

November 2012 – Part 2

Dear all

There has been a lot going on since my last message three months ago. I could have lumped it all together but I suspect you will get bored before you get to the end! So there will be two parts; this is part two following on from Part 1 in September.

There is a bit to read between the two messages, but please do take the time to give them a go.

### **BMGC recent incidents**

The following are excerpts from the CFI incident/accident log. As you may know I record any incident or near incident however minor it may seem at the time.

**It is really important to keep the feedback coming. It is dealt with in a confidential manner and is a really important tool in incident prevention at BMGC and nationally. Please do tell me – however minor it may seem at the time.**

The main purpose is to try and head off anything that might become a regular occurrence and /or may be useful feedback to you in the hope that you will not make the same mistakes or misjudgement.

In each case the last lines of defence in accident prevention are starting to unravel. Once the defences have been breached the incident can rapidly turn into something nastier.

Here is a selection from the last 3 months.

### **Rushed circuits and approaches**

We have had a couple of examples where circuits and/or approaches have been rushed for one reason or another and have resulted in an incident or near incident.

#### **Junior/Bronze C pilot**

The glider landed east, with a light tail wind. The originally briefed preferred landing direction was also east, but also in the briefing, pilots were warned of a possible change in wind direction to light SW.

The Junior pilot ran into strong sink straight off tow and followed the tug which landed east. Unfortunately there was now a slight tailwind component and he got too high and was carrying too much speed, possibly because P1 was inadvertently lowering the nose to 'keep the picture right' as the overshoot developed. I don't believe there was any attempt to side slip

The subsequent landing was long and the Junior ended up with its nose in the far hedge line.

There was no damage. All far too close for comfort.

#### **Junior and K13 with trial lesson – conflict in circuit**

##### **K13 P1 – CFI / Junior P1 – experienced pilot??**

The K13 was right hand circuit base leg with a trial lesson landing SW. The Junior had recently launched and appeared on long finals SW (higher than the K13) having released at 1200'. There was no circuit or radio call. Witnesses on the ground were concerned that we hadn't seen each other, especially the K13 as the closure rate appeared to be quite high with the Junior appearing to descend onto the K13.

As it was I had spotted the Junior well in time although I'll admit it was a bit of a surprise! So I opened up the circuit a bit to give me a flatter longer approach and open up a gap between

me and the Junior that was on a straight in approach. This gave me more time to assess where the Junior would end up.

I elected not to change landing runs due to my height and position and not knowing where the Junior would stop. As there was no other traffic on the airfield and I was in very current practice I decided I would have the room to put the K13 down safely.

P1 of the Junior had heard noise and thought the control inspection hatch was about to come off. It turned out to be the tape. There was no radio call but that was possibly the right thing; aviate, navigate, communicate.

What would you have done?

### **Lesson's to learn**

- Check for the wind direction and strength before you commit to landing. This has to be done every time. You cannot choose your landing area and therefore plan your circuit without knowing the wind direction and strength.
- Just because the tug, flown by a very experienced pilot, can land ok with a slight downwind component, doesn't mean to say you can.
- You should always have enough height to be able to fly a circuit of some sort, even if it's just a short base leg – if not you have cut things way too fine.
  - The circuit is there to help make sure you get to the right place at the right height for your approach onto your nominated landing area making sure that the circuit and landing area are clear.
  - As soon as you don't do this you are stepping outside the norm, increasing your workload and risk of conflict with another glider that is flying a normal circuit.
- Think the problem through – if I am hearing a strange noise and you are concerned then yes return to the airfield but assess that the glider is still flying ok. Think about your actions beforehand. Do I need to land straight away and increase the risks outlined above or do I have the time to fly a safe circuit or part circuit?
- Learn to side slip – a useful tool if you ever get caught too high on your approach.

### **Land out in field – Castell Dinass**

A visitor was flying in fresh SW conditions with intermittent showers.

He had been roaming around generally and was out towards Llangorse.

During this period the local showers developed and he started to find himself cut off from the airfield.

He tried to get back into the SW bowl but left it all too late and found himself in the lea of Mynydd Troed.

