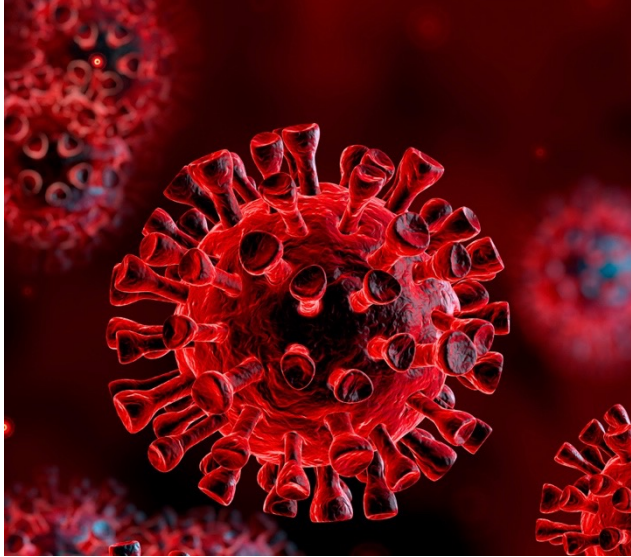


RESUMING OPERATIONS POST-LOCKDOWN

SAFETY CONSIDERATIONS & LESSONS



SAFETY CONSIDERATIONS & LESSONS

HEALTH - CURRENCY - SKILLS DECAY - BIASES

ATTENTION - ERRORS - VARIABLES - RISK

PATTERNS - TRENDS - PREPARATION - VIGILANCE

SAFETY CONSIDERATIONS & LESSONS

HEALTH

Are you safe to fly?

I	Illness	Are you physically well?
M	Medication	Are you free from the effects of drugs?
S	Stress	Are you free from significant stress?
A	Alcohol	Are you free from the effects of alcohol?
F	Fatigue	Are you adequately rested?
E	Eating	Have you eaten properly so you can work effectively?
Don't fly if you're not safe		

CASA Visual Flight Rules Guide (VFRG)
<https://vfrg.casa.gov.au/resources/quick-reference/are-you-safe-to-fly/>



Canberra
Gliding
Club
Bunyan

**Please check in before
entering our premises.**

**We're helping keep our community
COVID safe by recording contact details.**



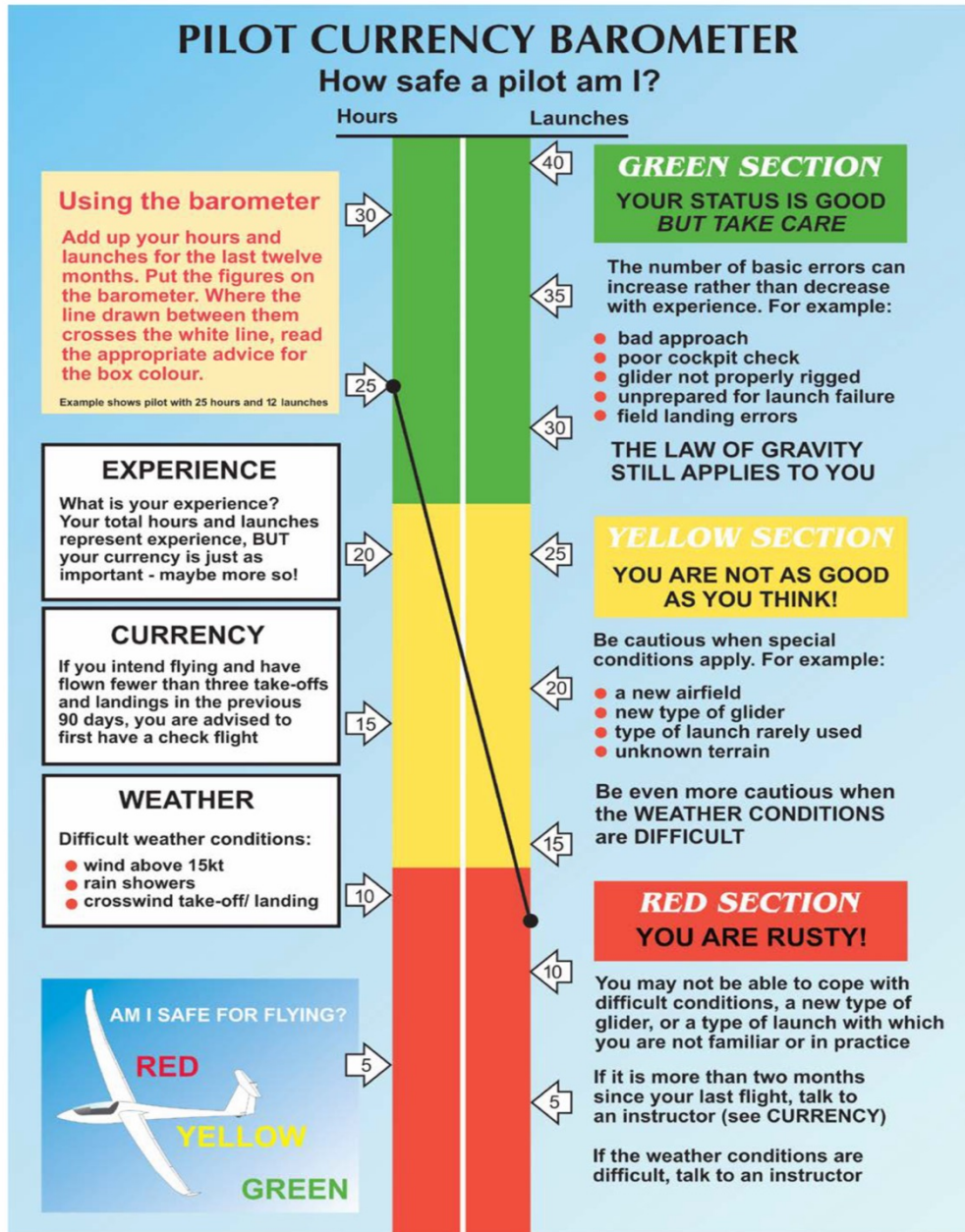
It's easy to check in:

- 1 Scan the QR code with your smartphone camera or QR code reader.
- 2 Follow the prompts on the Service NSW app or on the Service NSW webform.
- 3 Show a staff member that you've signed in.



