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## Appendix E     Safety Briefing

1. Read and Sign ASG Operating Procedures
  - Runway incursions
  - Golf carts
  - Foot traffic and Guests on runway
  - Insurance requirements
2. TFR and Weather brief before flight
3. Be careful with other people's aircraft. If you need to move them in the hangar, or out, get the owners assistance if they are available.
4. Critical Assembly and Positive Control checks before 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 flight
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 cannot agree or do not feel comfortable on which runway to use then you should cancel your flight.
6. As pilot in command you are responsible to direct your ground crew while towing out your glider. If a glider is being towed without a PIC then someone needs to take charge and manage the towing of the aircraft. Persons assisting in ground towing will follow the PIC or Tow person-in-command's direction and have authority to stop towing operations if they feel there is any danger whatsoever.
7. Have your aircraft preflight inspection complete with glider and pilot ready for flight before towing to the runway.
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 into your cockpit but do as much of your checklist outside as possible to ensure that you and your plane are ready for flight.
9. As the pilot or ground crew, do not rush the tow pilot. He is dealing with a complex aircraft checklist that is ensuring the safety of your flight. They are also dealing with paper work and trying to keep track of ground crew and other movable hazards.
  - A tow plane that is maneuvered too fast on the ground can be nosed over in the event of a quick stop.
  - 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.

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- 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 out of the propellers arc even while the engine is not running.
    - The safest place around a tow plane is behind the wing, clear of the horizontal stabilizer and clear of the prop wash.
  11. Have your pre takeoff checklist complete before taking off.
  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, cows, dogs or campaigning politicians.
    - 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 rope break emergencies.
  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 nearby.
    - Thermal rules apply; first person in a thermal sets the direction of turn for other pilots arriving in same thermal.
  16. GPS/ flight computers
    - Don't become a student of the battery eating instructor. The GPS is there to assist "you". (a quote from Mark Montague)
    - 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.

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17. During all operation 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.
  
  18. Beware the desert environment
    - Stay hydrated
    - Protect yourself from the sun, heat, & cold
    - Use O2 generously
    - Off field landing areas are few and far between
  
  19. Expect a rough tow
    - Thermals, rotor, & windshear are all common
    - Know how to deal with slack line.
    - Know alternate landing options.
  
  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
  
  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
  
  22. On landing
    - Don't roll out towards anything you don't want to hit.
    - To prevent glider damage or loss of control, don't hook a turn. Roll out as straight as practical.
    - If you can't fight the desire to roll to your tie down, do not turn towards the tie down, roll safely abeam, stop, and then drag your glider over.
    - You may want to roll to a safe area for other aircraft to land after you on the same runway.
    - Don't jump out of your glider in haste for landing traffic; you just might end up in front of them.
  
  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.

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