Now in strong sink and all possible options exhausted he was forced to land in a field on the valley floor roughly under the burnt patch area.

Thankfully he got away with it – most don't and usually end up breaking the glider as the fields are almost unusable.

The P1's handling skills were up to the job and he managed to get away with it. Would you?

### **Lesson's to learn**

- Keep the awareness going at all times and always have a plan 'B' and if possible a plan 'C' as well; what will I do if I don't find a climb here or what will I do if the shower develops near the airfield etc
- Larger showers will almost certainly influence the local wind conditions and could make what was a working slope un-soarable. Never assume the lift will be there and always have a plan 'B' up your sleeve (as above).
- It is safe to assume that the fields at our end of the Cwmdy valley are un-usable. Out of all of the field landings attempted in that area that i can think of, nearly all have not

been successful. If you are faced with a similar situation you have to ignore the 'press-on-ittis' or "I must get back to the airfield" if either options are not safe. They will be strong voices in your head!

- In this example, if possible go off down the Cwmdru to the other end.
  - Generally the screed slope would be working and probably would not be influenced by any showers local to the airfield; if it isn't working the valley floor is dropping away (several hundred feet below the airfield) giving you more time with the fields that are safe to land out in.

In summary have more than one plan; don't leave it too late to make a decision.

### **Hangar rash – again!**

Two incidences:

1. The K6 had yet another un-reported hole punched in the fuz underside by the improper use of the hangar dolly. I believe there was nothing in the DI book either.
2. A scrape and hole were found in the wing tip of T10 on its DI by me. It would appear to have been caused by one of the hangar dollies. No one knew anything about it and nothing was in the DI book, so again I have to assume it went un-reported.

We still have a potential worrying trend; someone dings a glider and says nothing. I struggle to believe these two examples could have gone un-noticed, although I concede that is possible.

So please do speak up. No one will shout at you; accidents do happen, it's about keeping them to the minimum and learning for future prevention.

Unreported damage which is then not discovered due to a poorly completed daily inspection is the worse combination – you have to be careful and you have to be vigilant.

### **Daily Inspections**

#### **K13 rudder pedal cracked – not found on DI**

I admit this is a bit more of a gotcha.

A few weeks ago I was flying T10 from the front whilst doing instructor training.

As I was doing pre-launch checks I found the right rudder pedal to feel a bit loose and it would pivot if pressed at the top.

On further investigation the metal mounting brackets for the wooden pedal were found to be cracked.

This is probably because pilots or trial lessons use the pedals as a foot hold, pressing on them excessively when trying to get comfortable in their seat or find straps etc.

**DON'T DO IT and STOP PASSENGERS FROM DOING SO!**

I suspect the rudder pedal had been like that for a while. Trial lessons and pilots under training won't know the difference so the only way is with the Daily Inspection.

Get your hand on the rudders pedals and make sure they feel solid and can't pivot round the central mounting bracket.

### **Other Safety Related subjects**

#### **Wrong paperwork**

I was doing the DI on the K21 and found that the R/T licence was out of date.

On further investigation I found comments over a period of several months left in the DI book about an out of date R/T licence.

A gold star for those that at least made a comment; red mark for doing nothing about it!

I found the document pinned to the office notice board – took less than 5 minutes to rectify.

### **Who is responsible for all clear above and behind?**

I believe there has been some confusion on the subject and may have contributed to some launch point related incidents.

Simply put; if you are signalling you are responsible for all clear above and behind, otherwise how do you know as signaller that it is clear to signal?

Clearly if there is not a second person available to signal then you have to do both. Hold the wing tip, all clear above and behind and signal.

Likewise it is important that anyone at the launch point takes responsibility. Stop the launch if there is possible conflict or point out any glider that may be in the circuit to the person doing the signalling.

### **No canopy cleaning kit**

I recently went to clean the canopy of the K21.

Lo and behold there was no canopy cleaning kit again.

Please guys – if you use the canopy cleaning kit, put it back.

If it isn't there it does beg the question as to how the canopies are being cleaned or perhaps they are' not?

Either way a new can of polish and clean duster will be in place shortly.

### **Energy absorbing cushions**

Don't pinch the club glider cushions!

