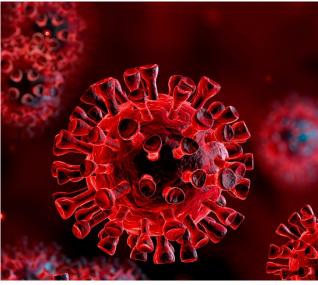




# RESUMING OPERATIONS POST-LOCKDOWN

**SAFETY CONSIDERATIONS & LESSONS** 







HEALTH - CURRENCY - SKILLS DECAY - BIASES

ATTENTION - ERRORS - VARIABLES - RISK

PATTERNS – TRENDS – PREPARATION - VIGILANCE

### **HEALTH**

Don't fly if you're not safe

# Are you safe to fly?

I	liness	Are you physically well?					
М	edication	Are you free from the effects of drugs?					
s	tress	tress Are you free from significant stress?					
A	Icohol	Are you free from the effects of alcohol?					
F	atigue	Are you adequately rested?					
E	ating	Have you eaten properly so you can work effectively?					



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:

- Scan the QR code with your smartphone camera or QR
- 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.







Safety is our key priority







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

### **APPENDIX C - CURRENCY BAROMETER**

(Courtesy of the British Gliding Association)



How safe a pilot am I?

Hours

#### Launches

#### Using the barometer

Add up your hours and launches for the last twelve months. Put the figures on the barometer. Where the line drawn between them crosses the white line, read the appropriate advice for the box colour.

Example shows pilot with 25 hours and 12 launches

#### **EXPERIENCE**

What is your experience? Your total hours and launches represent experience, BUT your currency is just as important - maybe more so!

#### **CURRENCY**

If you intend flying and have flown fewer than three take-offs and landings in the previous 90 days, you are advised to first have a check flight



### WEATHER Difficult weather conditions:

- wind above 15kt
- rain showers
- crosswind take-off/ landing



#### 4 **GREEN SECTION**

YOUR STATUS IS GOOD **BUT TAKE CARE** 



The number of basic errors can increase rather than decrease with experience. For example:

- bad approach
- poor cockpit check
- glider not properly rigged
   unprepared for launch failure
- field landing errors

THE LAW OF GRAVITY STILL APPLIES TO YOU



YOU ARE NOT AS GOOD AS YOU THINK!

Be cautious when special conditions apply. For example:

- a new airfield
- new type of glider
- type of launch rarely used
- unknown terrain

Be even more cautious when the WEATHER CONDITIONS are DIFFICULT



### **RED SECTION** YOU ARE RUSTY!

You may not be able to cope with difficult conditions, a new type of glider, or a type of launch with which you are not familiar or in practice



If it is more than two months since your last flight, talk to an instructor (see CURRENCY)

If the weather conditions are difficult, talk to an instructor

# **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

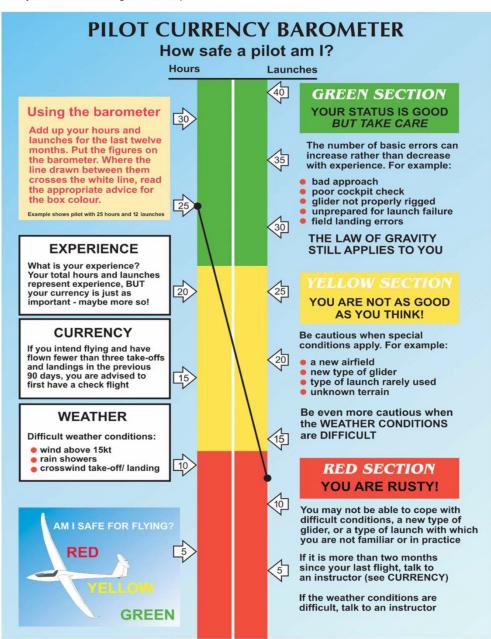
**COMPLACENCY? OPTIMISM BIAS?** TOO MUCH TOO SOON?