APPENDIX C - CURRENCY BAROMETER

(Courtesy of the British Gliding Association)



SAFETY CONSIDERATIONS & LESSONS CURRENCY

33 HR
42 L

WHO IS STILL PRONE TO
MAKE ERRORS?

25 HR
12 L

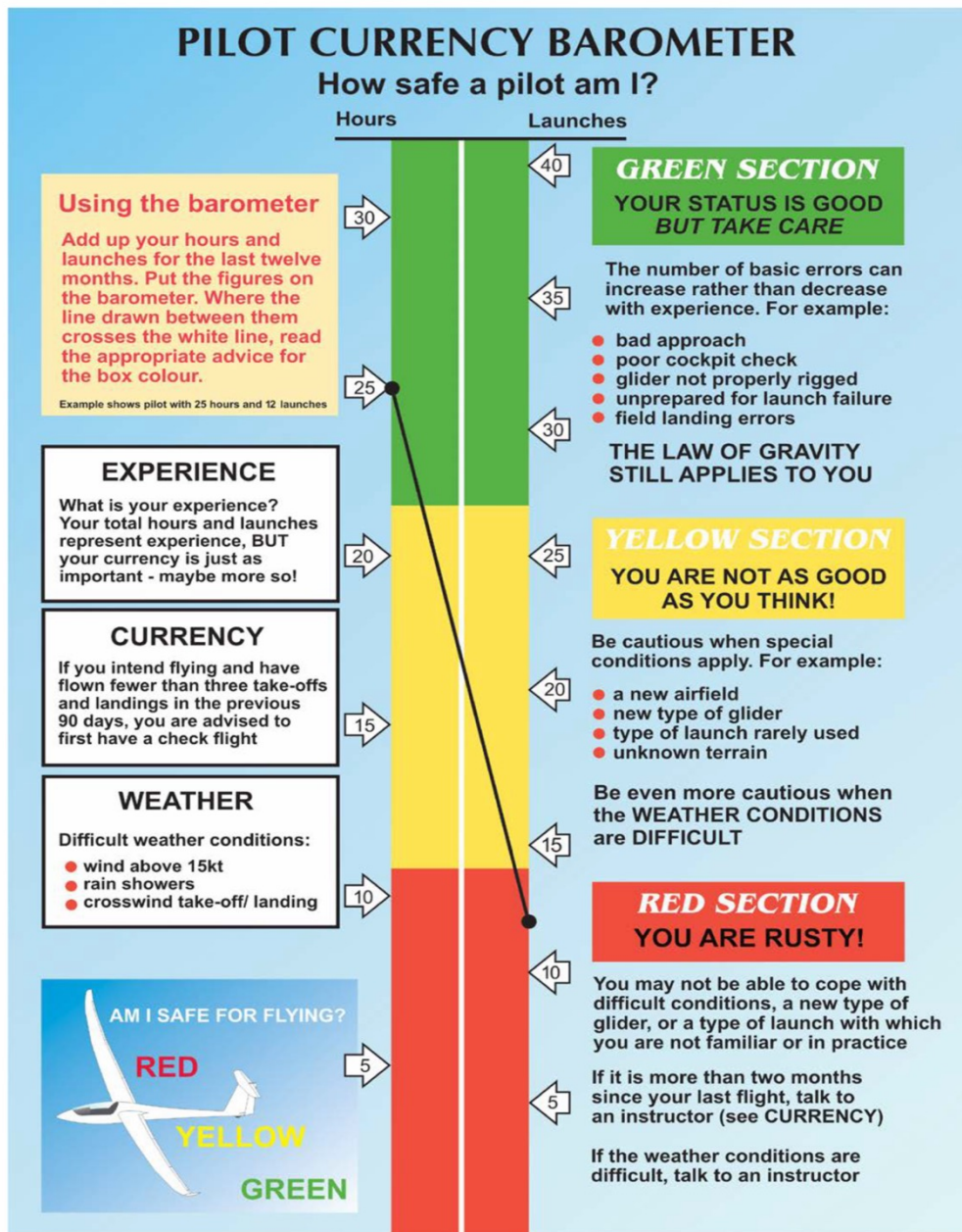
IS ONE FLIGHT IN BENIGN
HOME CONDITIONS
ENOUGH?

12 HR
8 L

COMPLACENCY?
OPTIMISM BIAS?
TOO MUCH TOO SOON?

