

MADISON DAILY SAFETY BRIEFING – for all glider and tow pilots! (v1.0 3/17/21)

1. TODAY'S WINDS AND WEATHER:

2. ENSURE ALL RADIOS ARE SET TO CTAF 122.8 - poor comm can be the first link in an accident chain.

3. KEEP DANGER (SAFETY) CONE CLEAR – 30 degrees either side of glider nose until 100' from runway.

4. NO RUNWAY INCURSIONS – no staging until landing aircraft slows to taxi speed.

5. PERFORM RADIO CHECK WITH TOW PLANE PRIOR TO ALL LAUNCHES – “23Lima, 2MG radio check”, followed by two “loud and clear’s”.

6. OD SHOULD REMIND ANY HOLDING SHORT POWER TRAFFIC TO LEAVE ROOM FOR ANY ROPE BREAK EMERGENCY LANDING – at least one minute.

7. MADISON HIGHLIGHTS:

- Field elevation about 700 feet, but about a 60 foot elevation drop at north end. So watch landing very long on Rwy 32 due to downslope.

- Right pattern to Rwy 32. Keeps all patterns away from town.

- Note the large raised berm prior to approach end of Rwy 14. Don't have a shallow approach.

- No parallel taxiways. Allow time for power traffic to back taxi to exit runway at mid-field.

8. REVIEW LAUNCH PROCEDURES

Glider pilot: - Accept tow rope for hookup only after “Before Takeoff Checklist” is complete.

- For three wheel and CG hook gliders apply full wheel brake.

- Release wheel brake immediately/close and lock spoilers when takeoff roll begins.

- If no response from tow pilot, call 'glider ready'.

- Avoid distractions that take eyes off tow plane – can cause kiting

- Be ready for PTTT!

Ground team: - After receiving thumbs up check glider configuration (canopies, tail dolly) and pattern before leveling wings.

- Only after seeing rudder wag, signal tow pilot for takeoff.

Tow pilot: - Taxi on to runway so as to avoid prop wash on open glider canopies.

- Do not recross departure corridor below 500' if significant drift off runway heading.

