- **Provide lift within a few wingspans of the heated surface (work it similar to ridge)**
- **Upslope wind can become a thermal at the top of a piece of terrain**
- **Responsible for much of the lift in the Alps and for the development of FLARM**

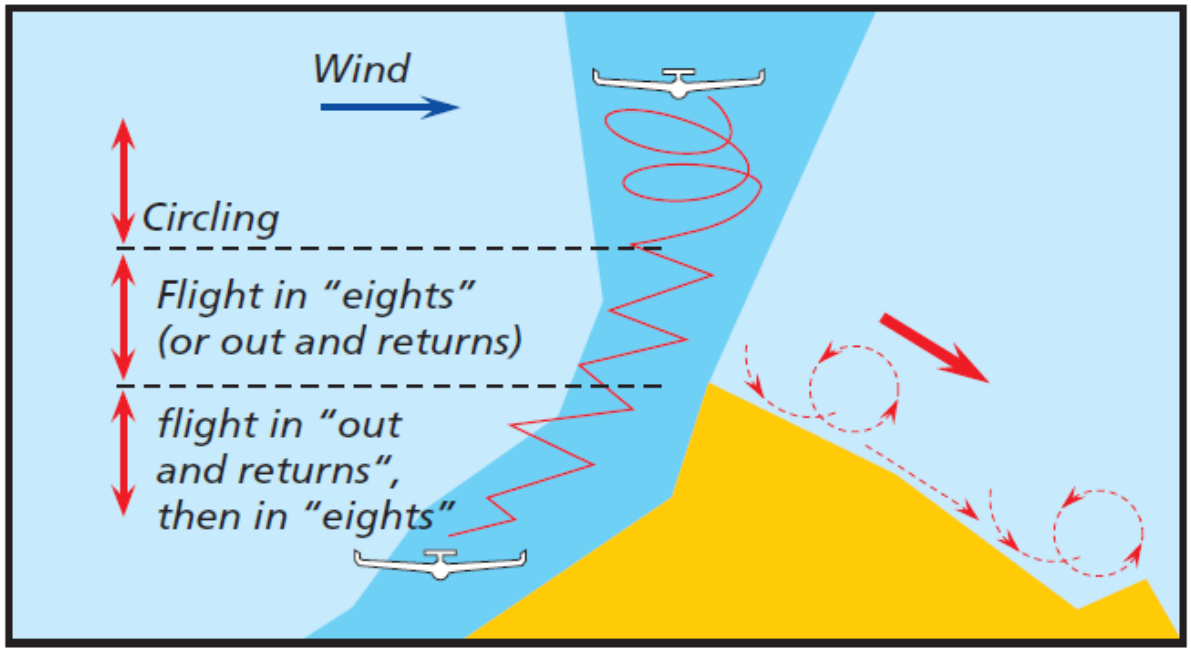
From Thermal Camp 1st day briefing

Flying near mountains is dangerous

You must be well clear of terrain when circling using any circling technique.

Don't use a circling technique near the Dogskins or Red Rocks when part of your circle will be less than 500' above the terrain underneath

