

PNGC Members Safety Meeting

Wednesday 8th Feb 2022

Agenda

- Introduction
- 2022 Events
- 2022 Comms
- 'Flying Suitability' Policy
- Potential topic areas
- **General Discussion**
- Summary

Introduction & Welcome

- Safety Officer reports to Chairman.... work closely with CFI/DCFI & all
- Why now?
 - Build upon one-to-one's & previous impromptu meeting
 - Good BGA practice
 - Learn from 2022 events
 - Safe flying restart
 - Avoid substantial threat to our existence
 - **Listen to YOU!**
- NO comments are 'bad' or foolish - speak honestly

2022 'Events' - reminder

A rolling tractor struck a member who'd just parked it.	Broken strops falling further away in a x-wind than we'd like.
The rear bus-step fixing-point failed causing a painful fall.	Gliders landing too close to the launch-point, even aiming at it.
Someone's head hit the rear edge of an elevator, damaging both	Cars driven too close to the launchpoint, or even between the vehicles.
Numerous Daily Inspection issues...	Driving fast and close to the ISO's... if anyone walked out....
- a TE tube dropped off on tow-out, then inserted wrong place	Aiming' at the winch, or other ground-objects after launch failures.
- a TE tube left in the DI book	Not seeing airfield signage on final, and needing late avoidance
- a hatch-cover came-off in flight, twice	Not turning in the direction as briefed after a launch-failure.
- batteries not affixed correctly	Winch-launching into cloud without releasing.
An airborne member got lost locally.	Winch-launching with a landed glider too close to the take-off path.
A non-XC member had to land-out.	A winch-cable being stepped over by the wing-holder when moving.
A ground-handling rotation of a glider caused the wing to hit a vehicle.	Winch-launches with the wing-holder having zero experience.
Someone stepped over a fuselage breaking a pitot tube.	Air-brakes opening during a launch.
An airspace infringement on a day where height-gains were huge.	Performing aerobatics too low, and fast-passes too close to the ground.
Poor thermal-entry etiquette posing risk of collision.	Tractor-towing a glider near vehicles with no idea of the chaos behind.
Wing drop on launch, without release, or launch stop called.	Walking/driving across approach without seeing an inbound aircraft.
A winch-line being used without an in-line trace-line.	Hangar-landings too close to the pan.
The 'log-cabin' upended itself with people inside, its 'legs' not down.	People trying too hard to spot-land (short), and compromising safety.

2022 Comms - reminder

BGA Student Manual	TEM & The Pristine Flight
Fit to Fly	Lookout
Human Factors workshop	Tractor Incident
Visualisation technique & benefit	Tractor incident at Sutton Bank
Low sun	BGA 2021 Accident Report leaflets
Safe winch-launching & quiz	Engine performance at high temperatures
Wing drops	Tug upsets
Land-ahead	Daily Inspection integrity
Low level launch-failure and tug wave-off	Loud noise heard on stall test - what would you do
Thermal joins, log cabin legs, signs on approach	Airbrake and radio checks pre-flight
Fuel-handling, avoiding airspace incidents, CHIRP	Rigging and independent checks
BGA 2021 Accident Review	Deploying undercarriage pre-landing
EASA Safety Webinar	Mid-air collisions
Learning lessons from 2009 Oxford accident	Wing-tip runner responsibilities
Gasco, Unnecessary ground comms, upper wind and runway	PNGC 2022 event summary

New Policy



- “Flying Suitability” proposed, agreed, published for SAFE passenger flying
- BGA support
- Effective from restart.... gliders only
- Minimum age *and* weight *and* height limits defined
- Mainly affects young/small people, but comprehension also key
- Decisions too ambiguous previously
- Incidents elsewhere, requests to fly very young children
- Beware min & max parachute weights too
- Monitor and evaluate after a year
- *Disclaimer review separately initiated, with Siggi*

Potential Topics – but it's YOUR meeting!

- Ensuring a safe flying restart
- Launch-point supervision - what can we improve
- Winch-launching & aerotowing
- Ground-vehicles
- General flying matters
- Other site matters
- Pertinence of Safety Bulletins and other messages cascaded
- Matters for mid-April BGA Regional Safety Meeting
- Anything else?

Who is first?

- ????

In Summary

- Useful?
- Frequency?
- Speak to me (or any Instructor) anytime, onsite or otherwise
- Report events & concerns – anonymously if preferred – link on website & in log-cabin
- Think on ‘the Pristine flight’ – how to maximise and don’t expect!
- Enjoy flying, but be safe onsite.... call out others who aren’t