

BFGC Safety Message

November 2019



This month's message is all about the BGA publication -
Managing Flying Risk

As you are hopefully aware, the BGA collates the various bits of good practice guidance, including relevant recommended practices that have been hard-learned over many years, into this single publication.

This year several topics have evolved, resulting in further good practice guidance that also needs to be 'captured' in the same place. These revisions have been consulted on with club CFIs and other subject matter experts.

Where is it?

A copy of the updated Managing Flying Risk (v12) is available on the BGA website in the member's section.

You can also find it on our Club Safety pages.

The main messages are-

Page 5 - Pilot responsibility

Page 6 - Pilot equipment

Page 12 - Safe aerotowing

Page 16 - Supervision

Page 17 - Visiting pilots

Page 22 - Landing & take-off areas

Page 24 - Hill, ridge and mountain soaring

Appendices;

Page 29 - Site hazards

Page 30 - Soaring protocol

The background to the updates is as follows-

Accidents from late take-over.

The most common cause of instructing accidents is late take-over. In this publication the core 'safe pilot' description now includes an appropriate line for instructors.

Aerotow hazards.

We've recently learnt more about aerotow hazards. So we've updated that guidance.

Supervision of Unqualified pilots,

i.e. those who have yet to qualify to BGA Cross-Country Endorsement standard, (so equivalent to a licence standard), including young pilots, should be actively supervised. The publication includes very carefully developed supervision guidance that all instructors need to be aware of.

Visiting pilots. Experience demonstrates that gliding culture is changing, including habits re expeditions, where increasingly we're seeing individuals or small groups of relatively inexperienced pilots heading off to somewhere exciting and often without their own supervision in tow. It's great that pilots are keen and of course we need to encourage them, but we also need to adjust our supervision guidance accordingly, to both help to set their expectations and support CFIs. So we've updated our supervision guidance including re visiting pilots with an emphasis on supporting CFI's and their instructors, particularly at expedition sites

Hill, Ridge and Mountain Flying.

We recognise that pilots are increasingly seeking the fun that hills, ridges and mountains provide for glider pilots. So, to pull existing core safety info around that activity into one place, we've added some guidance.

Public safety is the number one BGA safety priority. The CAA exemption from SERA low flying rules is in place to permit hill soaring. It's very important that exemption is understood by pilots, and so we've included some new guidance.



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Investigations in the past have identified shortcomings in pilot equipment following a remote accident, and the Sailplane Air Operations rules now clarify the situation re ELT/PLB, so we've updated an item re pilot equipment.

And we've included two appendices re detail highlighted within the document to again ensure that all the guidance is in one publication.

As well as having a read yourself, please do encourage other pilots within your club to at least read the updated guidance.

Recent news from BFGC- We have reduced Incidents with cables and tractors invading the area in front of the glider and the Duty Pilots and Instructors are helping with this.

Safe operation and maintenance of our tractors is still cause for concern. If you are not cleared to drive the larger vehicles, then don't, until you've been shown how to and received clearance to do so.

It is imperative that we operate with a DM in place at all times to support the DI and to oversee the ground operations and report any concerns to the DI in real time.

Latest messages from the BGA-

Calls for Increased Supervision of our Pilots under training at BGA clubs. The definition of this is that any pilot is under training until the pilot has qualified for the Cross-Country endorsement.

Reporting an overflight of a winch site, including if it did not result in an Airprox

The BGA has addressed this issue through publicity and communication. It does not at present have reliable evidence at a National level to support a more formal regulatory approach, but certain clubs clearly have a problem that needs addressing, hence this guidance.

Unless we have robust evidence of a problem at a National level, we are much less likely to get appropriate and effective regulatory action.

Please follow the BGA guidance.

There is a link on the Club Safety Page www.bfgc.co.uk/safety

Support available at BFGC-

We have Duty Instructors, experienced pilots, our CFI and DCFI and your Club Safety Officer to discuss any or all issues with.

You can email the Safety Team using the following email address safety@bfgc.co.uk

You can submit a verbal or written report if you prefer.

Safety

is as simple as ...

A lways

B e

C areful