When less than 500' above terrain, fly figure-eights



From Thermal Camp 1st day briefing

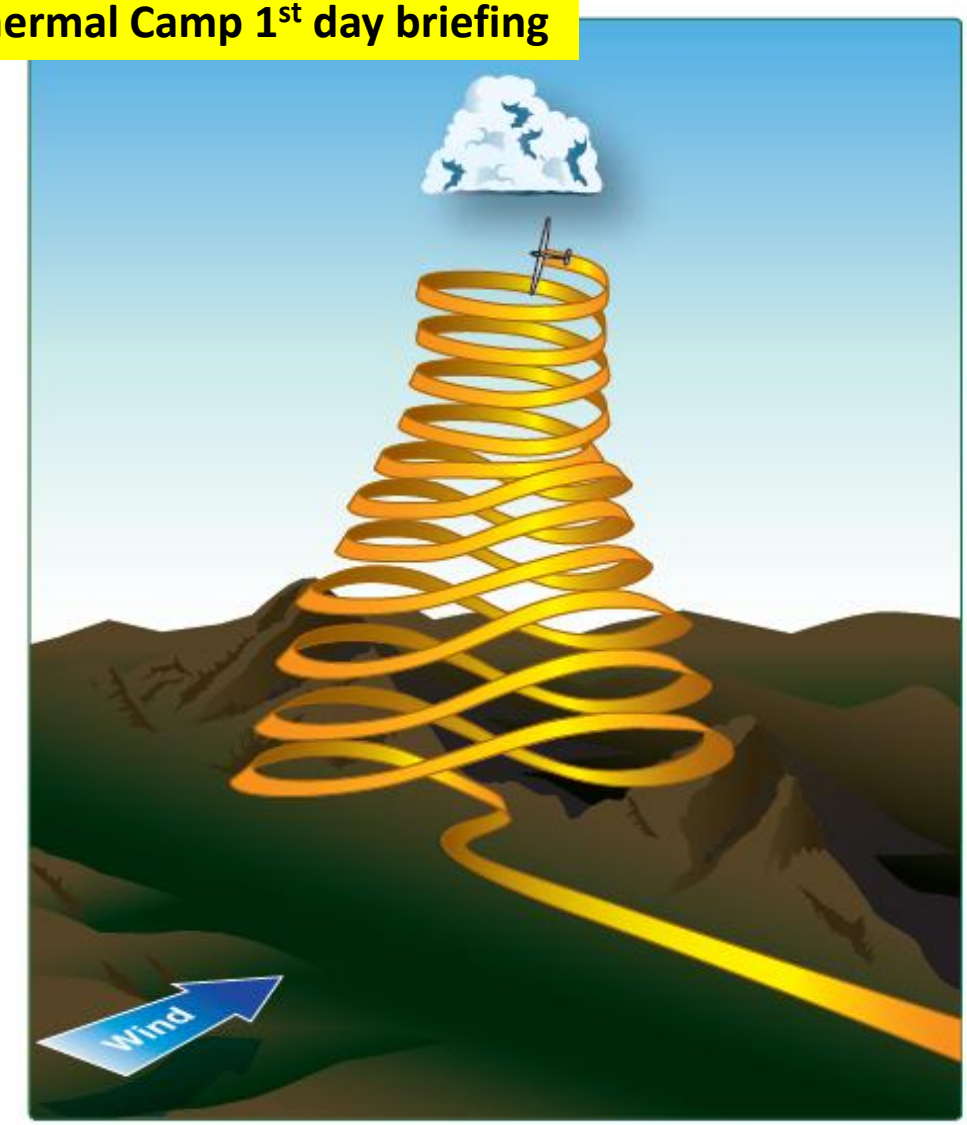


Figure 10-24. *One technique for catching a thermal from ridge lift.*

Figure-eights

Never "aim" more than 30 to 45 degrees into the mountain (where 90 degrees would be right at it)

Airspeed well above minimum sink speed for good control authority (>60 kts glass; 60 mph Schweizer)

Always ready to turn away from the mountain

We have several instructors, mentors and two-place gliders to help you learn figure-eight climbs and we'll be talking more about it tomorrow.

From my 6/24/17 note to Air Sailing Safety Committee on the White Mountain crash

I spent a fair amount of time Friday and Saturday talking with Dan and reviewing his flight trace with him.

Dan was using an unorthodox method of trying to climb the Whites which he thought mimicked a technique Ed Lord had used the previous day when they went on an area familiarization flight in 1CH.

