

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;

SOARING

- Are we ready?
 - Our ships have been tucked away for the winter and equally, so have we...

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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;

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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?

SOARING

• 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;

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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.

SOARING

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PGC Risk Assessment Matrix

eather Conditions	Low Risk	Pts	Some Risk	Pts	Moderate Risk	Pts	High Risk	Pts	Valu
Weather Stability	Stable	0	Predicted Deterioration	1	Observed Deterioration	2	Changing Rapidly	4	
Wind Speed	0 - 5 kts	0	6 - 10 kts	1	11 - 15 kts	4	>15 kts	6	
Gust Conditions	Calm	0	Steady	1	Gusting	4	Very Gusty	6	
Cross-Wind	None	0	30 °	1	60 °	4	90 ^o or Tailwind	6	
Density Altitude	Low	0	Average	1	High	2	Very High	4	
Aircraft Traffic	Light	0	Average	1	Above Average	2	High	4	
urrency & Proficiency									
No. Flights - Last 2-wks	> 6	0	3 - 5	1	2 - 3	2	0-1	4	
No. Flights - Last 90-dys	>15	0	10-15	1	5-10	2	0 - 4	4	
No. Flights - Last 12-mo	50+	0	35 - 50	1	20 - 35	2	<20	4	
Total Flight Experience	>1000 hrs.	0	501-1000 hrs.	1	251 - 500 hrs.	2	<250 hrs.	4	
Hours in Specific Glider	>100 hrs.	0	31 - 100 hrs.	1	10 - 30 hrs.	2	<10 hrs.	4	
My Proficiency Level Today	Very Sharp	0	Average	1	A Bit Rusty	2	Very Rusty	4	
hysical & Mental Condi	ition		ł		łł			• • •	
General Condition*	Feel Very Well	0	Feel OK	1	Feel Slightly Off	2	Not Feeling Well	N/G	
Sleep Last Night	Well Rested	0	Average	1	Below Average	2	Not Enough Sleep	5	
Nutrition & Hydration	Excellent	0	Good	1	Could Be Better	2	Not Good Today	5	
Alcohol Consumption*	None - Last 24-hrs.	0	A little-over 8-hours	1	A lot-over 8-hours	5	I'm not legal	N/G	
Would I Pass an FAA Medical ExamToday?*	Yes, I have no medical issues	o	Minor issues, something to be aware of	1	Not sure, if I would pass a medical exam	5	No, I would not pass an F AA medical	N/G	
Medication*	None	0	Yes - On FAA List	1	Yes – Not on FAA List	N/G	I'm not legal	N/G	
Life Stress*	Very Low	0	Normal for Me	1	More than Average	4	Very Stressed	N/G	
Temperature	<70 ⁰ F	0	71 [°] F - 80 [°] F	1	81 ⁰ F - 90 ⁰ F	2	>90°F	4	
Humidity	Dry	0	Average	1	High	2	Very High	4	
oday's Circumstances 8	& Mindset								
My Schedule Today	No time pressure	0	Reasonable amount of time	1	Specific time constraints	2	l am pressed for time	4	
Confidence Level Today	Confident today	0	Somewhat confident	1	Feeling tentative	2	Nervous about flying	4	
lf i Landed Out Today	No big deal	0	Inconvenient but OK	1	It would really mess up my schedule	2	It would be a schedule disaster	4	
Desire to Complete	Goal is a low priority	0	Will persevere	1	Will push to achieve	3	Will stretch my	5	

PGC Risk Assessment Matrix

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

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* 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;

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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

SOARING

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NESA CFIG's

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