APPENDIX C - CURRENCY BAROMETER

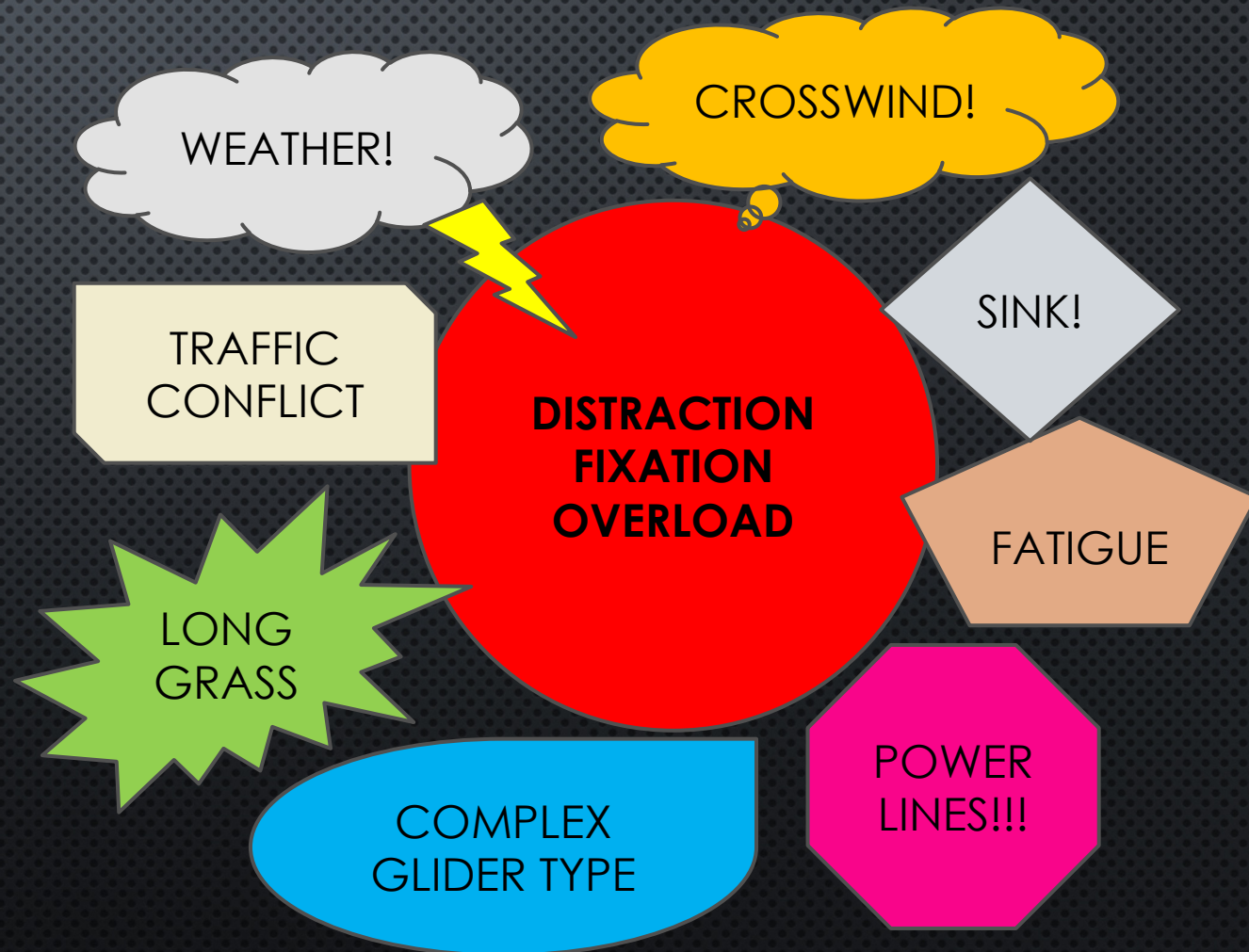
(Courtesy of the British Gliding Association)



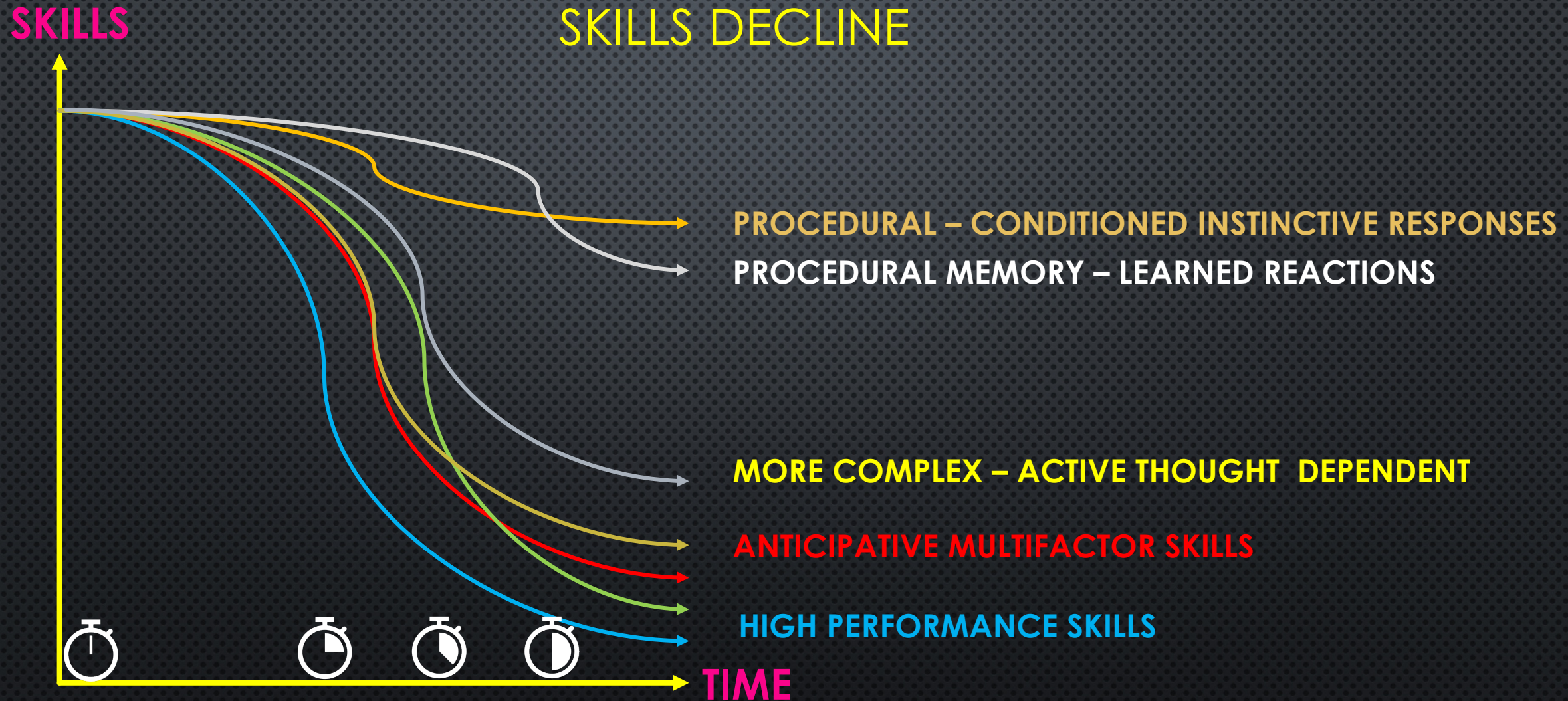
SAFETY CONSIDERATIONS & LESSONS

CURRENCY

PROFICIENCY – NO OF VARIABLES!