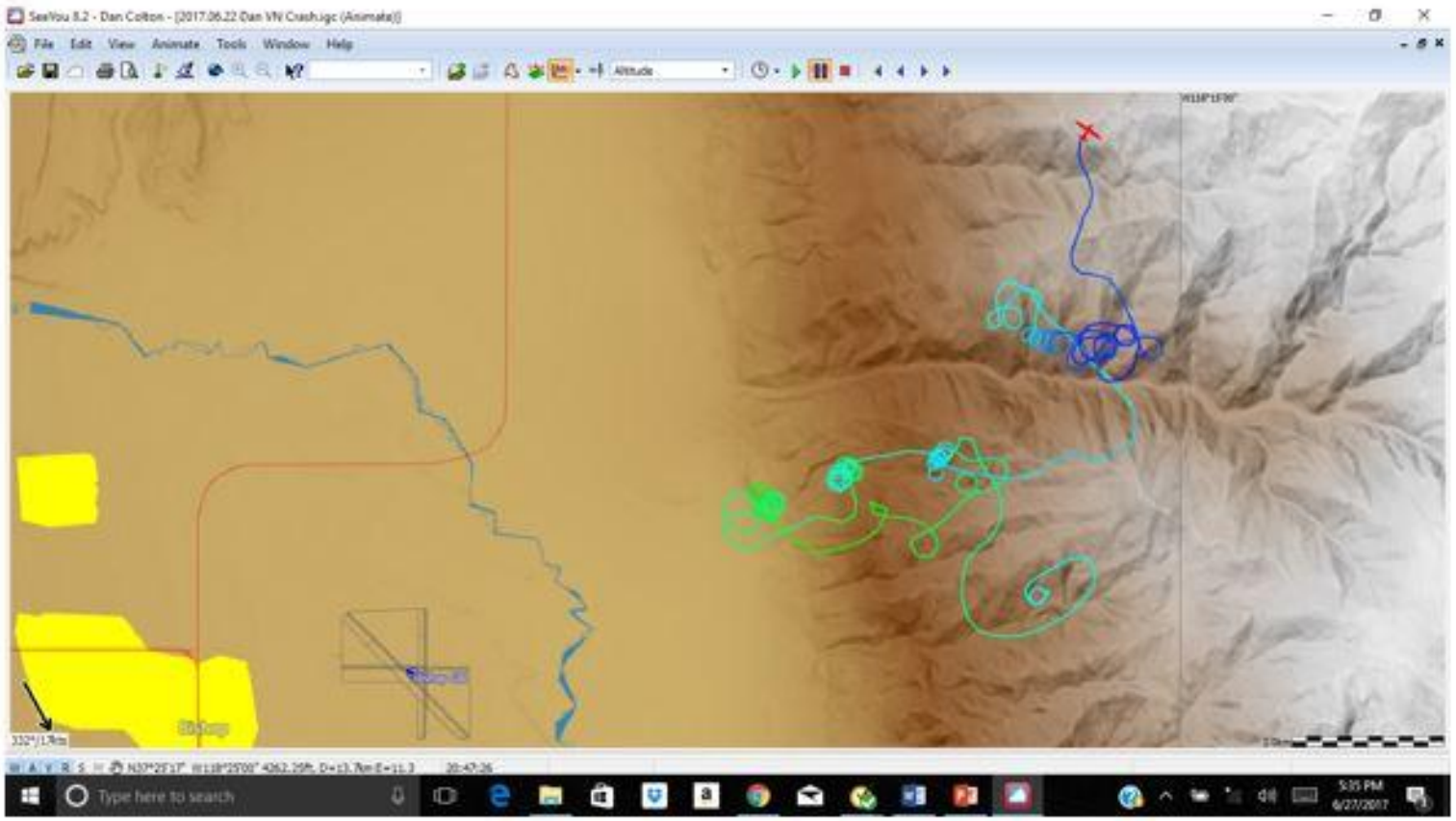
Instead of using classic figure of eights when in the vicinity of terrain, Dan says he was traversing the spines, diving for speed in sink between spines and pulling up as he approached the next spine to try to take advantage of any lift on top of the spine.

Thus he was speeding up when leaving terrain and slowing down when approaching it; opening the possibility of being low and slow close to some spines.

There is no evidence in the igc file of Dan flying a figure of eight anywhere in the flight.

From Dan's talk on the VSA website

The Trace



From my 6/24/17 note to Air Sailing Safety Committee on the White Mountain crash (continued)

WRT training for flying in the vicinity of terrain, Dan attended Thermal Camp in 2014 where he would have:
-heard John Scott's talk on Safety in Mountain flying on day 2.
- would have seen my two slide admonition (shown a few slides ago) at the end of the first morning

Dan' had a ridge flight with Ed in 1CH once at Air Sailing but tells me they didn't do figure of eights to climb.

He had never received formal ridge instruction from a flight instructor.

