

Air Sailing, Inc.

Welcome to the

2025 SAFETY BRIEFING

Host: Gene Benson

ASI Trustee

2025 SAFETY BRIEFING

Housekeeping

Air Sailing, Inc.

Welcome to the

2025 SAFETY BRIEFING

Speakers

James MacDonald - Parasail Instructor
Terry Duncan - ASI President
Pete Casti - Chief Instructor
Tim Tobin - Chief Tow Pilot
Gene Benson - Safety Officer

2025 SAFETY BRIEFING

Purpose

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

receive a safety briefing,
read the current Air Sailing Special Information Guidance
read the Operating Procedures Manual,
certify your understanding of that manual,
sign a waiver of liability, and
provide proof of acceptable aircraft insurance.
Pay attention, there are several changes this year.

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

Air Sailing, Inc.

2025 SAFETY BRIEFING

- James MacDonald - Parasail instructor
- Auto tow parasail launching is happening on Winnemucca Ranch Road
- There may be 4,000 feet of tow cable in the air above Winnemucca Ranch Road
- Parasails are soaring in Warm Springs Valley
- NOTAMS are being posted on the FAA website

Air Sailing, Inc.

2025 SAFETY BRIEFING WEBINAR

Presentation

CFIG Town Hall

Pete Casti



2025 SAFETY BRIEFING WEBINAR v1.0

Questions

BRAND CAMP

by Tom Fishburne

IDEA CAMOUFLAGE



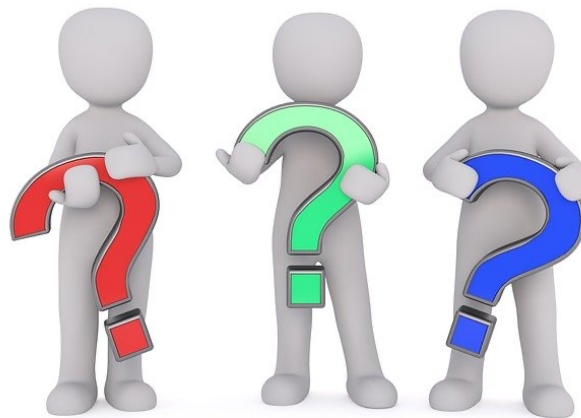
© 2009

TOM FISHBURNE.COM

2025 SAFETY BRIEFING

Questions

Chat to submit your questions to the Host



Air Sailing, Inc.
2025 SAFETY BRIEFING


Presentation

Tow Pilot Corner

Tim Tobin



2025 Tow Pilots



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



Scheduling Procedures

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

Red Tow Status

- ▶ Out of Service until wing spars are replaced