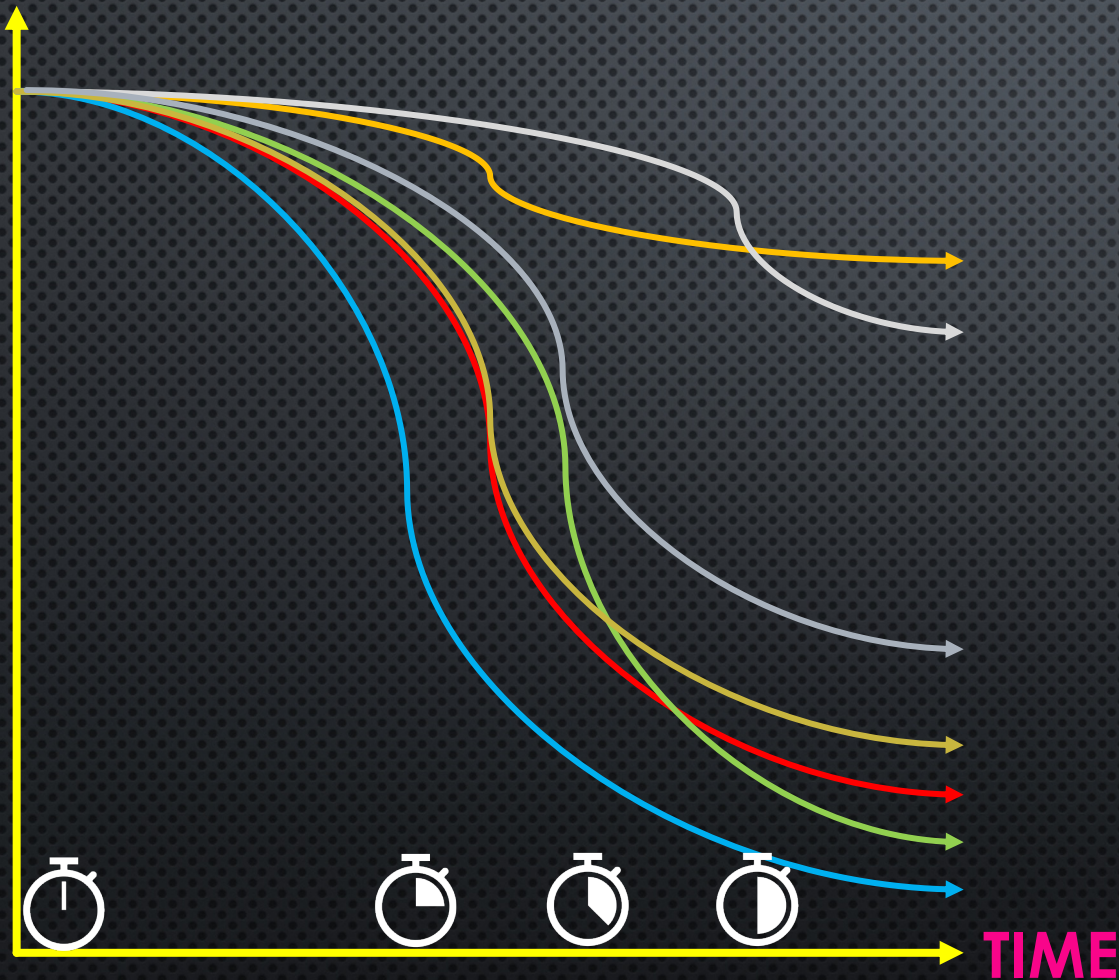
SAFETY CONSIDERATIONS & LESSONS



SAFETY CONSIDERATIONS & LESSONS

SKILLS

SKILLS DECLINE – COMPOUNDING FACTORS



STRESS

SLEEP DISRUPTION

LIFESTYLE DISRUPTION

ECONOMIC PRESSURE

LOWER FITNESS

INATTENTION

OPTIMISM BIAS

OVERCONFIDENCE

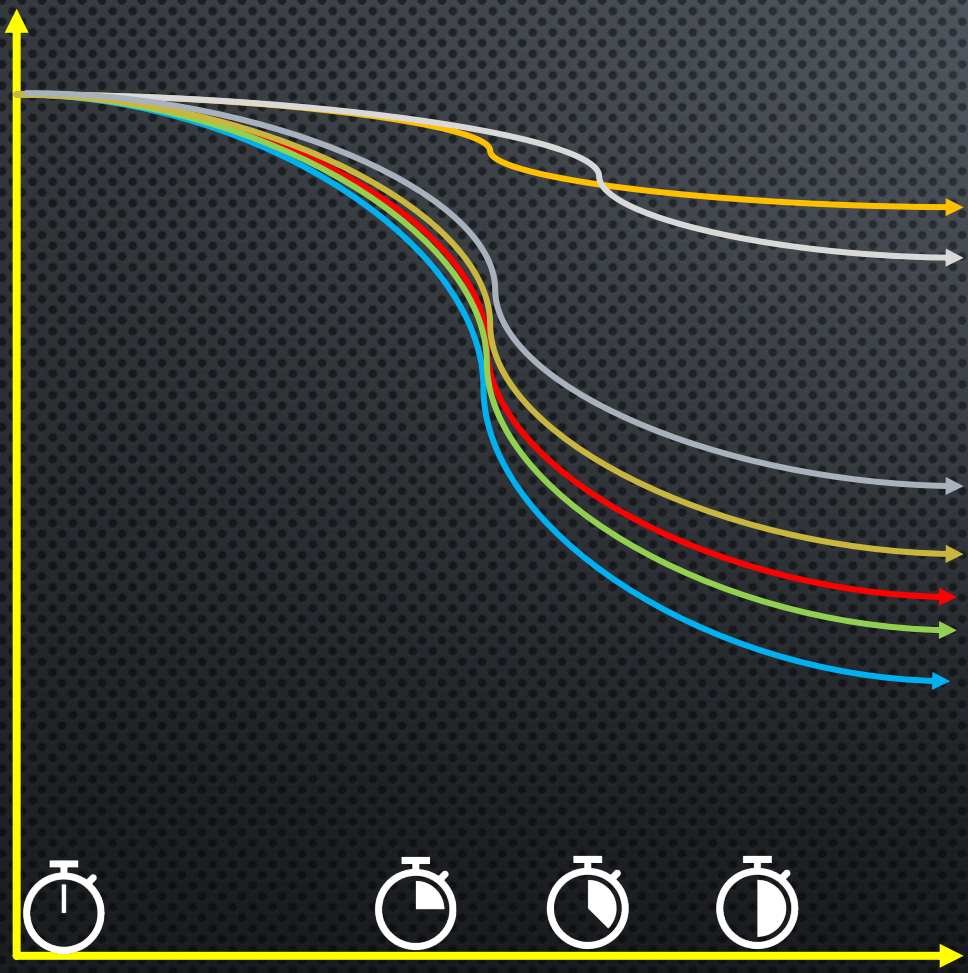
COMPLACENCY

TIME

SAFETY CONSIDERATIONS & LESSONS

SKILLS DECLINE – REDUCING ITS IMPACT

SKILLS



REFLECTION