From my 6/24/17 note to Air Sailing Safety Committee on the White Mountain crash (continued)

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Dan' had a ridge flight with Ed in 1CH once at Air Sailing but tells me they didn't do figure of eights to climb.

He had never received formal ridge instruction from a flight instructor.

Not using proper soaring technique when near terrain was the fundamental cause of this accident.

Flying near terrain is dangerous. Ridge instruction is available.

Where can you get ridge instruction?

Air Sailing on the Red Rocks and, less frequently, on the Dogskins

- **NSA instructors**
- **I'm an NCSA instructor who can give ridge soaring instruction at ASI**
- **Dan writes, (what he learned from the flight trace shown two slides ago) "was not as valuable to me as was the the flight training I received from Mark Montague up at ASI after the accident."**

2018

Emergency Response

Gene Benson

2018 Emergency Response

What is the emergency?

Medical

Police

Fire

2018 Emergency Response

Do you need help beyond what is present?

No, carry on, best of luck

Yes, activate 911 system

2018 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.

2018 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?

2018 Emergency Response

Know where you are before dialing 911

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

2018 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 ¼ to ½ 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.

2018 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.

2018 Emergency Response

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

In an emergency do not delay activating the 911 system.

2018 Emergency Response

These are life threatening symptoms, request an air ambulance.

2018 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 in coming air ambulance on the medical condition of the patient.