Gliding Federation of Australia

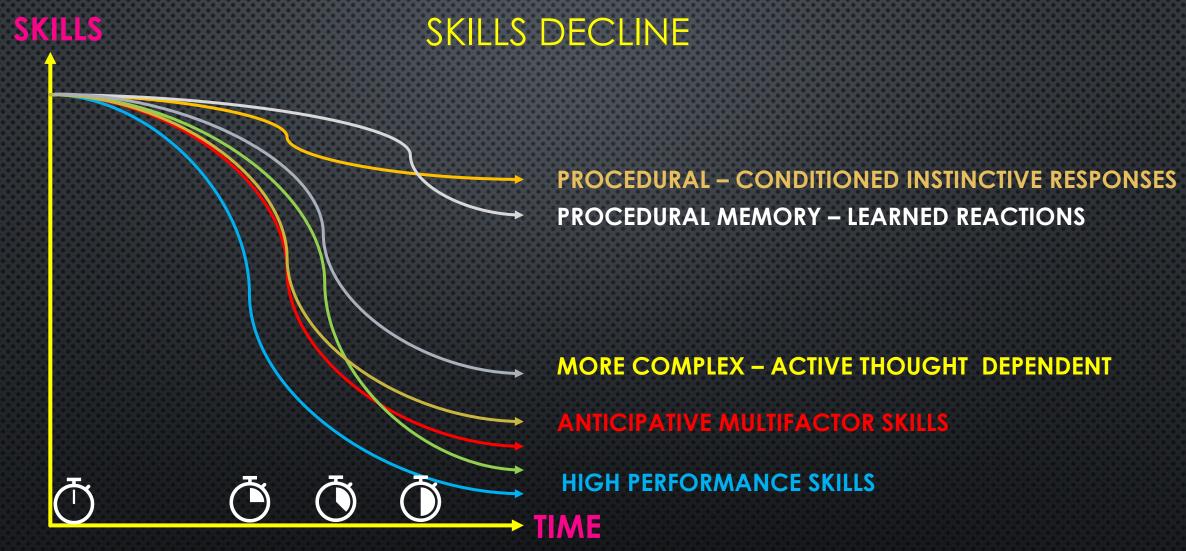
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### APPENDIX C - CURRENCY BAROMETER

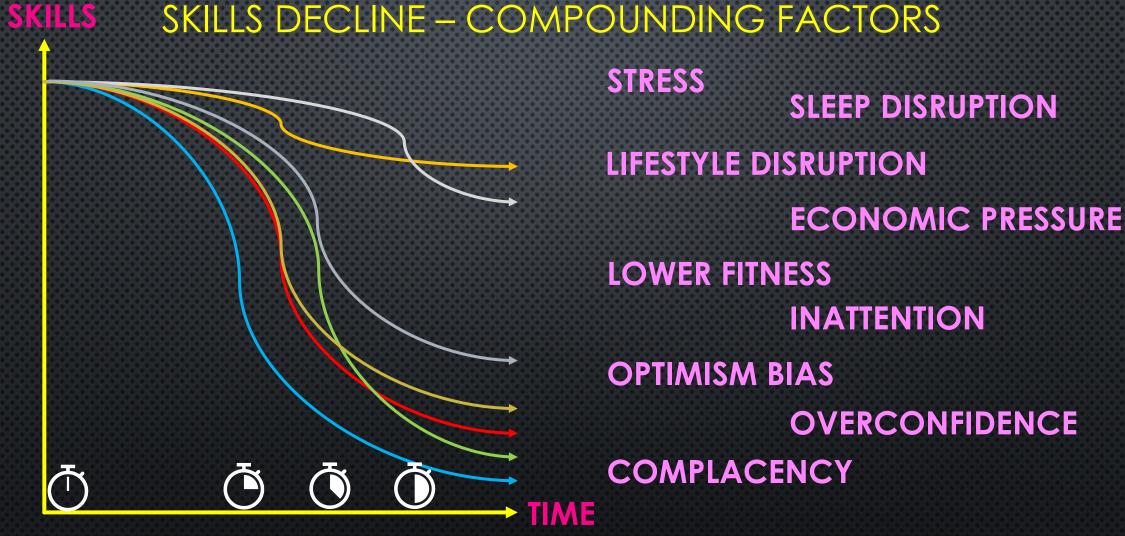
(Courtesy of the British Gliding Association)

