

DAILY SAFETY BRIEFING – for all glider and tow pilots! (v6.0 9/17/20)

1. KEEP DANGER (SAFETY) CONE CLEAR – 30 degrees either side of glider nose until 100' from runway.
2. NO RUNWAY INCURSIONS – no staging until landing aircraft slows to taxi speed.
3. PERFORM RADIO CHECK WITH TOW PLANE PRIOR TO ALL LAUNCHES – “23Lima, 2MG radio check”, followed by two “loud and clear’s”.
4. OD SHOULD REMIND ANY HOLDING SHORT POWER TRAFFIC TO LEAVE ROOM FOR ANY ROPE BREAK EMERGENCY LANDING – at least one minute.
5. WATCH FOR EXHAUST SMOKE FROM TOW PLANE ON TAKEOFF.
6. RECOMMENDED PTT TECHNIQUE - Tow plane aborts or rope break before its lift off, glider avoids tow plane while stopping. Tow plane continue takeoff if rope break.
 - Glider aborts takeoff or rope break below 200', land straight ahead as needed to avoid obstacles.
 - For possible PT3 above 200', tow pilot drifts slightly downwind when well clear of trees. Allows glider pilot a turn into the wind for 180 degree return to land.
7. DO NOT RECROSS DEPARTURE CORRIDOR BELOW 500' IF SIGNIFICANT DRIFT OFF RUNWAY HEADING.
8. STAY ON 122.9 WITHIN 5 MILES OF THE AIRPORT. LISTEN FOR JUMP PLANE CALLS:
 - WHEN JUMP PLANE CALLS FOR TAXIING – Exit Runway 3 departure extended centerline.
 - WHEN JUMP PLANE CALLS 2 MINUTES TO JUMPERS AWAY – Exit one mile drop zone radius. Safe references outside drop zone include downtown Monroe and large warehouses SW/NE of runway.
 - IF UNABLE TO CLEAR ABOVE AIRSPACE DUE TO INSUFFICIENT ALTITUDE – land safely now.
9. NEVER LEAVE CHUTES ON THE GROUND – Moisture, dirt, and fire ants.
10. HOT DAYS DRINK PLENTY OF FLUIDS BEFORE THIRSTY.
11. REVIEW LAUNCH PROCEDURES (Next page) – Use wheel brake on all K-21/G-102 launches. If wheel overruns rope it's a MANDATORY repair.