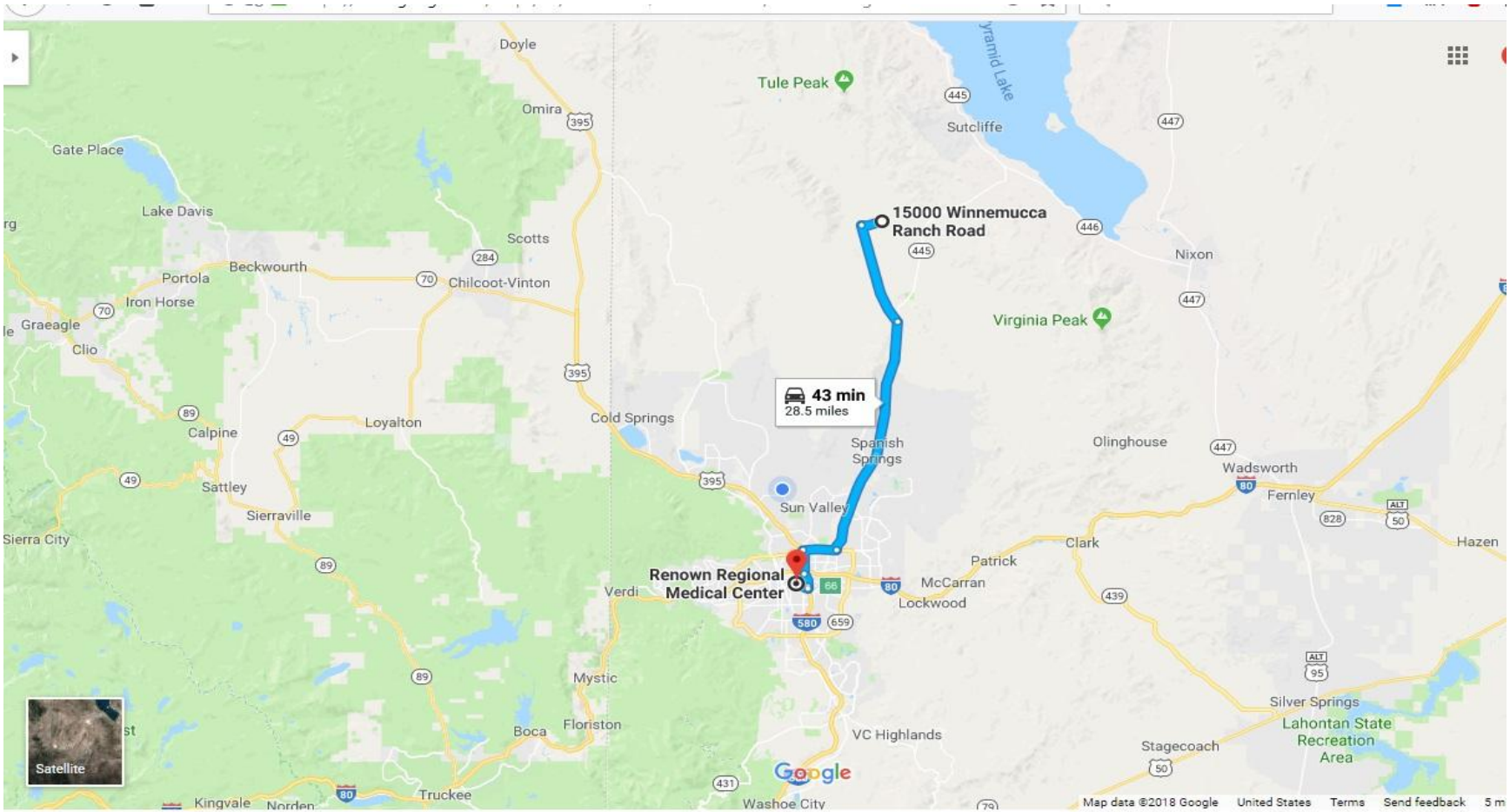
2018 Emergency Response

REMSA air ambulance service

2018 Emergency Response

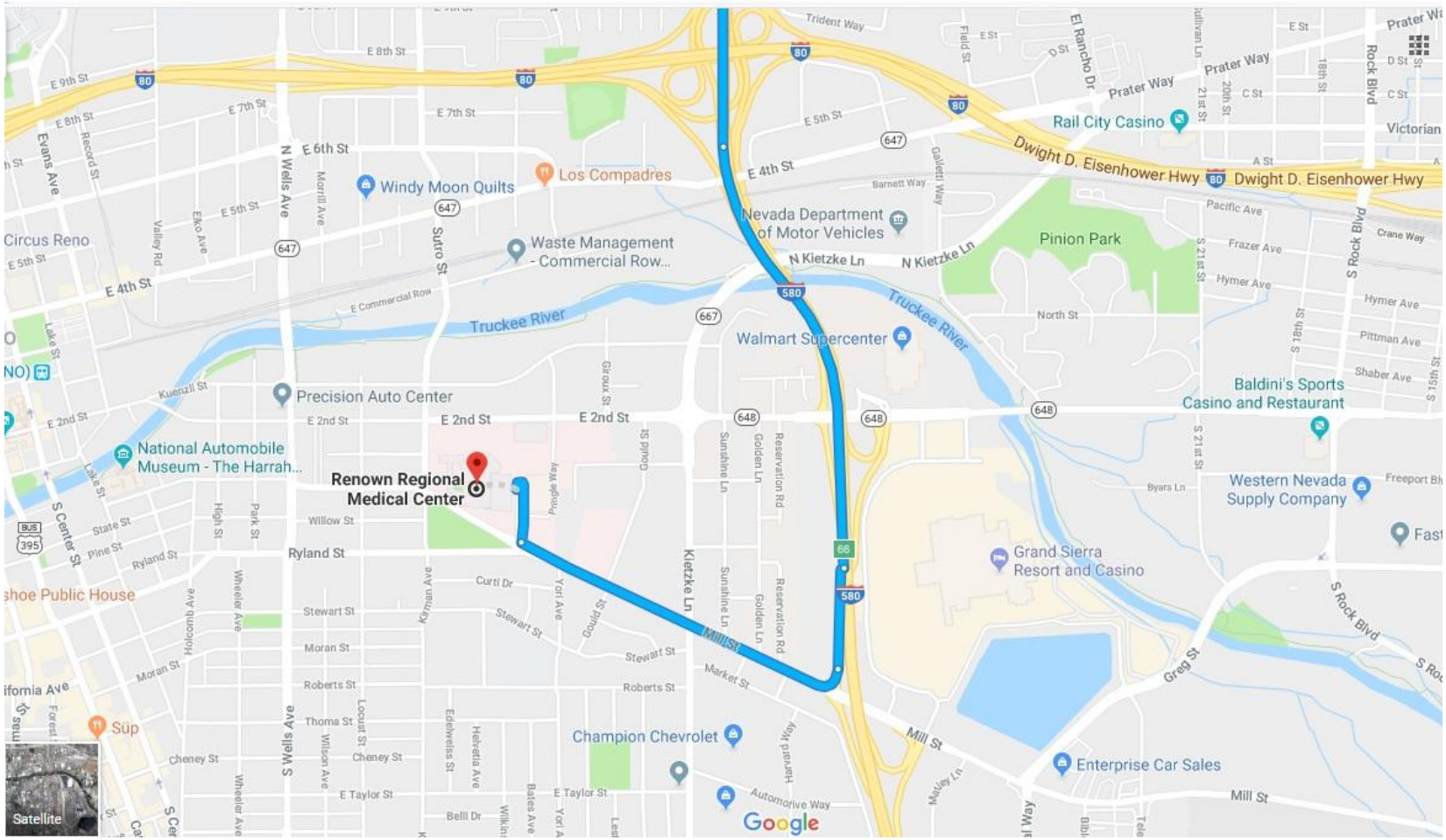
Renown is the ONLY trauma center between Sacramento and Salt Lake City. Trauma centers offer the best possible treatment facility and personnel for patients.