MENTAL REHEARSAL

PROCEDURAL REHEARSAL

PRACTICE SIMILAR SKILLS

STAY ACTIVE

SIMULATOR TIME

DOUBLE CHECKS DUAL WORK

THREAT & ERROR MGT

FOCUS & VIGILANCE

SLOW & STEADY

TIME

SAFETY CONSIDERATIONS & LESSONS

CHECKS & CONSOLIDATION

CAMPS IN WARMER CLIMATES

ONLINE & SIMULATOR FLIGHTS

SCENARIO ANALYSIS REHEARSAL

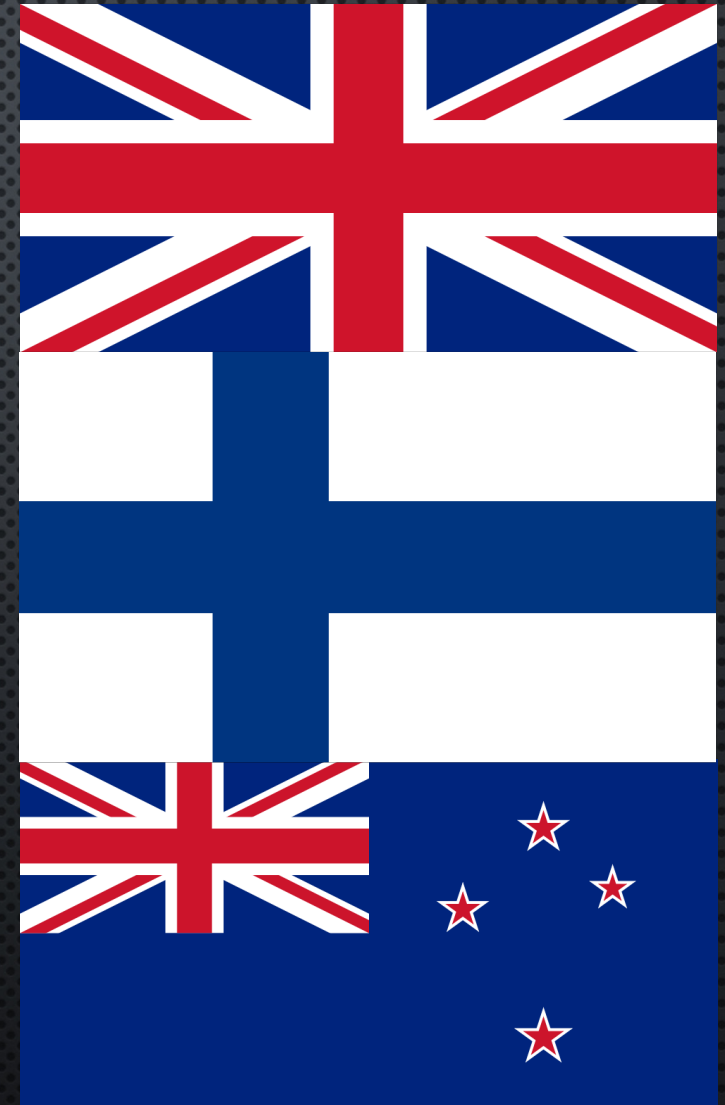
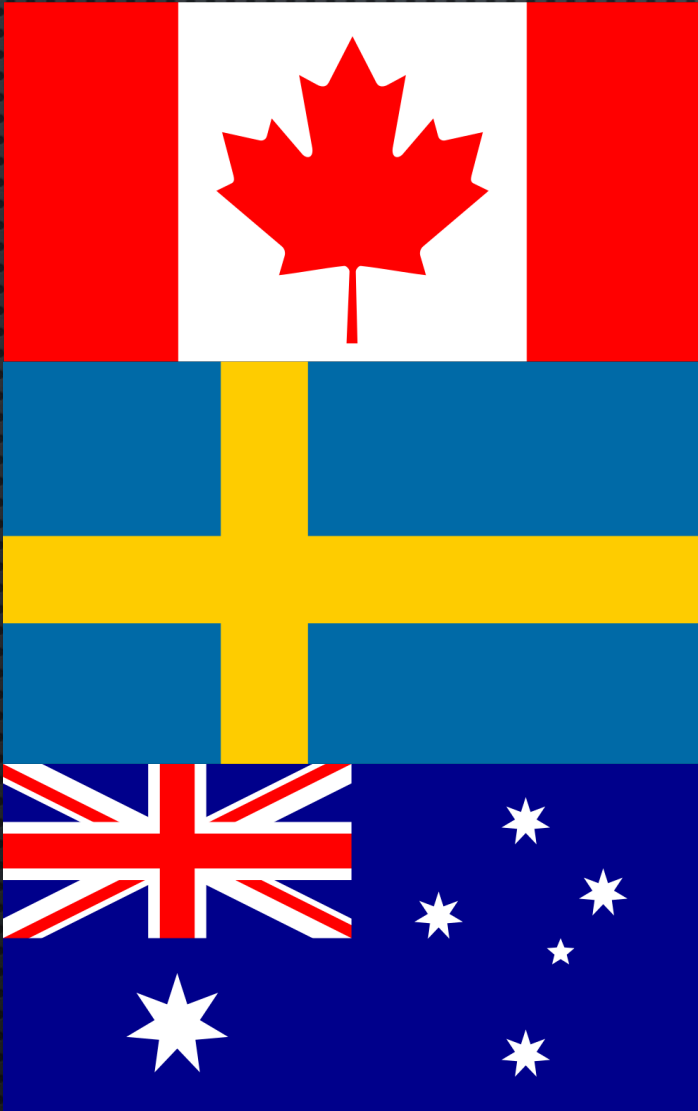
PRE-SEASON WALK THROUGHS

