



Air Sailing Gliderport Overview

2010

Overview Of Air Sailing Operations

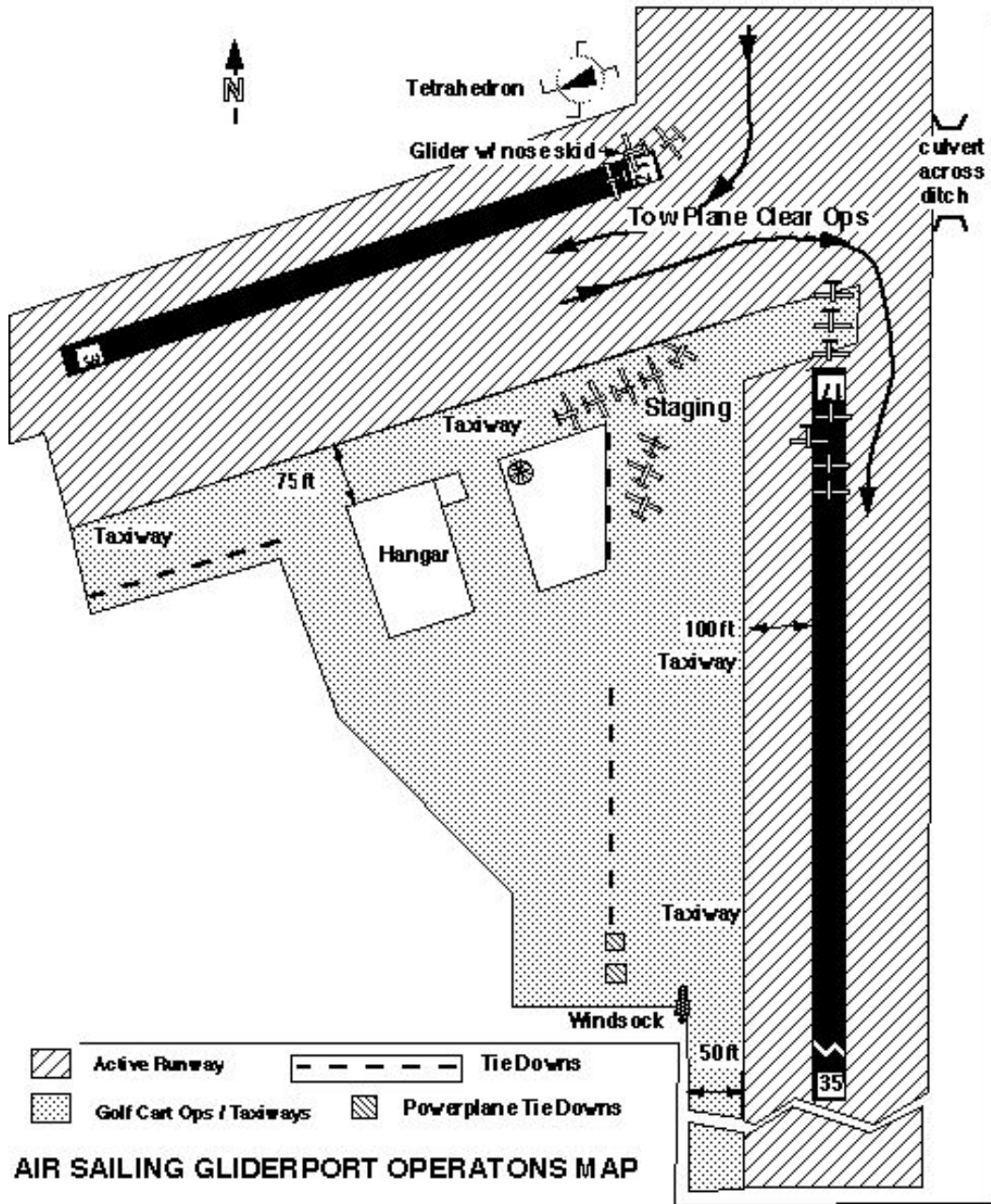
- Safety First
- Operating Rules & Policies
- Site Overview
- Hangar & Tiedown
- Ground Handling
- Flight Operations

Safety First

- You are responsible for your safety
- You are responsible for the safety of others
 - Friends & family
 - Others sharing the airport with you
- Use Common Sense
- This is an active airport with associated hazards
- Read and understand the ASG Operating Rules & Policies
- Get an airport checkout from a local instructor

ASG Operating Rules & Policies

- Available in the clubhouse and at our website
- Provides common procedures at ASG
 - Basic Field Rules
 - Ground Procedures
 - Flight Procedures
- Required reading annually prior to first flight of season
 - Sign certification log in clubhouse signifying:
 - You have read and understand the procedures
 - You have the required insurance coverage
- All operations must be in accordance with Federal Aviation Regulations
- Standard SSA glider operating signals