Robbie found the following the other week.

*Last weekend, I noticed that the foam safety cushions from the K21 were being used as a tip rest in the hangar for the K13. I assume therefore that the K21 was being flown without safety cushions .... Not good for club liability in the event of a heavy landing.*

Don't use the club glider seat cushions for anything other than in the glider.

Don't fly any glider without an energy absorbing cushion

### **General Update**

#### **Answering the club Phone**

This is not new....

We have had several incidences where the phone has been answered to a member of the general public, no problem of course but please do not take any trial lesson bookings.

All bookings have to go through Liz so please ask the caller to phone back in Liz Office hours. Otherwise there is no central control over bookings and we run into problems with having too many trial lessons booked in at once.

We then either have to cancel them or try and fly them; the latter would affect you on a good day.

The only exception is if the enquiry is for that day in which case it is up to the duty instructor.

Also be careful with what you say – we recently had a trial lesson turn up who was expecting to fly with their son at the same time in the same glider!

He got upset when he found out otherwise; he had been 'explicitly told' that he could when he had previously phoned in!

#### **Trial Lessons**

Flying members of the public has to be the safest flying we do.

Therefore if the weather conditions become too extreme and outside BGA guidelines we will stop the trial lessons.

Likewise we want the experience to be a good one for the punter, we want them to go away and tell their friends, family etc what a wonderful experience it is; hopefully they will even

come back for more. Flinging them in the air when it is rough will usually have the opposite negative effect.

So regardless of whether we think we need the revenue or the punter has travelled a long way etc they only get airborne if it is safe to do so and will be as good an experience as we can reasonably give them.

It has to be the safest flying we do!

### **BGA news**

Please read the following from the BGA if you haven't already.

#### ***Laws and Rules, edition 18***

*Edition 18 of BGA Laws and Rules has been published. This contains significant changes from the previous edition, reflecting the 2012 changes to the Air Navigation Order, as well as developments relating to future EASA requirements and a number of associated BGA changes to instructor revalidation requirements and glider pilot certification.*

*The new edition has been completely reformatted with the aim of making information easier to find and to highlight information that the BGA feels is particularly important. It is strongly recommended that all pilots familiarise themselves with this significantly changed Edition 18 in its entirety.*

*Further changes are predicted, as EASA licensing and other requirements continue to be developed. This edition will, therefore, only be made available for download from the BGA web site at <http://www.glidering.co.uk/bgainfo/lawsandrules.htm>.*

So i would recommend having a look!

#### **EASA – Training records.**

In a nutshell, when we are under EASA regulation for pilot licensing to get your glider pilots licence (Bronze C) you will have to submit evidence that the training has been completed. It will be up to the student to ensure the records are complete and signed off, not the instructor.

However anyone that has started training and is pre-bronze needs to make sure the record card is kept complete, signed and is not lost!

I have a BMGC post solo to Bronze C card ready to go. I had been delaying its publication until I had a better idea on the future EASA world.

I will publish the syllabus card next year – it will not just be for Bronze C but ultimately a BMGC qualified pilot.

I hope to find out more this weekend at the BGA club management conference so watch this space.

*As we head towards future changes from BGA training organisation under BGA requirements to BGA training organisation under EASA requirements, it is likely that pilots who are being trained under the BGA requirements from here on may find themselves still pre-Bronze and pre-XC endorsement ahead of April 2015 and therefore unable to transition to an EASA licence based on prior qualification.*

*To ensure that the training provided under BGA requirements can be recognised on transition to EASA requirements, it is very important that adequate training records are maintained by clubs. The BGA recommends keeping completed training records for at least 3 years.*

*A properly completed training record card that meets the minimum requirements as described in the current BGA syllabus of training is an adequate training*

*record. This doesn't mean that your club should not use its own bespoke training card or cards, providing the minimum requirements as described in the current BGA syllabus of training are covered.*

**Tug upsets**

There have been several incidents nationally in addition to our one earlier this year. Please see the attached poster from the BGA.

Safe Flying

Cheers

Martin

CFI

[martin2zc@yahoo.co.uk](mailto:martin2zc@yahoo.co.uk)