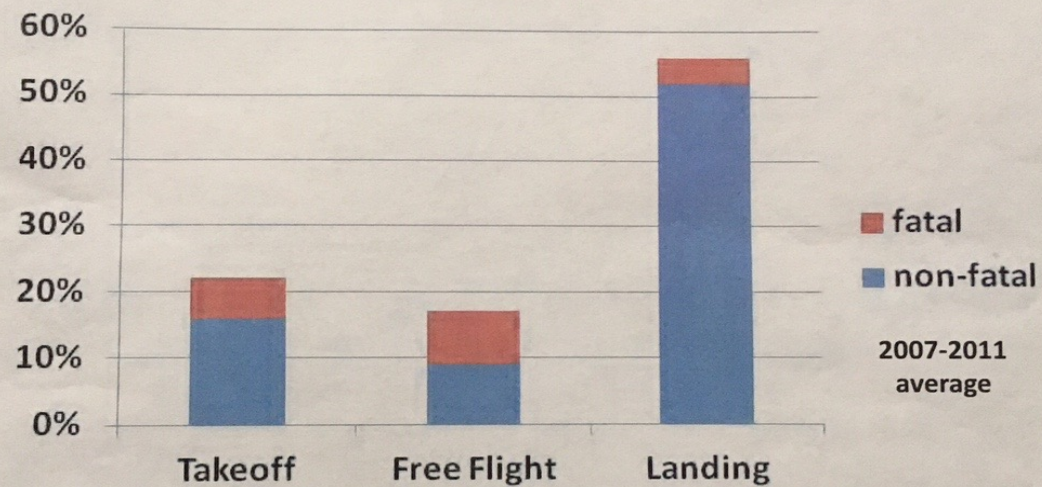
Yellow Tow Status



Kiting



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



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

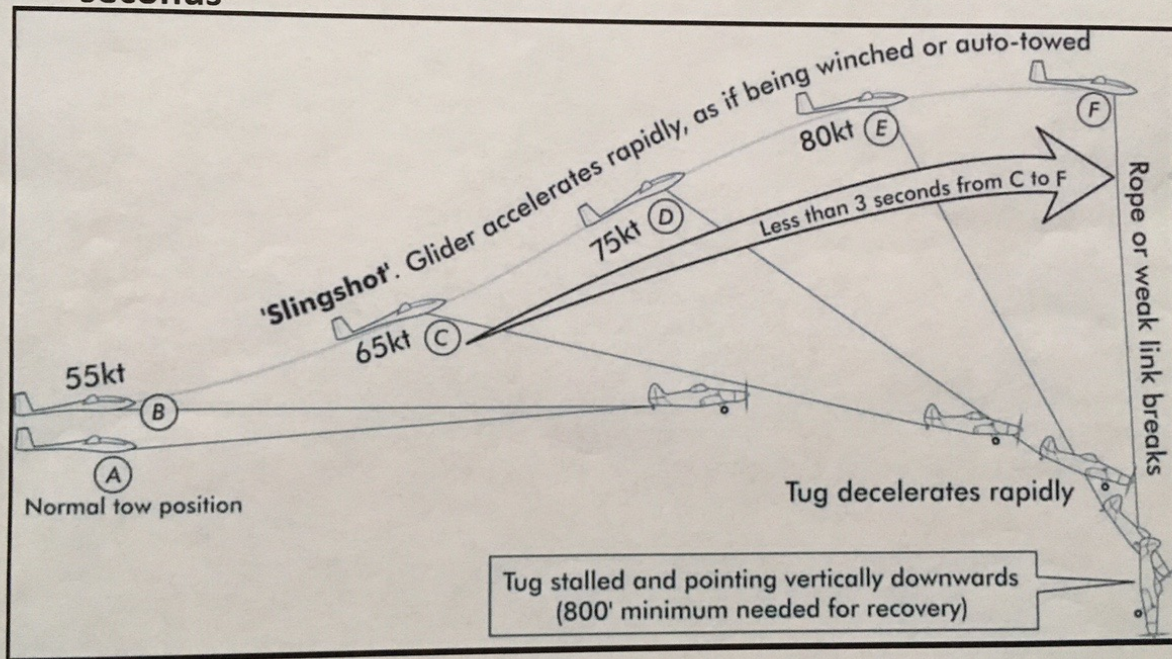
“Boilerplate” for NTSB reports on glider accidents resulting from getting too high on aerotow

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

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

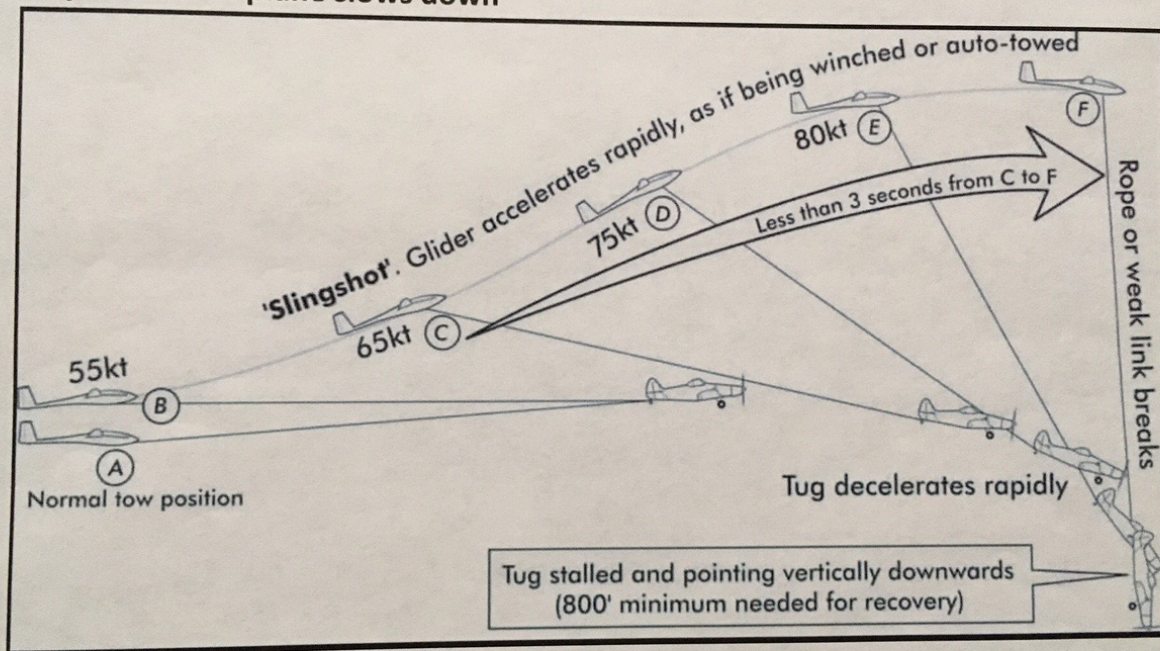
**If, for any reason, you to lose sight of the towplane,
you must release immediately**

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



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

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



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

May 28, 2020

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

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

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

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

2020 Safety Briefing Webinar Slides.pdf V1.0

May 28, 2020

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

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

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

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

- Rope break
- Towplane power failure shortly after takeoff

} Sudden emergencies

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

} “This is strange” situations

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

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

- Release if you can safely end it
- Check spoilers

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

2020 Safety Briefing Webinar Slides.pdf v1.0

May 28, 2020

QUESTIONS??

