2026 SAFETY BRIEFING WEBINAR

Host

The purpose of this webinar is to satisfy <u>one</u> of the requirements pilots operating from the Air Sailing Gliderport are required to accomplish prior to their first flight operations of the year:

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

Strongly recommend a currency flight(s) with an ASG-familiar flight instructor prior to your first flight operations of the year at the Gliderport.

OPMC Form

Charlie Thaeler

ASI Trustee and Webmaster

Questions

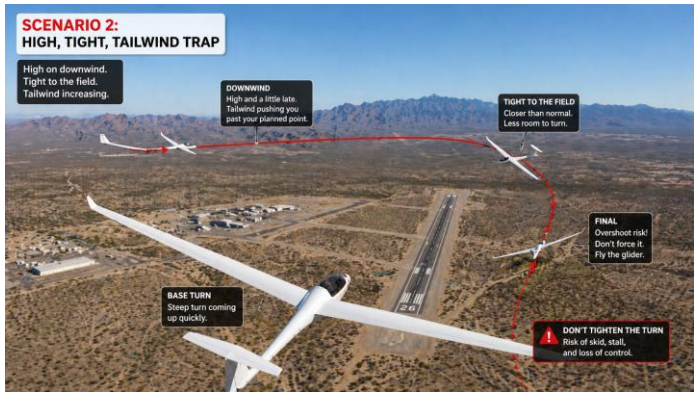
First or second takeoff of the season.
You haven't been on tow in months.

Takeoff feels normal…at first.
About 200 feet AGL, you notice you're slightly out of position.

You correct—just a little too much.
Now you're starting to oscillate in pitch.

The rope goes a little slack…then tight again.
It's subtle—but it's growing, rapidly.

What do you do?



You're in the pattern, first flight.
Everything feels…a little fast.

You turn downwind slightly late.
There's more wind than you expected.

Suddenly you're higher and closer to the field than planned.
Turn to base comes quickly.

You roll onto base…and it's obvious:
You're going to overshoot final.

What do you do?

Gene Benson ASI Trustee and Aviation Safety Committee Chair

2026 Tow Pilots

Tim Tobin	530-263-7741
Gene Benson	831-345-6104
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 Sign-Up System to request a Tow Pilot or sign up to fly