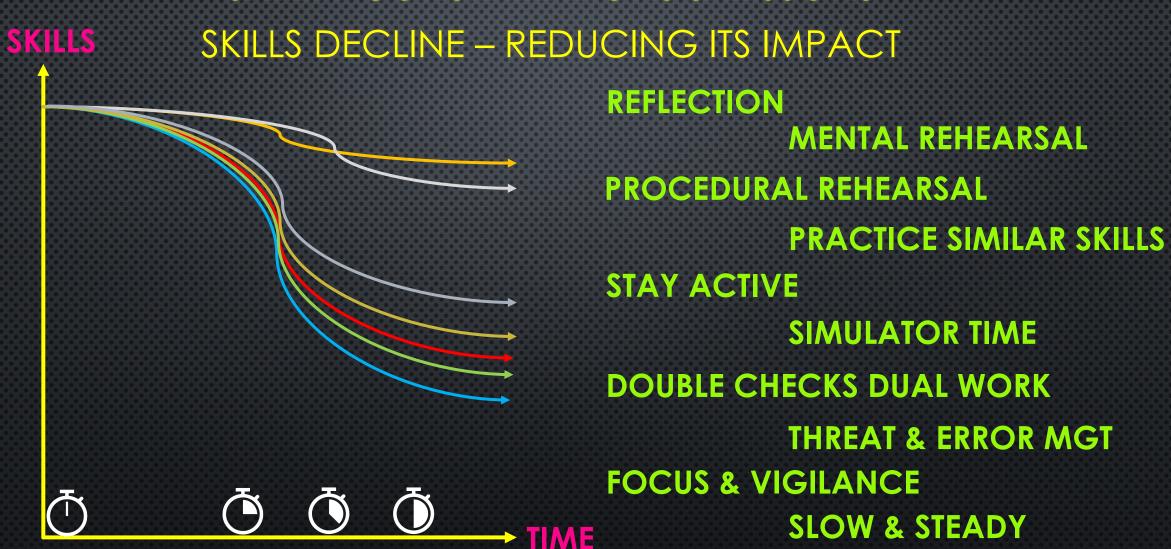






# SAFETY CONSIDERATIONS & LESSONS SKILLS DECLINE – COMPOUNDING FACTORS







## CHECKS & CONSOLIDATION

**CAMPS IN WARMER CLIMATES** 

**ONLINE & SIMULATOR FLIGHTS** 

**SCENARIO ANALYSIS REHEARSAL** 

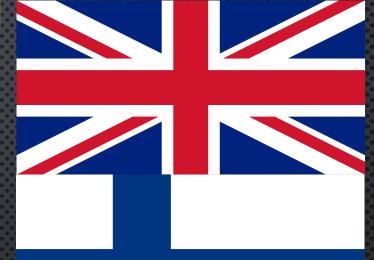
**PRE-SEASON WALK THROUGHS** 

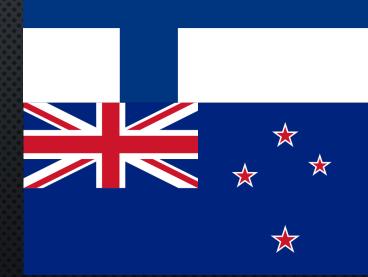
**PRE-SEASON REVIEW QUIZ** 

**PRE-SEASON CHECK FLIGHTS** 

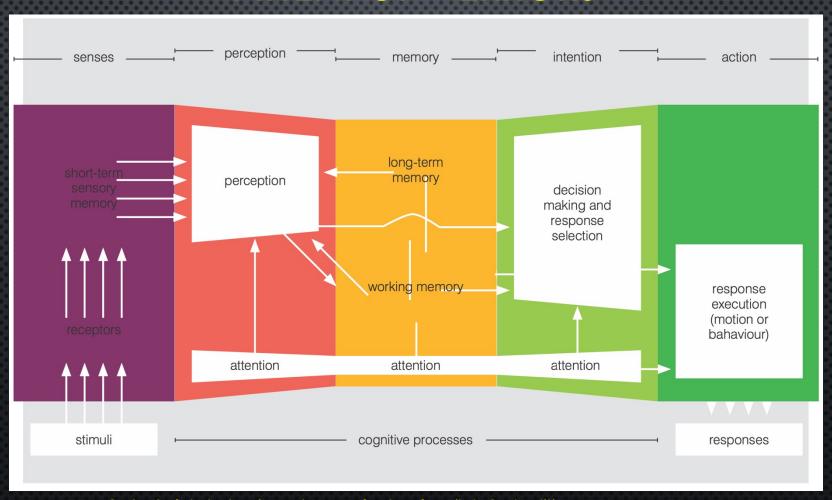
"BUDDY" TEAMS DISCIPLINE

LOCAL CONSOLIDATION FLIGHTS





# SAFETY CONSIDERATIONS & LESSONS ATTENTION - ERRORS

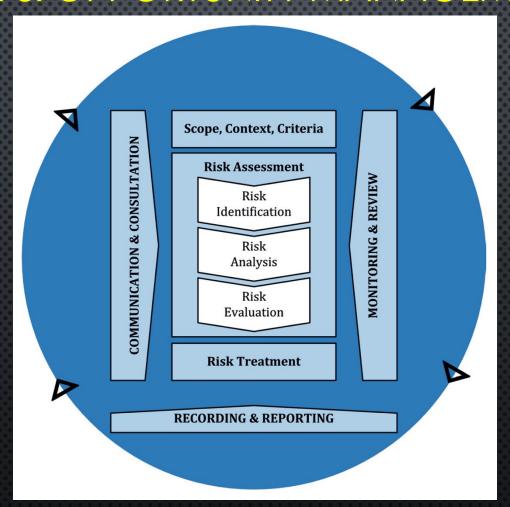


CASA Safety behaviours: human factors for pilots 2nd edition Resource booklet 9 Human information processing Figure 1 Basic Human Information Processing

# 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

THREATS

**ERRORS** 

UNDESIRED AIRCRAFT STATE



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.



### **The Thermal Podcast**

The Thermal Episode #24

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Jun 4, 2021								
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On Gliding Club Cor	nfidential, we go to Au	ustralia and the Balaclava Gliding Clu	bhome base for Berns	ard Eckey – g	liding guru	and auth	or.	
And finallygliding	and COVID brain. We	ve all been affected by COVID-19. B	ut what does it mean for	us when we	get into the	e cockpit	? We hear from	m the Soaring Association of