Site Layout

AIR SAILING GLIDERPORT OPERATIONS MAP

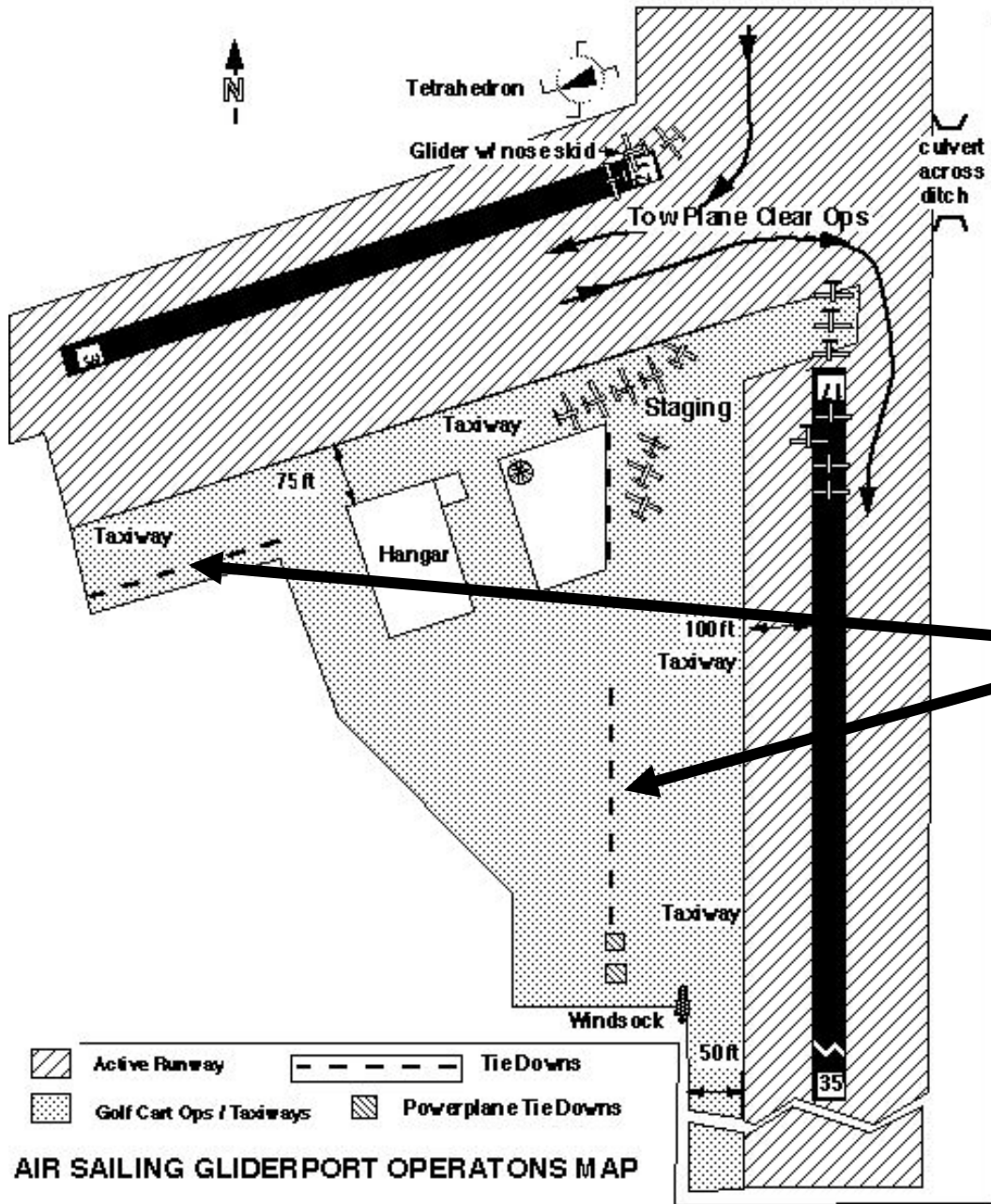
High Altitude Desert Environment

- Stay Hydrated
 - Know how to recognize dehydration
- Protect yourself from the sun, heat & cold
- Use O2 from take-off through landing
 - Know how to recognize hypoxia
- Expect a rough tow
 - **Take some dual in this environment**
 - Thermals, rotor & windshear are common
 - Know how to deal with slack rope
 - Know alternate landing options
- Off field landing areas are few & far between
 - Be conservative as your local area knowledge improves

Attend an ASI Camp to prepare for the challenge!