Tow Pilot will be ready to fly at 11 AM

Call or text the Tow Pilot directly if you need to start earlier

Red Tow Status

Red Tow Status

Nearing completion of the wing spar repair; soon to return to service

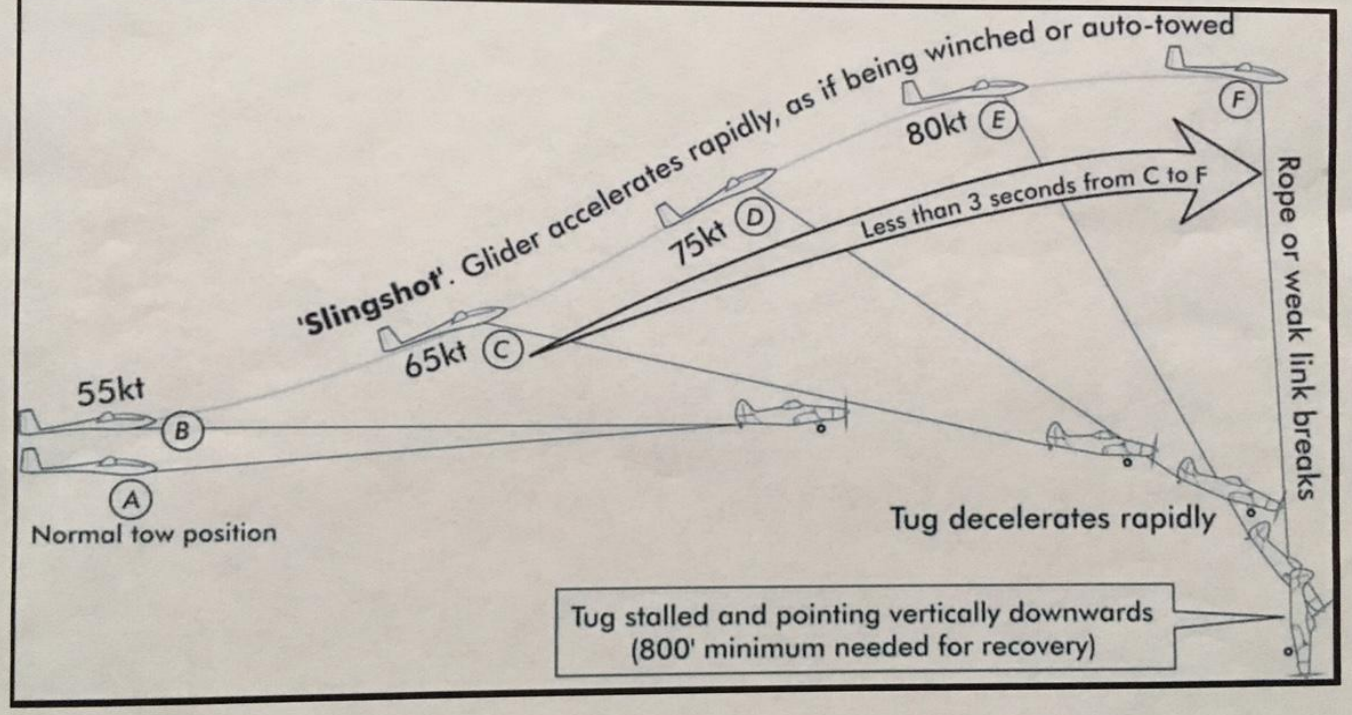
Yellow Tow Status

Yellow Tow Status

Questions

Kiting

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

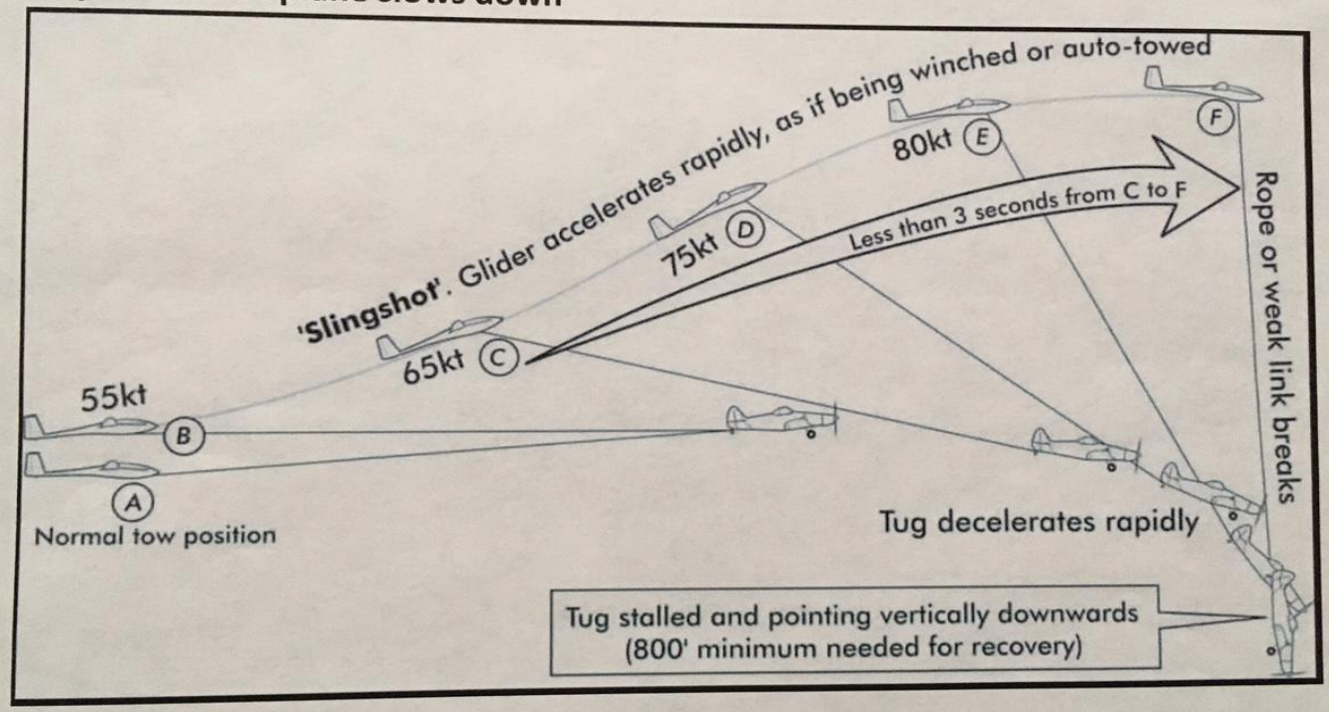


High altitude experiments indicate about 800' is required for the towplane to recover

Next

Kiting

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

Next

Kiting

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"

May 28, 2020

2020 Safety Briefing Webinar Slides.pdf v1.0

Questions

Gene Benson ASI Trustee and Aviation Safety Committee Chair

SAFETY BRIEFING

New for 2026

New added more fun for 2026

