

# Air Sailing Comm Procedures

---



Dave Swoboda “Vulture”

# Frequencies

---

- ◆ **NV23 uses MULTICOM freq 122.9**
  - **Temporary, Seasonal, Emergency**
  - **or airport with no FSS or UNICOM freq**
  - **Multiple Users of this Freq**
    - **Flying Eagle, Spanish Springs, Dayton Valley, Tiger, Herlong, Ravendale, Blue Canyon**
    - **Silver Springs (Activates Airport Info broadcast)**
    - **Black Rock City (Burning Man)**
    - **Lodi: Skydiving, “Jumpers Away”**

# Frequencies cont'd

---

## ◆ 122.9

- Below 7000 MSL within 10 Nm
  - ASG Operations Manual

## ◆ 123.3 & 123.5

- Aviation Instruction
- Gliders
- Hot Air Balloons

## ◆ 122.75

- Fixed wing Air to Air


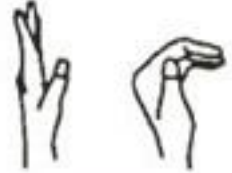








# Radio Checks

---

- ◆ **Establish Positive Communication between Tow Plane and glider**
  - **DO NOT Respond if you are not called**
  - **“Red Tow” or “Blue Tow” are not you**
  - **Good time to transmit billing name to tow pilot**
- ◆ **If you want a Radio Check while prepping:**
  - **State “Air Sailing, Radio Check”**

# Ground Signals

## ◆ Standard Ground Signals

<p>1. CHECK CONTROLS</p> 	<p>2. OPEN/CLOSE</p>  <p>TOW RELEASE</p>	<p>3. TAKE UP SLACK</p> 	<p>4. HOLD</p> 	<p>5. PILOT READY, LEVEL WINGS</p> 
<p>6. BEGIN TAKE-OFF</p>  <p>GROUND CREW</p>	<p>7. BEGIN TAKE-OFF</p>  <p>waggle rudder GLIDER PILOT</p>	<p>8. STOP ENGINE/ RELEASE TOWLINE</p> 	<p>9. STOP OPERATION</p>  <p>EMERGENCY!</p>	<p>10. TOWPLANE READY</p>  <p>waggle rudder</p>

ON GROUND

# Prior to Launch

---

- ◆ **Thumbs up Prior to:**
- ◆ **Mandatory Radio Call**
  - **Canopy Closed and Locked**
  - **Spoilers Closed and Locked**
  - **Slack is Out**
  - **What type of tow or where to**
  - **Standby for Rudder, Wagging Rudder**
    - **Or unable to wag rudder**

# Release Off Tow

---

- ◆ **Glider Shall turn Right**
  - **Except contests or terrain**
- ◆ **Tow Plane Shall turn Left**
  - **Unless terrain prohibits, or contest**
- ◆ **Glider Transmits when off tow**
  - **i.e. “DRV off at 7.3”**

# NORCAL Approach

---

- ◆ North of RNO: 126.3
- ◆ South of RNO: 119.2
- ◆ Must contact NORCAL prior to entering RNO Class C
- ◆ Discrete codes
- ◆ I monitor NORCAL with a handheld
  - For Situational Awareness



# Returning to NV23

---

- ◆ **Air Sailing Ground is NOT monitored continuously**
- ◆ **Calling for Winds and Runway is Advisory Only**
- ◆ **Fly overhead NV23 to check the wind socks and tetrahedron**
- ◆ **Transmit entering downwind with gear down**
- ◆ **All Traffic is Standard Left Turns**
- ◆ **Self Announce**

# Self Announce

---

- ◆ **Who You are Calling**
  - “Air Sailing Traffic”
- ◆ **Who You are**
  - “Glider BM”
- ◆ **Your Position**
  - “Overhead at 6 thousand”
- ◆ **Your Intentions**
  - “Landing 03 Right”
- ◆ **Repeat Who You are Calling**
  - “Air Sailing”

# Comm Discipline

---

- ◆ Listen before you transmit
- ◆ Think about what you are going to say before speaking
- ◆ Speak slowly and clearly
- ◆ Keep it brief, clear, and concise
- ◆ When in doubt, keep your mouth shut

# The Don't

---

- ◆ Don't have conversations on aviation frequencies
- ◆ Don't transmit if you aren't involved
  - “You lost him” to the tow plane
- ◆ DO NOT transmit “Stuck Mic”
- ◆ Inappropriate calls
  - Demand another aircraft's intentions
  - “Coming in for a relight”