PRE-SEASON REVIEW QUIZ

PRE-SEASON CHECK FLIGHTS

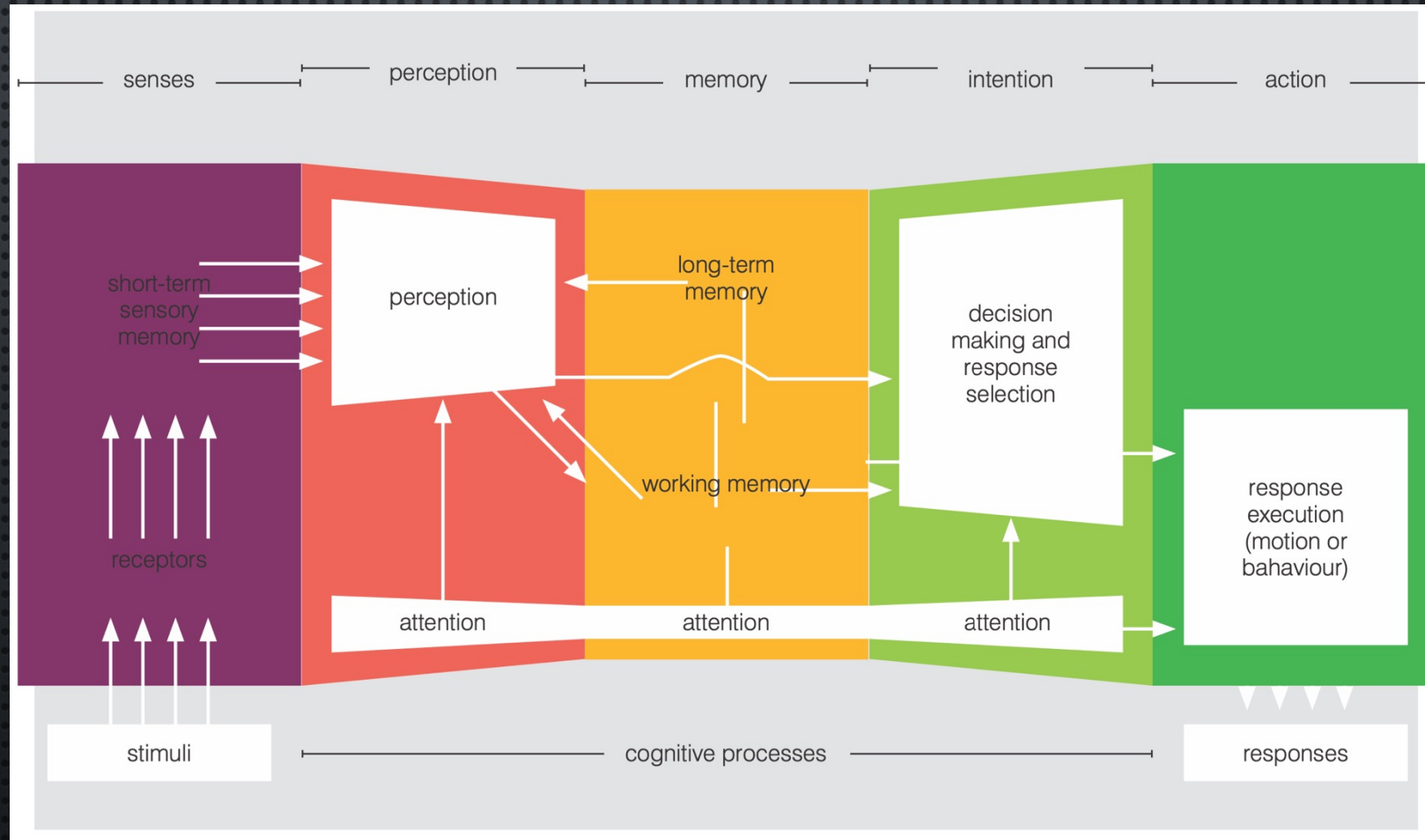
“BUDDY” TEAMS DISCIPLINE

LOCAL CONSOLIDATION FLIGHTS



SAFETY CONSIDERATIONS & LESSONS

ATTENTION - ERRORS



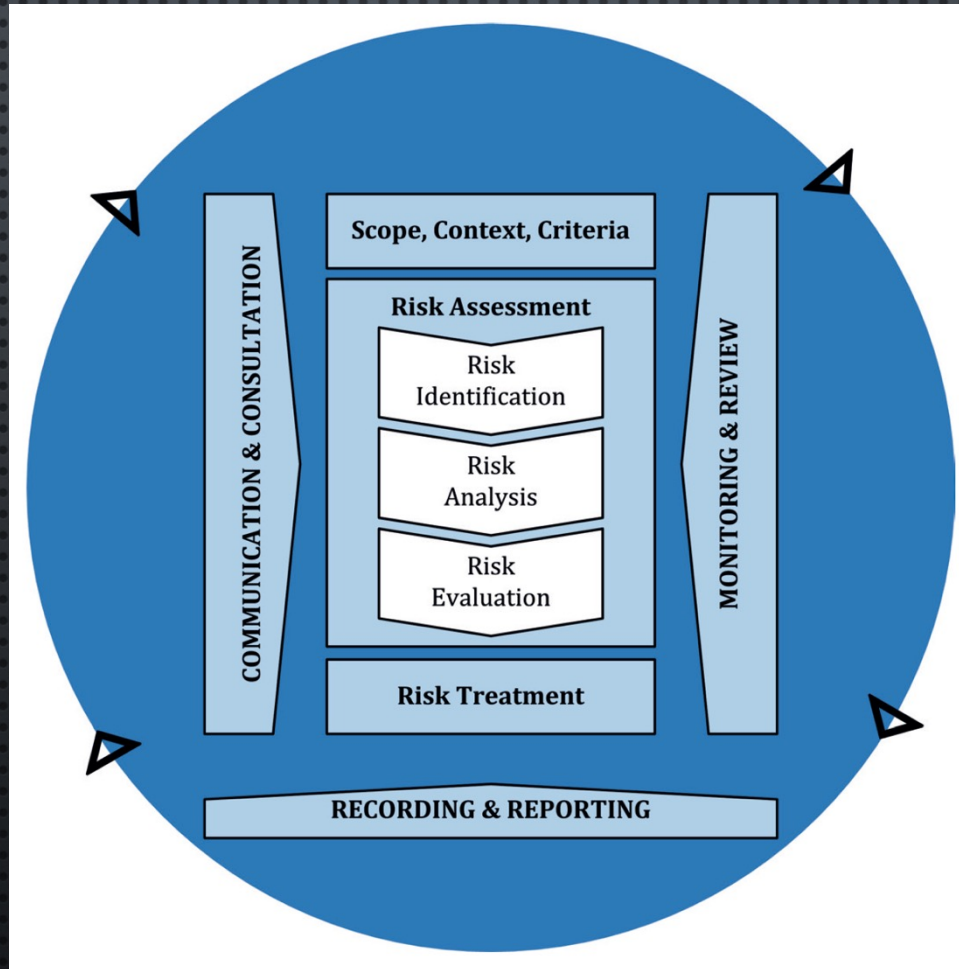
CASA Safety behaviours: human factors for pilots 2nd edition
Resource booklet 9 Human information processing
Figure 1 Basic Human Information Processing