- Runway marking addition. To aid in the pilot decision making matrix, there are now 2 brightly painted tires 500 feet from the departure end of the runway 17 and 21. These do NOT guarantee that you can safely land in the remaining runway, that is a decision every pilot must make for themselves. These just help the pilot see how much runway remains.
- 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.

Be cognizant of the Tow Pilot's responsibilities.

- 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.

Pilots Need To

Glider pilots need to:

Stay in position behind the tow plane and at the same time

- Look for traffic
- Monitor the condition of the tow plane; like streaming gas from the fuel caps or smoke coming from the engine

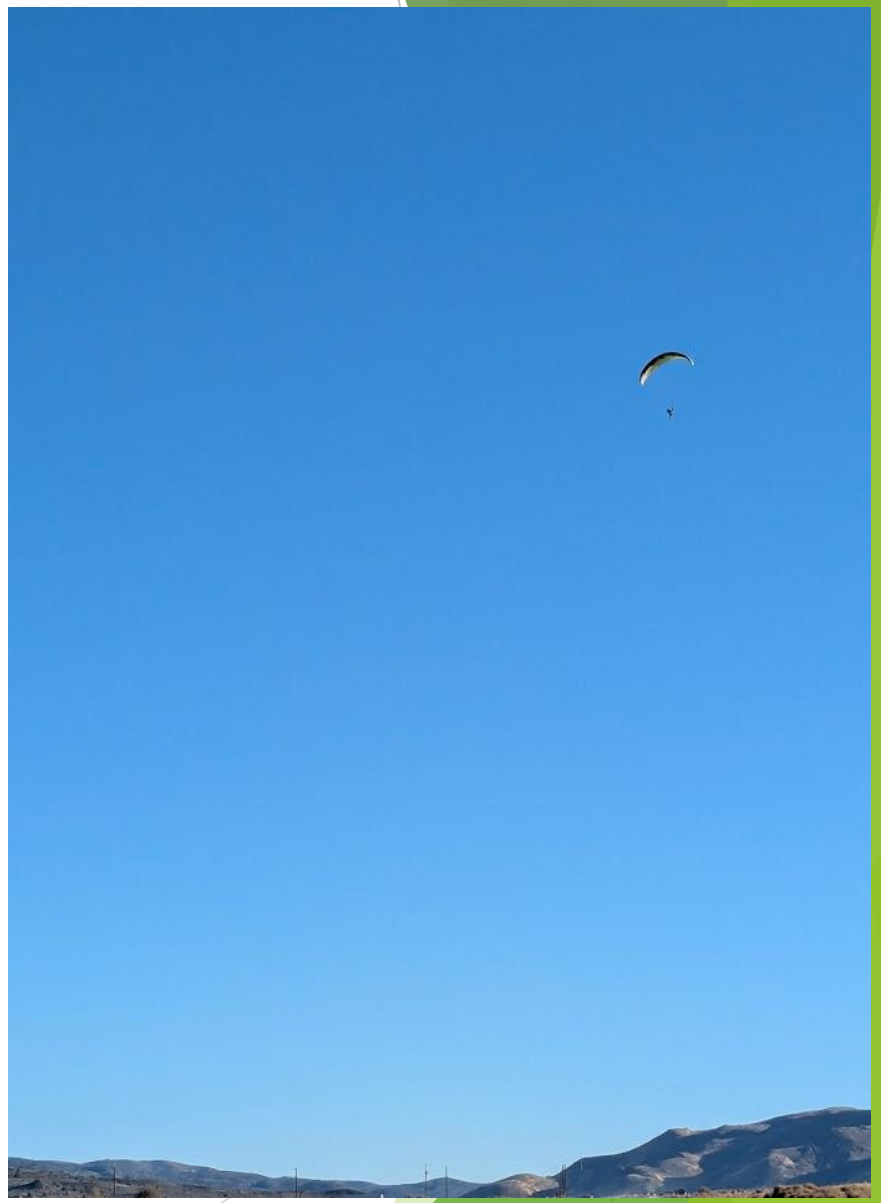
Be prepared for crosswind conditions and PTT (e.g., rope break) emergencies