### 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

■ Clubs can obtain printed copies of Safety Briefings

and Covid constraints, your next your last. Pilot 'currency' is always a concern, of course, but the past 10 months or so have produced some particular problems.

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 Each task takes more thought and workload, 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

crosswind take-offs quite reliably after a significant lay-off, short field landings, fligh at minimum airspeed and instrument-related tasks were more seriously affected, and pilot were less able to 'stay ahead of the aircraft'. 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.



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### PATTERNS & TRENDS

**ACCIDENTS - LOW CURRENCY** 

MISSED CUES

**POOR PRIORITISATION** 

RIGGING ERRORS

**DI ERRORS** 

**GROUND HANDLING** 

LAUNCH



### **COVID CURRENCY**

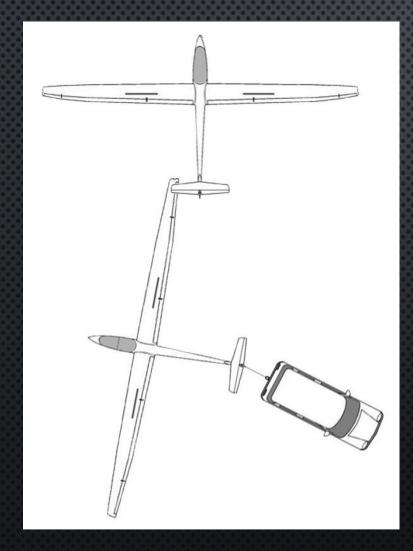
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### **GROUND HANDLING**

TOWING INTO OBSTACLES

**TOWING INTO SMALL GAPS** 

**INJURIES TO PEOPLE** 

**BROKEN TOWING EQUIPMENT** 

**IMPACTS WITH VEHICLE REAR** 

HANGAR RASH DAMAGE

TRACTOR UNFAMILIARITY

### 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 2<sup>ND</sup> ROPE IN NOSEWHEEL

LAUNCH - OVERRUN TOWROPE FOULED IN NOSEWHEEL







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



# 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?