2018 Emergency Response



1155 Mill St, Reno, NV 89502

2018 Emergency Response



2018 Emergency Response

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.

2018 Emergency Response

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

202 Los Altos Parkway

Sparks, NV 89436

2018 Emergency Response

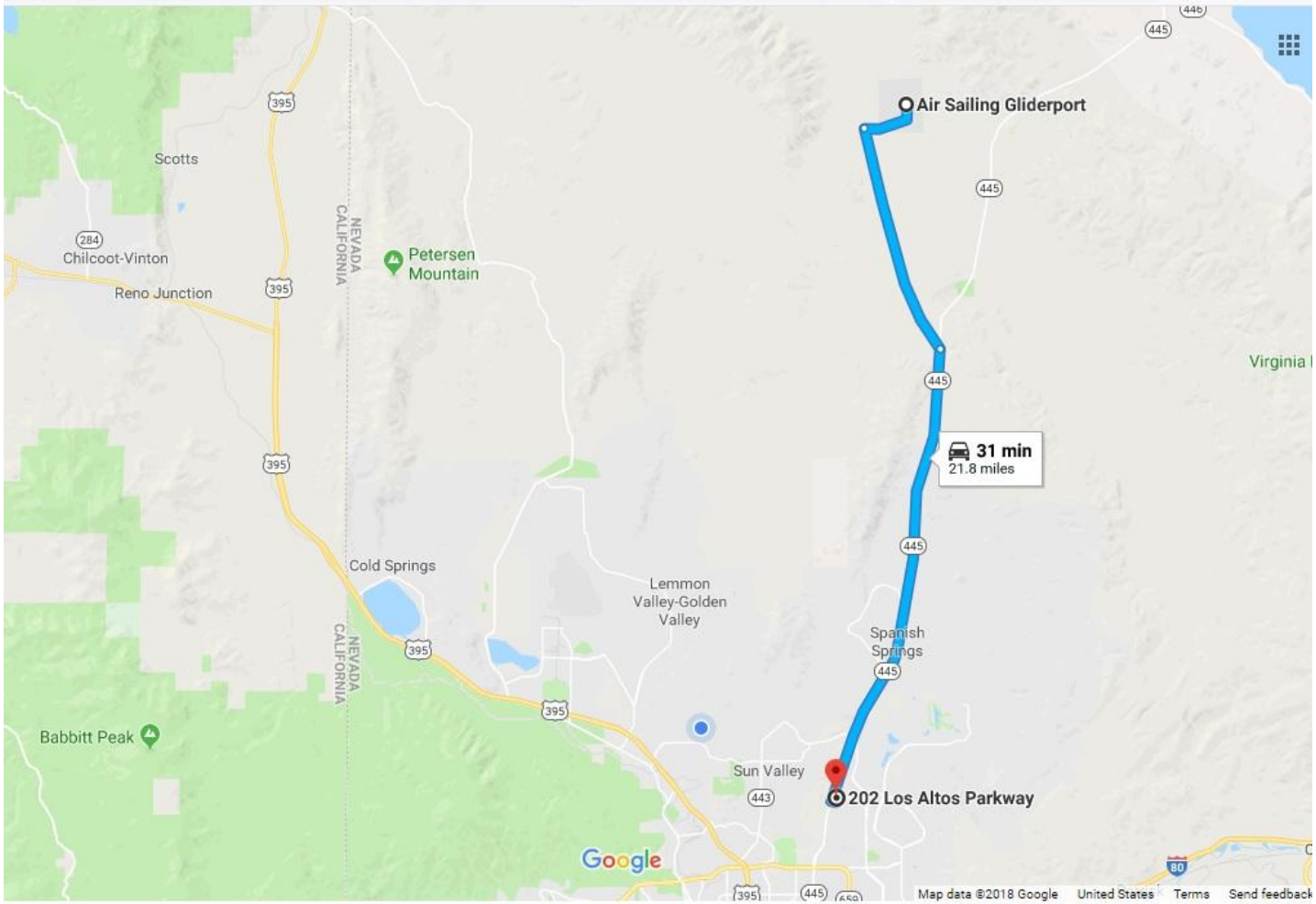
Renown Urgent Care hours

Monday – Friday 8:00 AM 7:00 PM

Saturday and Sunday

9:00 AM 5:00 PM

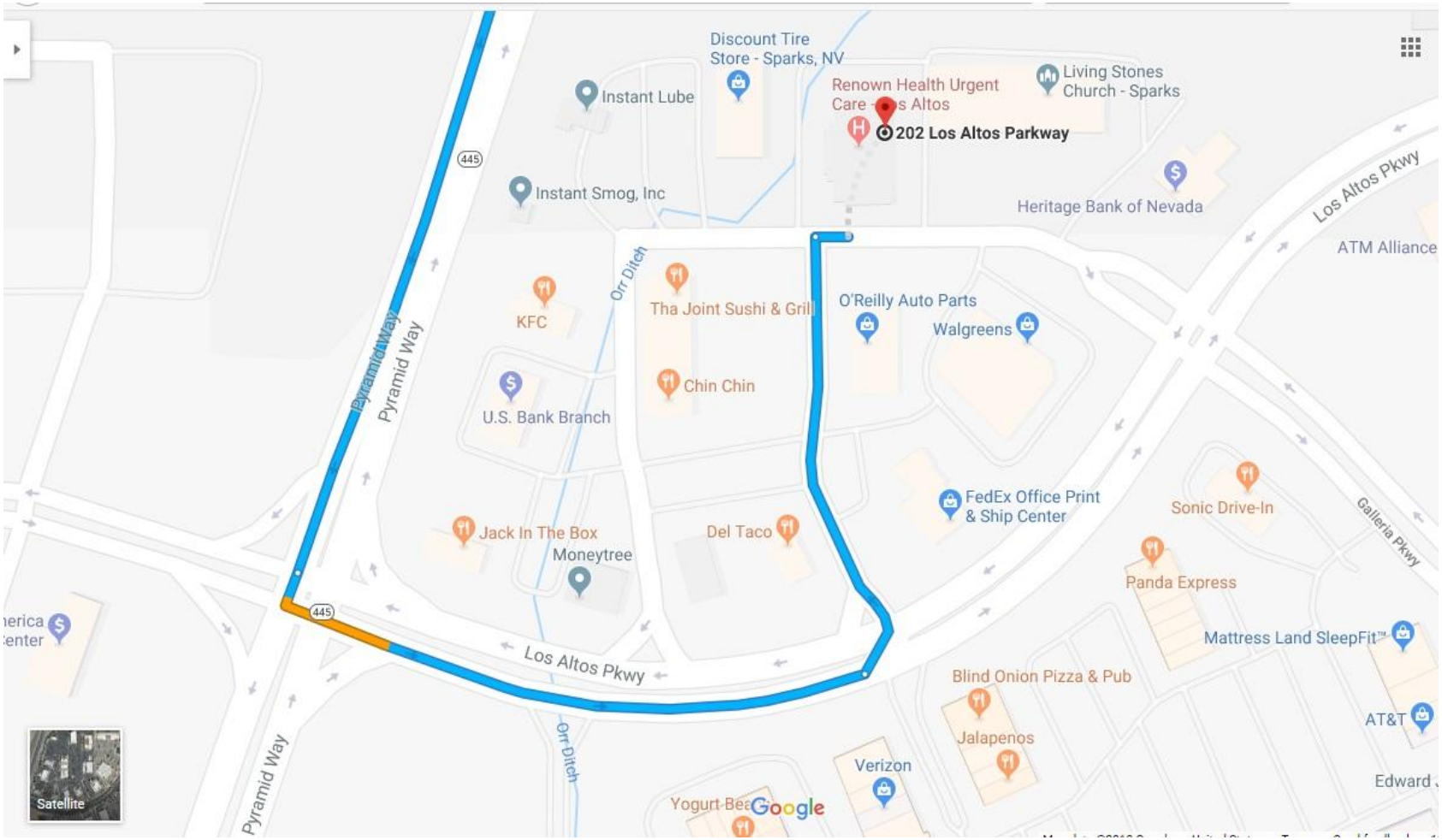
2018 Emergency Response



Urgent Care

202 Los Altos Parkway, Sparks NV 89436

2018 Emergency Response



2018 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.

2018 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.

2018 Emergency Response

- End

2018

Annual Safety Briefing

Gene Benson

2018 Safety Briefing

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

2018 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

2018 Safety Briefing

2. Obtain TFR and Weather brief before flight

3. Be careful with other people's aircraft. If you need to move them get help.

4. Critical Assembly and Positive Control checks before first flight

Have another pilot visually double check that you have hooked everything up correct.

Use the manual and checklist.

Do a positive control check before first flight

2018 Safety Briefing

5. 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.

6. 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.

7. Have your aircraft preflight inspection complete with glider and pilot ready for flight before towing to the runway.

2018 Safety Briefing

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

2018 Safety Briefing

8. 2nd and 3rd position gliders on the line should be in their cockpit, strapped in and checklist complete as far as practical.

- If no ground crew is present to hook you up, or a very long tow is expected, you can wait to get in to your cockpit but do as much of your checklist outside as possible to ensure that you and your plane are ready for flight.

2018 Safety Briefing

9. 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 taxing 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.

2018 Safety Briefing

10. Be extra careful around a tow plane.
Always stay clear of the propellers.

Stay behind the wing and clear of the horizontal stabilizer.