SAFETY CONSIDERATIONS & LESSONS

RISK & OPPORTUNITY MANAGEMENT

WHAT IS YOUR RISK APPETITE?

WHAT IS YOUR CLUB'S RISK APPETITE?



WHAT IS THE RISK TO REWARD RATIO?

WHAT CAN YOU GAIN FROM GRADUAL PROGRESSION?

SAFETY CONSIDERATIONS & LESSONS

THREAT & ERROR MANAGEMENT



Gliding Australia Training Manual
Trainer Guide

Unit 25 - Threat & Error Management

KEY MESSAGES

- Threats come at you, while errors come from you.
- Our aim is for Pristine Flights - any variation to a straightforward pristine flight is a threat.
- Mismanaged threats can lead to errors.
- Errors can lead to Undesired Aircraft States (UAS).
- A UAS can lead to an aircraft incident or accident.
- Pilots must use TEM strategies to mitigate against Threats and Errors.

SAFETY CONSIDERATIONS & LESSONS

PATTERNS & TRENDS

INSURANCE CLAIMS UP >50%

LESS FLYING MORE ACCIDENTS

EXPERIENCED PILOTS MORE RISK

TOO MUCH TOO SOON

TOO MANY VARIABLES

OPTIMISM BIAS

COMPLACENCY – LOW VIGILANCE



COVID CURRENCY

The BGA safety team highlights the concerns of pilot currency, particularly due to events in the past 10 months

DEPENDING upon the winter weather and Covid constraints, your next flight could come a long time after your last. Pilot 'currency' is always a concern, of course, but the past 10 months or so have produced some particular problems.

STRAIGHTEN UP & FLY RIGHT

Loss of currency
Psychologists have shown that our *procedural* memory, which holds our learned skills, routines and reactions, deteriorates less quickly than that which supports more deliberate thought processes. This means that, like the ability to ride a bicycle, our handling skills can survive quite long periods without use. Experienced pilots may be able to fly manoeuvres competently despite being rusty, and convince themselves and others that they are still in good form.

More complex tasks and active thought processes in flying suffer more [1]. A study for the FAA [2] found that, while mid-hours

power pilots could perform go-arounds and crosswind take-offs quite reliably after a significant lay-off, short field landings, flight at minimum airspeed and instrument-related tasks were more seriously affected, and pilots were less able to 'stay ahead of the aircraft'. Each task takes more thought and workload, reducing our remaining capacity and affecting both our situational awareness and our ability to prioritise and make decisions. Cues – particular circumstances that prompt actions such as lowering the undercarriage – are especially eroded.

These are important factors when we

■ Clubs can obtain printed copies of Safety Briefings from the BGA Office.

SAFETY CONSIDERATIONS & LESSONS

PATTERNS & TRENDS

ACCIDENTS - LOW CURRENCY

MISSED CUES

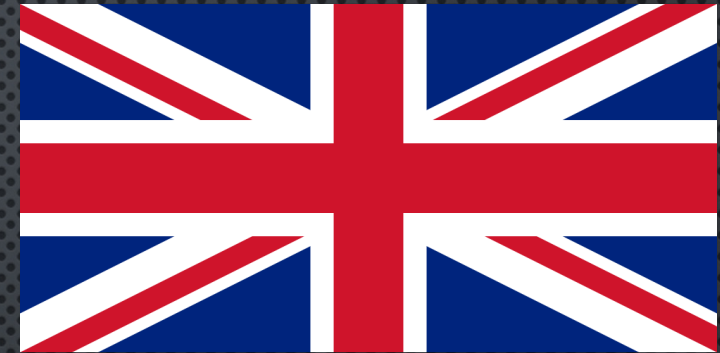
POOR PRIORITISATION

RIGGING ERRORS

DI ERRORS

GROUND HANDLING

LAUNCH



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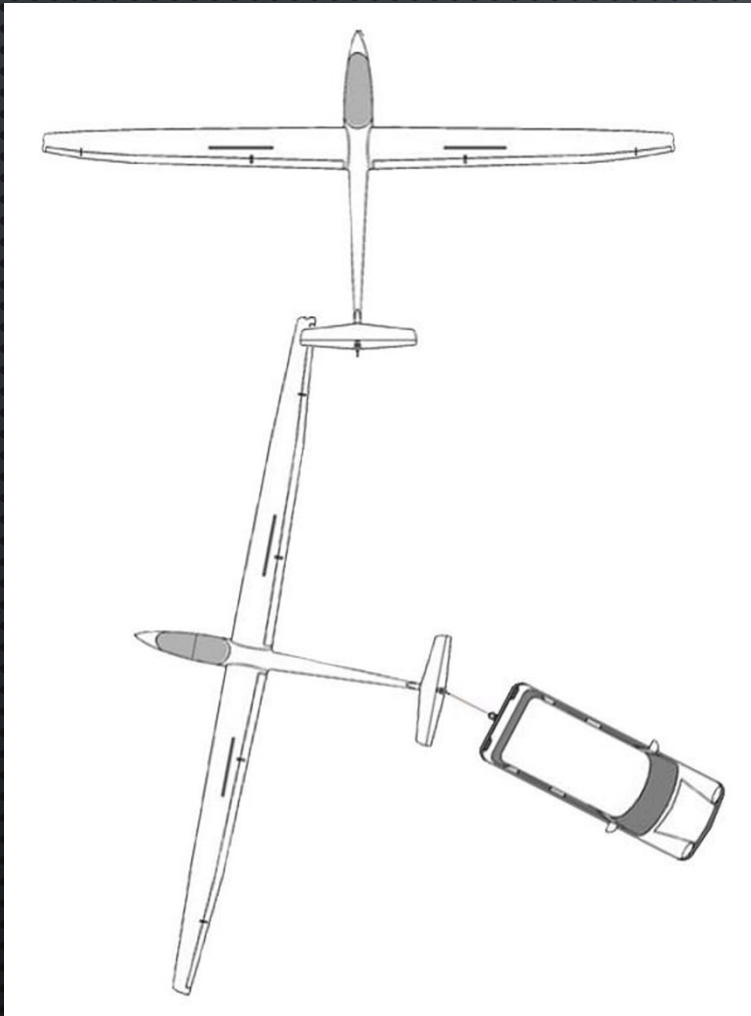
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SAFETY CONSIDERATIONS & LESSONS