Tiedowns & Hangar

- Secure you glider at all times
 - Thermals will destroy your glider on the ground
 - Tail dolly's off and wing secured when not in motion
 - Assemble your glider with extra help (wind protected area)
- Secure your glider in designated tiedown areas
 - See Lee or locals for guidance
 - Tiedown your trailer too!
- Limited space in hangar (check for availability)
 - Don't open hangar doors without a checkout
 - Only one end of hangar open at a time (no exceptions!)
 - Get help moving glider's, treat other's as your own



Tiedown Areas

AIR SAILING GLIDERPORT OPERATIONS MAP

Flight Operations

[See 2010 Flight Operating Rules & Policies For More Detail](#)

- **Radio communication between tow and glider pilots is required before takeoff**
- **Important Frequencies**
 - On tow or below 7000MSL – 122.9MHz
 - Off tow and above 7000MSL – 123.3 MHz
 - Reno Approach 126.3 MHz
 - Reno ATIS – 135.8 MHz
 - Glider Transponder Code – 0440 (when not in contact with ATC)
- **We share airspace with Reno traffic**
 - Airline approach patterns vary
 - 11000 to 9000 MSL descents inline with Reno 16 runway
 - ~11000 left base entries over valley for Reno 16 runway
 - Be alert for airliners above 7000 MSL at all times
 - Use a transponder set to 0440.
 - Contact Reno approach & monitor as appropriate
 - Familiarize yourself with PASCO's Recommended Comm Procedures