** Don’t be afraid to pull the release so we can all talk in a non-stress environment

Traffic hazards come in many sizes and shapes.

Paraglider Tows

- 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



Satellite Image

- Tow line virtually invisible
- Descent parachute at the end

Unmanned Aerial System (UAS)

- What size:

  "... increase in uncertified UAS take off weight to 1320 pounds"

- There are now UAS flying that range in size from handheld quadcopters to more than 50-foot wingspan vehicles that weigh more than half a ton

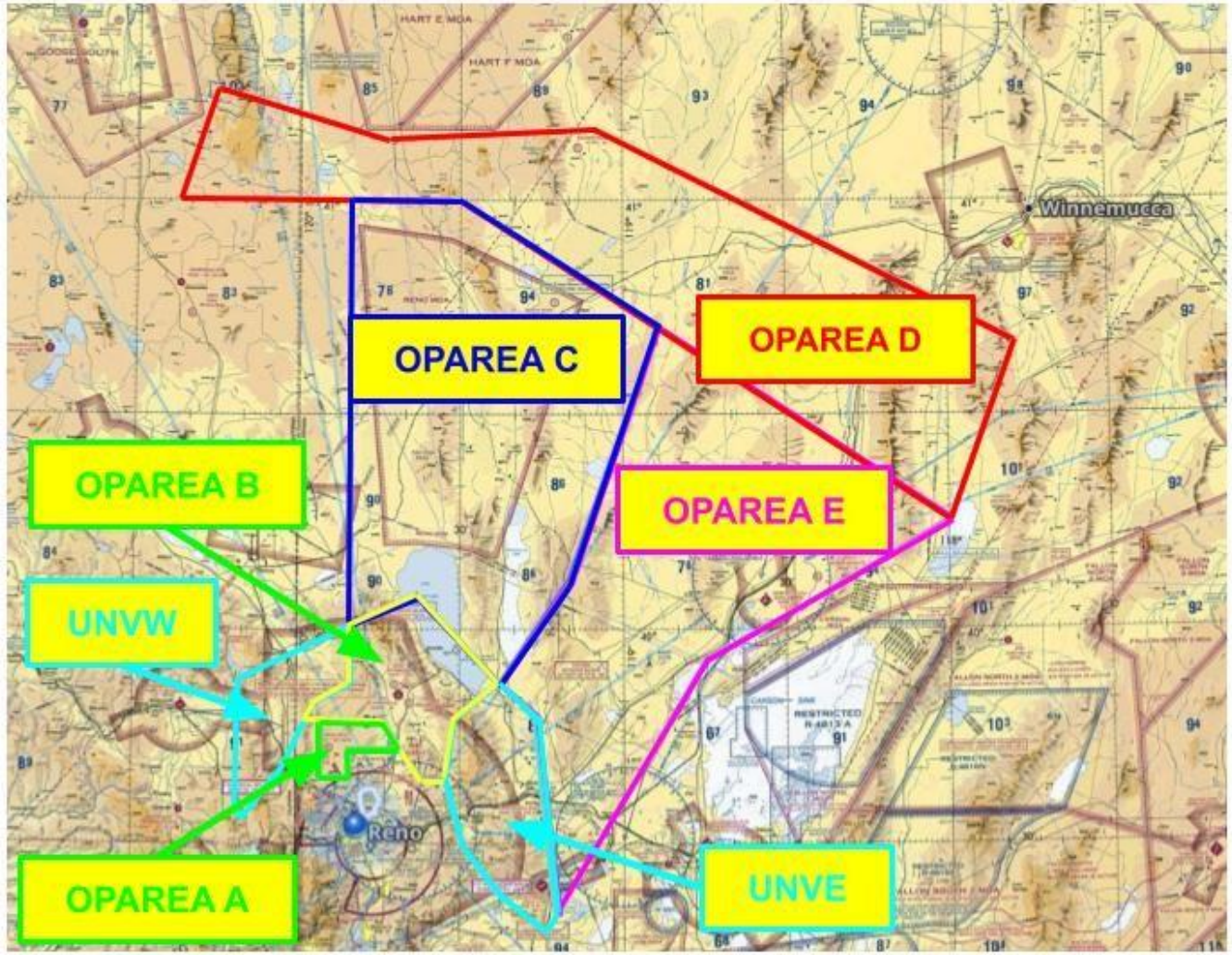
Where (Part 1):