11. Have your pre-takeoff checklist complete before taking off.
BUT don't be hurried.

2018 Safety Briefing

Even very experienced pilots make mistakes. Look around and be cautious of anything that is moving.

2018 Safety Briefing

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.

2018 Safety Briefing

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; like streaming gas from the fuel caps or smoke coming from the engine.

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

2018 Safety Briefing

Traffic hazards come in many sizes and shapes.

2018 Safety Briefing

15. Gaggle flying

- Always keep a sharp eye out for traffic and do not get your head stuck in the cockpit while thermalling.
- You need to keep your aircraft in coordinated flight as to prevent spin or stall entry and collision with aircraft near by.
- Thermal rules apply; first person in a thermal sets the direction of turn for other pilots arriving in same thermal.

2018 Safety Briefing

Gaggle flying has hazards

2018 Safety Briefing

16. GPS/ flight computers

- Don’t become a student of the battery eating instructor. The GPS is there to assist “you” and not distract you.
- You should be competent enough to fly without any electronic aids before complicating your piloting load with electronic distractions.
- Don’t follow your GPS blindly into the ground or into other traffic.

2018 Safety Briefing

17. 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. A cross country pilot needs to be able to do cross wind landings to make the most of land out options.

2018 Safety Briefing

18. 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)

2018 Safety Briefing

19. 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

2018 Safety Briefing

20. Important Frequencies

- On tow or below 7,000 MSL – 122.9
- Off tow and above 7,000 MSL – 123.3
- NorCal Tracon – 126.3
- Reno ATIS – 135.8
- Glider Transponder Code 1202

2018 Safety Briefing

21. 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

2018 Safety Briefing

2018 Safety Briefing

22. 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.

2018 Safety Briefing

23. Consider getting an area checkout from a local CFIG.

24. 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.

2018 Safety Briefing

The End It’s Over

Thanks for Coming !