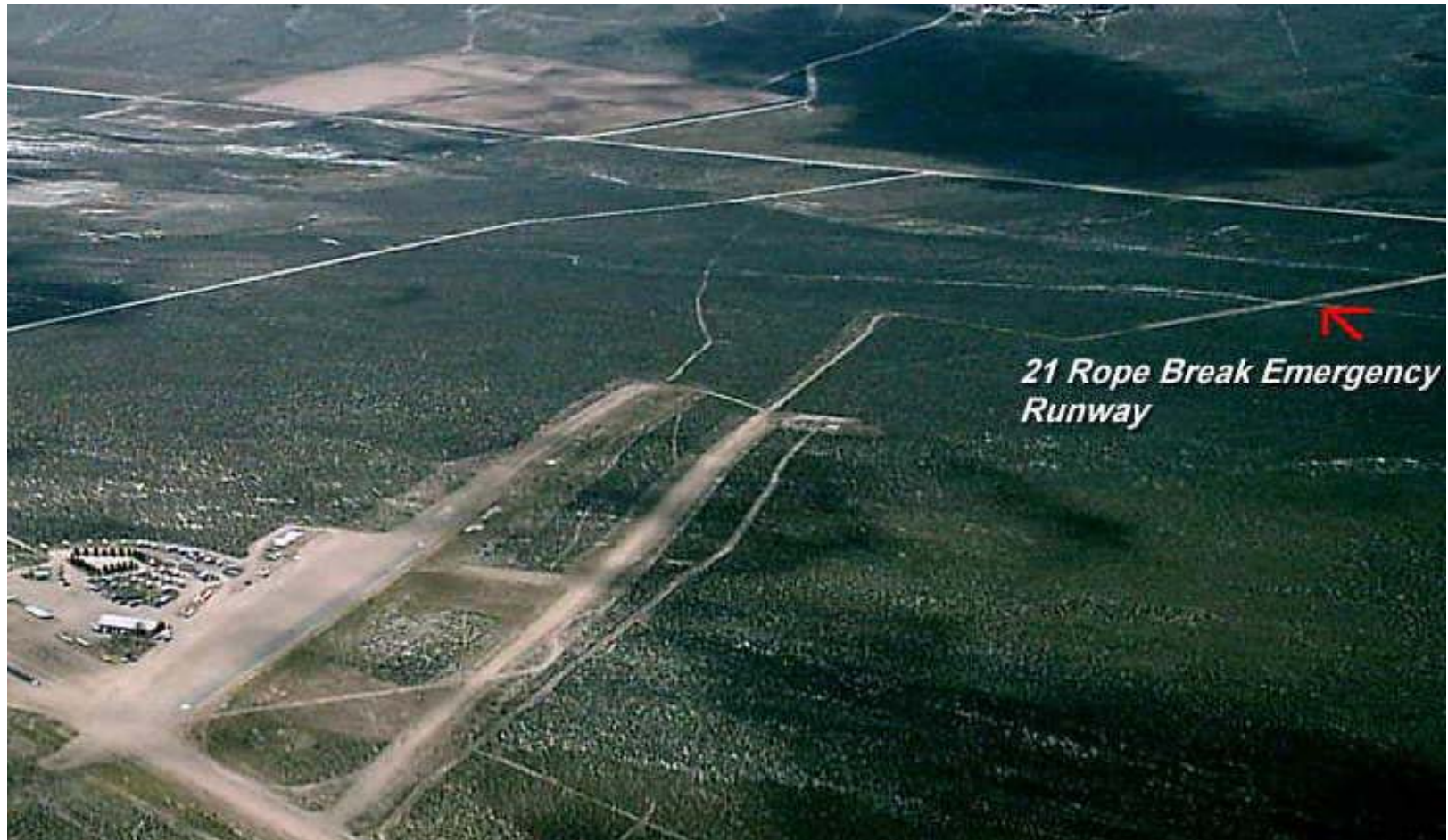
ASG Runway Overview



21R-03L Prime Tow Plane, Alternate Glider Runway

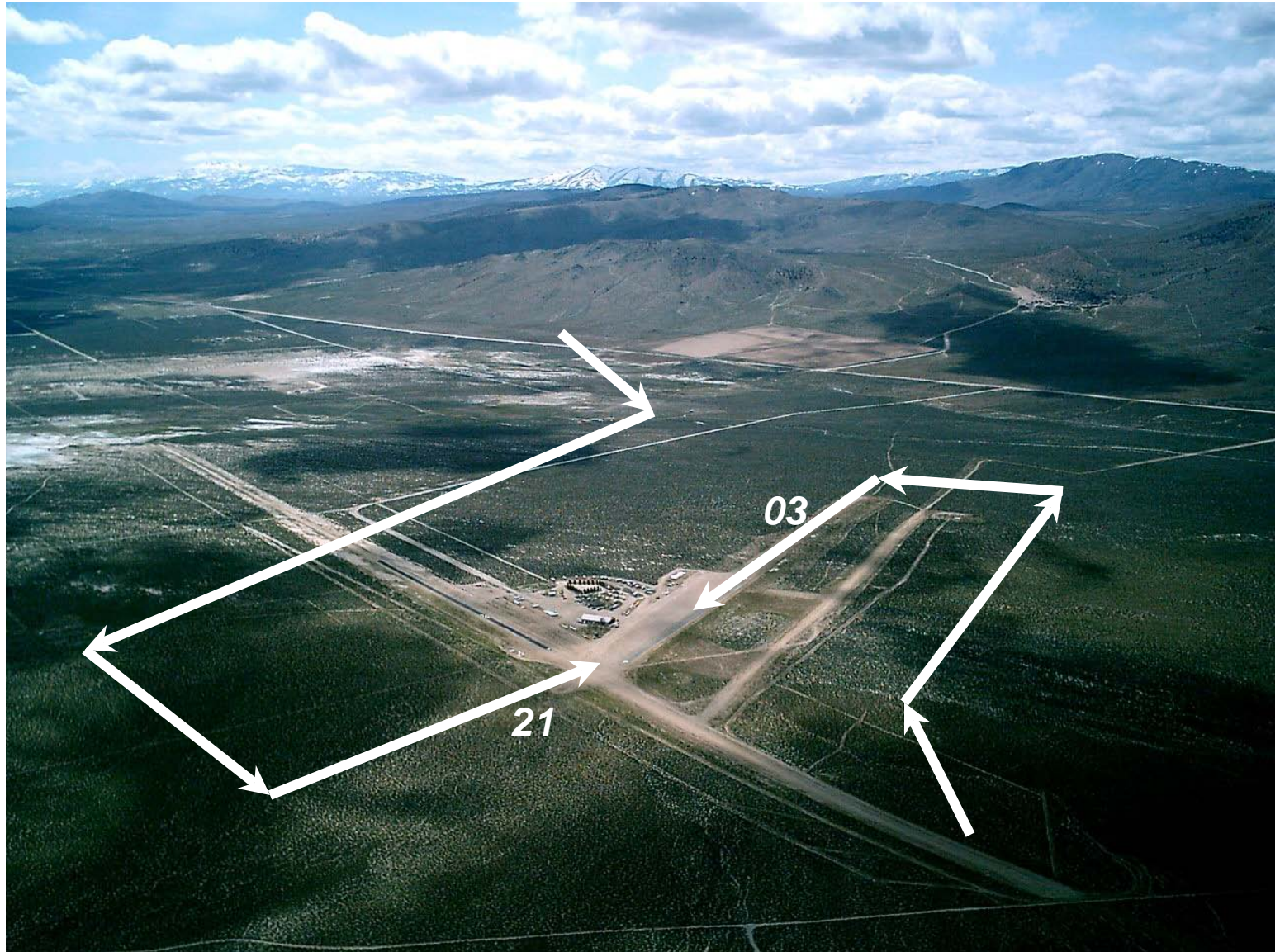


21 Emergency (**Only***) Rope Break Runway



* Take a hike and walk this clearing, typically very rough, real emergency only

21-03 Standard Patterns



17-35 Standard Patterns



ENJOY!

- **Air Sailing is a GREAT place to fly & learn**
- **Questions are always welcome!**