



# NESA Spring Safety Seminar 2017

Saturday 4/22/2017



# Safety Seminar Agenda

- Spring Reminders & Checkrides (Alasdair)
- Airport & Ground Operations (Colin)
- Towing Procedures & Signals (Walter)
- Preflight actions discussion 14CFR 91.103 (Jerry)
- New Process for Student Pilot Certificates in effect.
- Open Forum;



# Spring Silly Season Reminders

NESA



# Current vs. Proficient

- We are all looking forward to the upcoming season;
- Spring often offers some fantastic soaring and “strong” conditions;
- Are we ready?
  - Our ships have been tucked away for the winter and equally, so have we...



# Current vs. Proficient

- In 1901 Wilbur Wright stated that “practice is the key to the secret of flying”;
- Ever since we have recognized the importance of maintaining proficiency;
- The FAR’s provide some regulatory guidance on the required “minimum” practice, i.e. currency;
- Our club rules provide additional guidance with respect to minimums for the use of club equipment;



# Current vs. Proficient

- Human factors tell us that retaining previously acquired skills is dependent upon several factors
  - The “Law of Exercise” (most repeated/best remembered);
  - The “Law of Recency” (things recently performed are more readily remembered);
- These factors are the drivers behind why the FAR’s include the “**currency**”/recency of experience requirements they do.
- Our winter time-out means many of us may be lacking in that recent exercise of skills required for retention.



# Current vs. Proficient

- Before you fly club ships we require a spring check flight;
- Before you fly your own ship solo you need, well technically only a current **flight review** within 24 months;
- Before you carry passengers you need “Current” **recency of experience**, i.e. have 3 take-off’s and landings within 90 days;
- If you are a previously soloed student your 90 day solo endorsement most likely will have expired and you will need to fly with an instructor and obtain a new one;
- If you are a transition pilot holding a certificate for another category of aircraft but are student glider pilot you need a current flight review in a category for which you are rated.



# Current vs. Proficient

- These FAR and club “Currency” requirements may make you legal to launch off into the gusty conditions of the first strong spring soaring day, but are they sufficient to make us “Proficient” to do so safely?
- Perhaps, perhaps not. We all have different experience; some of us actually flew during the winter; some of us have many hours, some of us just got our licenses in the fall then immediately hung up our wings for the winter;





# Current and Proficient

- Remember that by definition
- **“Proficiency” means performing a skill with “expert correctness”;**
- **Currency only indicates being up to date or occurring within a recent period of time.**
- We need to be both current and proficient to fly safely in challenging conditions such as strong spring soaring conditions;



# Current and Proficient

- Lets all exercise good ADM this spring, manage our Risk and not “make Junk”.
- Are you “Proficient” for the flight you plan to undertake, consider your currency and experience, the aircraft you are about to fly and the conditions of the day.
- In other words...think *P.A.V.E.* and manage your risk.
  - If it's your first day out and conditions are breezy or gusty, ask yourself if it really is the day for your first flight of the season. Exercise good ADM.
  - If you're rusty, take a couple of extra flights with an instructor.
  - Factor your Rustiness into your early season personal minimums.

**TOTAL**



# PGC Risk Assessment Matrix

<b>Overall Risk Assessment</b>	<b>Low Risk = 0 - 20</b>	<b>Some Risk = 26 - 35</b>	<b>Moderate Risk = 36-55</b>	<b>High Risk = &gt; 55</b>
<b>Low Time Pilots</b>	<i>Go</i>	<i>Be Aware &amp; Carefully Review Risk Factors</i>	<i>Fly w/ Instructor</i>	<i>No-Go High Risk Day</i>
<b>Experienced Pilots</b>	<i>Go</i>	<i>Raise Safety Awareness</i>	<i>Carefully Evaluate Go/No-Go Decision - Consider Risk/Reward</i>	<i>No-Go High Risk Day</i>

\* Any No-Go items checked - I should not fly today, and/or may not be legal to fly today

- This is a fairly formal risk assessment example and we are not asking you each to complete one today, however:
- It contains good examples of different factors that contribute to risk and should factor into your thinking. They are worth reading and thinking about;



# Summary

- Most of us have not flown in a while;
- Lets make sure we have the regulatory and club requirements met to fly;
- Exercise good ADM this spring. Think through the P.A.V.E. factors whenever you plan to fly and confirm for yourself that you are safe to fly your planned mission given the days conditions;
- If you have any doubts talk to one of the club instructors and/or consider taking a flight with them;
- Have a safe and fun flying season!



# Lets have a safe & fun Season

- NESAC FIG's
  - Jerry Smith
  - Dave Carton
  - Alasdair Crawford
  - Bill Batesole
  - Brian Xander
  - Chris Giacomo
  - Charlie Freeman
  - Daryl Smith
  - John Graziano
  - John Williams
  - Will Dismukes