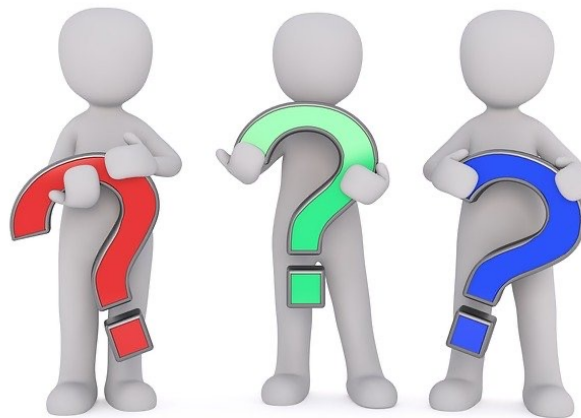


Poll

2025 SAFETY BRIEFING WEBINAR

Questions

Chat to submit your questions to the Host





Air Sailing, Inc.

2023 SAFETY BRIEFING

Speaker

Gene Benson Aviation Safety Committee Chair

SAFETY BRIEFING

Air Sailing, Inc.

- New added more fun for 2025
- Runway 03/21 pavement is scheduled for repairs, especially of the western end. Generally single place ships are flying well before the rough bits, while on tow. However, if you are landing on the pavement, be sure to have walked the pavement prior to your flight.
- NSA has added new oxygen cart procedures, is your oxygen equipment legal to use? You will sign a release of liability prior to having oxygen systems filled. The cart is no longer self-service.

Air Sailing, Inc.

2023 SAFETY BRIEFING

We may be stating some obvious things, but briefings happen because the ideas are important and many pilots take long breaks over the winter months.

Stand clear propellers



Air Sailing, Inc.

2025 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; Proof of Insurance
Don't just tell us, provide a copy of the cover page, electronic copy is just fine

Air Sailing, Inc.

2025 SAFETY BRIEFING

2. You, the pilot-in-command, 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.

Air Sailing, Inc.

2025 SAFETY BRIEFING

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



Air Sailing, Inc.

2025 SAFETY BRIEFING

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

Air Sailing, Inc.

2025 SAFETY BRIEFING

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

8. Don't be afraid to pull the release so we can all talk in a non-stress environment

Air Sailing, Inc.

2025 SAFETY BRIEFING

Traffic hazards come in many sizes
and shapes.



Air Sailing, Inc.

2025 SAFETY BRIEFING

Gaggle flying has hazards.



Air Sailing, Inc.

2025 SAFETY BRIEFING

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

Air Sailing, Inc.

2025 SAFETY BRIEFING

9. Beware the desert environment:

- Beware the occasional rattlesnake; look down/around 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)

Air Sailing, Inc.

2025 SAFETY BRIEFING

9. Expect a rough tow:

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



Air Sailing, Inc.

2025 SAFETY BRIEFING

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

Air Sailing, Inc.

2025 SAFETY BRIEFING

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

Air Sailing, Inc.

2025 SAFETY BRIEFING

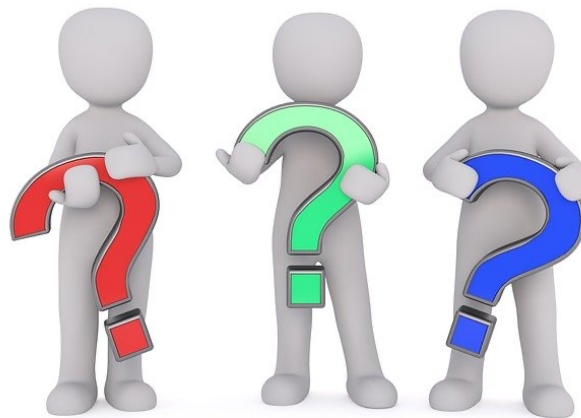
12. It is recommended you get an area checkout from a local CFG, especially if it has been a while since you've flown in the high desert environment.

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

2025 SAFETY BRIEFING

Questions

Chat to submit your questions to the Host



Air Sailing, Inc.

- **New added more fun for 2025**

New members of Air Sailing, joined in 2025. Among the things they do is parasailing, with auto tow launches happening on Winnemucca Ranch Rd.

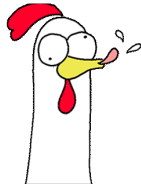
- Caution, when there is auto tow parasailing happening, there is a 7,000 foot long rope between the tow vehicle and the parasail.
- After the parasail releases the tow rope, the rope descends on a parachute. This can be extremely difficult to see.
- Runway 03/21 pavement is scheduled for repairs, especially of the western end. Generally single place ships are flying well before the rough bits, while on tow. However, if you are landing on the pavement, be sure to have walked the pavement prior to your flight.

Speaker

Terry Duncan Trustee and ASI President

ANNOUNCEMENTS

2025 SAFETY BRIEFING



Thanks for Watching