



# TRUCKEE-TAHOE SOARING ASSOCIATION

AT THE TRUCKEE TAHOE AIRPORT

P.O. Box 2657, Truckee, CA 96160 \* 13184 Sailplane Way, Truckee, CA 96161

[info@soartruckee.org](mailto:info@soartruckee.org) \* 530-587-6702 \* 501(c)(3)

## AVIATION EDUCATION PROGRAM

### LINE CREW INTERNSHIP, GLIDER PILOT CURRICULUM 2020

#### GROUND SAFETY HANDOUT AND QUIZ ZERO

This handout supplements, but does not replace, your in-person ground safety training. The purpose of this handout is to briefly familiarize the Line Crew Intern and his/her parent or guardian with the basic rules and procedures necessary for safety on the ground when on and near the runway and any aircraft in motion or poised to move. Knowing this material will allow you to more readily internalize the information your Ground Instructor will provide you on your orientation day.

Gliders, airplanes, and helicopters are controlled by the action of air flowing past their movable control surfaces. These controls are optimized for normal flight. This means that at lower speeds, such as early in the takeoff run or late in the landing rollout, aircraft control deteriorates. A pilot may clearly see you, or an obstacle that poses a collision risk, and yet be physically unable to prevent a collision. Not only that, but a glider is almost silent as it approaches you. **You must be alert at all times** when on the airport or on the TTSA grounds!

In addition to the tow plane itself, the tow plane's propeller is a hazard and is often invisible. Keep away from the propeller at all times, regardless of whether or not it's turning. A tow pilot in the cockpit may start the engine at any time without warning. When necessary to approach the tow plane with a pilot in the cockpit, always make eye contact with the pilot before proceeding, and always approach the tow plane from behind the wing.

The tow rope is another hazard. Avoid stepping on it or standing inside the "V" made by the rope when it becomes caught on anything at all. You do not want to be there when the rope springs free. Also avoid standing or positioning yourself where your feet, legs, hands, or arms could become tangled in the tow rope when the tow plane, glider, or golf cart starts to move.

The runway is a very special place. As Line Crew you're going to do what few other human beings have ever done: actually walk on an active runway. In order to do this you must have permission from Truckee's air traffic control tower. The tower's radio frequency is 120.57 and except in an emergency you must either have a radio tuned to this frequency or be with someone who has.

To summarize:

- Keep your head on a swivel and always pay attention to what's going on around you.
- Never approach the tow plane without first making eye contact with the tow pilot.
- Always approach the tow plane from behind the wing, never in front of the wing.
- Never allow the tow rope any opportunity to snap back at you or to entangle you.
- Always request and receive Truckee Tower's permission before entering the runway.
- Always have a radio with you, tuned to the Truckee Tower frequency when on the runway.

It bears repeating: be alert, and aware of your surroundings, at all times!

## QUIZ ZERO

Name: \_\_\_\_\_ Date: \_\_\_\_\_

- 1) What must you do before approaching the tow plane?
  
- 2) What is the proper way to approach the tow plane: in front of the wing or behind it?
  
- 3) Why must you always be alert when on or near the runway or when on TTSA grounds?
  
- 4) What is Truckee Tower's radio frequency? When do you need to call the tower?
  
- 5) Name two possible hazards involved in working with the tow rope.

Please bring this completed and signed quiz with you on your orientation day.

*Mark Montague*

Chief Flight Instructor, TTSA

Line Crew Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Parent/Guardian Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Parent/Guardian Signature: \_\_\_\_\_ Date: \_\_\_\_\_

### **FOR OFFICE USE ONLY:**

Received: \_\_\_\_\_ General Manager Approval: \_\_\_\_\_ Date: \_\_\_\_\_