- The State of Nevada was awarded as one of the original FAA UAS Test Sites in 2013, and it has been operated by UNR since 2022. The NV UASTS has a nine thousand square mile set of OPAREAs anchored by Reno-Stead Airport to enable UAS flight test operations up to 1,320 pound maximum take off weight, at altitudes up to 18,000 feet MSL, and flights beyond visual line of sight (BVLOS) from the Remote Pilot.

UASTS OPAREAs

Where (Part 2):

- In total the NV UASTS OPAREAs are larger than the State of New Jersey.
- The three new OPAREAs add access to two more public airports Derby Field (KLOL) and SAMSARG Field (N58), in addition to Reno Stead (KRTS) and Silver Springs (KSPZ) airports.
- Launch and recovery operations that can be conducted from the Black Rock Playa area and east of Reno along the I-80



UAS are here to stay.

- They currently fly far beyond the line of sight of the operator
- The burden of collision avoidance is totally on the pilot of the manned aircraft.
- If you don’t have ADSB out, start planning on that electronic aid.

Gaggle flying has hazards.

Have a Plan

Have a plan – flying or walking about

Beware the desert environment:

Stay hydrated; Protect yourself from the sun, heat, & cold

Use O2 generously

Be prepared for an Off-field landing (i.e., Landout Kit).

Expect a rough tow:

Thermals, rotor, & windshear are normal

- Know how to deal with slack line
- Know the various alternate landing options;

Reno Traffic

Reno Traffic:

- We share airspace with Reno traffic
- Do NOT loiter in the approaches to Reno – IF you get caught there DO contact NorCal
- Be alert for airliners above 7,000 MSL at all times
- Be aware of multiple approaches for Reno Runway 16

On landing:

- Don’t roll out towards anything you don’t want to hit
- Fly your aircraft until it comes to a complete stop
- Don’t worry about “clearing” the runway – the runways are long and wide.
- If you are not confident that you can control your glider well enough to avoid a stopped glider on a runway that is more than 4,000 feet long and 150 feet wide, you need to spend some time with an instructor practicing spot landings.

I can NOT over emphasize, you get an area checkout from a local CFIG, especially if it has been a while since you've flown in the high desert environment.

The flying at ASI is far more dynamic than most lower altitude airports, that's why we all come here. Don't get frightened and leave, get training and be safe.

Questions

Thanks for Watching

Stop Recording