AUSTRALIAN EXAMPLES



GROUND HANDLING

TOWING INTO OBSTACLES

TOWING INTO SMALL GAPS

INJURIES TO PEOPLE

BROKEN TOWING EQUIPMENT

IMPACTS WITH VEHICLE REAR

HANGAR RASH DAMAGE

TRACTOR UNFAMILIARITY

SAFETY CONSIDERATIONS & LESSONS

AUSTRALIAN EXAMPLES

LAUNCH ACCIDENTS & LOW CURRENCY

TURBULENCE – BOW IN ROPE – RELEASE –
LOW THERMAL – DRIFT – SINK – Paddock –
STAR PICKET – ELECTRIC FENCE

XW WING DOWN LAUNCH – LOSS OF CONTROL –
WING DROP – WING IMPACT – NOSE DAMAGE

AEROTOW WITH AIRBRAKES OPEN

LAUNCH – PICK UP 2ND ROPE IN NOSEWHEEL

LAUNCH – OVERRUN TOWROPE FOULED IN NOSEWHEEL



SAFETY CONSIDERATIONS & LESSONS

AUSTRALIAN EXAMPLES

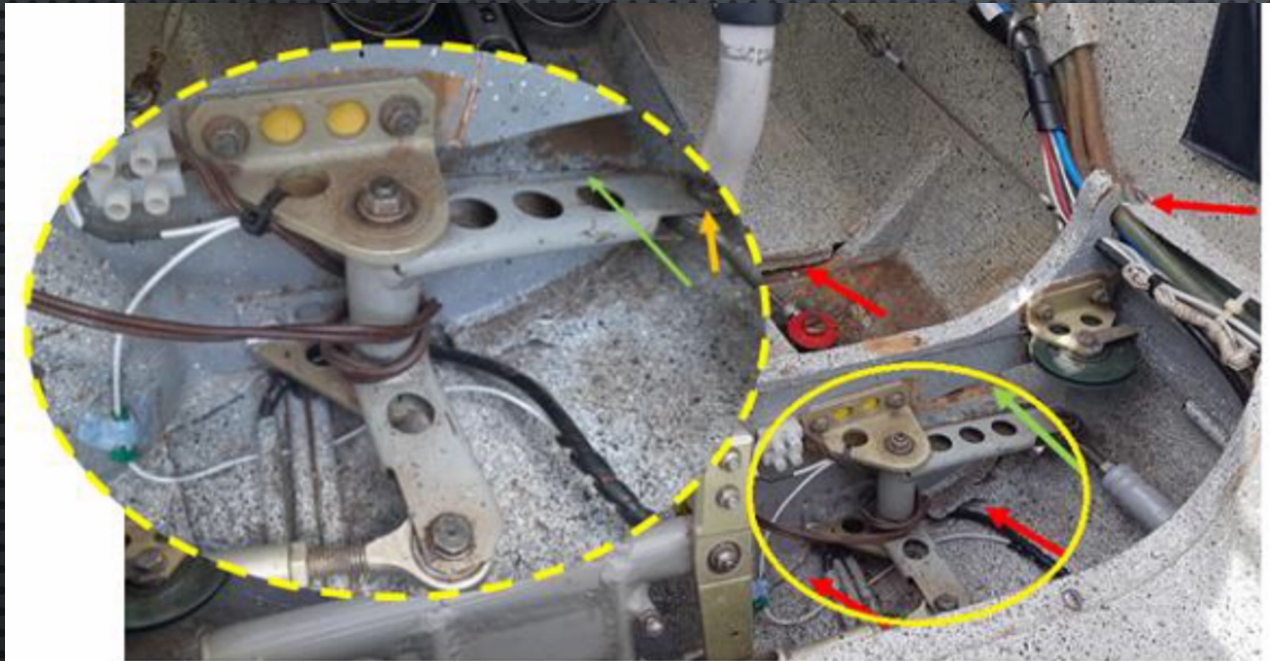


Photo 4 - The nut on the bolt (orange arrow) contacted with the bulkhead preventing movement of the bell crack through the cavity (green arrow).

**OCCURRENCES - LOW CURRENCY /
LOW VIGILANCE / HUMAN FACTORS**

**ALTIMETER SETTING ERROR 1000' LOW
– AIRSPACE INCURSION**

**TAKE UP SLACK – ROPE OVER WING
– RELEASED – RINGS JAMMED IN
AILERON – ROTATED 70 DEGREES**

**HEAVY LANDING – INTERVENTION LATE
– NOSE & BULKHEAD DAMAGE – NEXT
FLIGHT NO LEFT AILERON**

SAFETY CONSIDERATIONS & LESSONS

AUSTRALIAN EXAMPLES

ACCIDENTS - LOW CURRENCY & CASCADE OF HUMAN FACTORS



**EXPERIENCED PILOT – LAYOFF –
LOW CURRENCY – MOST ON DAY
OF ACCIDENT – OLDER – POSSIBLE
DEHYDRATION – PRESSURED INTO
LAST FLIGHT – UNDERSHOOT – LOW
VISIBILITY – ANGLED APPROACH –
ELECTRIC FENCE**



SAFETY CONSIDERATIONS & LESSONS

PREPARATION & VIGILANCE

RESUMING OPERATIONS POST-LOCKDOWN

SAFETY CONSIDERATIONS & LESSONS

ANY QUESTIONS? COMMENTS?

