

A Refresher for Rusty Pilots

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It's been a long time since any of us flew.

Our basic skills that used to be automatic will be rusty.

During this briefing, try to imagine yourself sitting in the cockpit, carrying out the actions.

Try to regain the muscle memory and thinking patterns.

- 1 Who can fly and how?
- 2 Preliminaries
- 3 Getting ready to launch
- 4 The flight
- 5 After the first flight
- 6 Key messages

Who can fly and how?

Two-seater flying is problematic – we don't know when it can resume.

- Balancing risks:
 - ▶ risk of rusty pilot having an accident – *high for inexperienced pilots*
 - ▶ risk of virus transmission – *high for those in vulnerable groups*
 - ▶ hence different pilot categories
- Instructors have been asked about their willingness to fly dual
- Simulator will be available, with distancing and cleaning rules
- Ideas welcomed...

“DfT remains of the opinion that the current public health guidance precludes recreational GA flight training.” (BGA, 23rd May 2020)

The [Let's Restart Gliding](#) survey asks about experience and currency.

- 1 **Green - no check required unless pilot prefers it**
 - ▶ full or assistant instructor rating or 500+ hours
 - ▶ at least 6 hours and 6 launches since June 2019
 - ▶ ... of which, 4+ on launch method to be used (aerotow probably)
- 2 **Amber - anyone who isn't in Green or Red group**
 - ▶ individual discussion with a full rated instructor
 - ▶ will depend on currency and overall experience
- 3 **Red - dual checks or training required**
 - ▶ anyone not yet Bronze

These rules apply to motorglider flying as well as gliders.

- Why aerotow?
 - ▶ Longer flight if not soarable
 - ▶ Less chance of immediate launch failure to deal with
 - ▶ Fewer ground crew
 - ▶ Tug pilots can get current with solo circuits
 - ▶ Winch drivers stay furloughed as long as possible
 - ▶ We have plenty of “green” pilots to aerotow in first few days
 - ▶ Gives us a chance to feel our way back in with simple operation

Aerotow initially; winch soon

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- But we will winch soon – watch the email list
 - ▶ winches have been checked and prepared
 - ▶ volunteer winch drivers – currency is an issue

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90 day “currency” – a bit of a red herring, especially given the floods earlier.

All members wishing to operate on the airfield are required to attend:

- Ground operations briefing by Safety Officer
 - ▶ includes details of PPE, distancing and cleaning requirements
 - ▶ precautions to be observed for dual flying, when permitted
- This briefing on flying operations by CFI

Do some refresher reading

Re-read the BGA *Managing Flying Risk* document, which has links to *Safe Aerotowing* and *Safe Winch Launching*

These are mainly aimed at power pilots, but well worth reviewing:

GASCO Return to Flight presentation

CAA CAP 1919: Safety advice for returning to flying

- Paperwork
 - ▶ is the ARC valid?
 - ▶ is the insurance on flying risks?
 - ▶ your flying licence, if applicable?

Checking the aircraft before first flight

A briefing note is available [here](#). This is just a summary.

- Check for animal incursion and nests
 - ▶ remove seat pan if possible
 - ▶ look inside airframe wherever possible, with light or mirror etc
 - ▶ check the ASI still works (insect nests in pitot?)
- Straps and cushions may have been removed
 - ▶ check correctly re-fitted and secure
- Check the tyres
- If you have an engine, check that and the fuel

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Key point: Extra careful inspection

Find problems on the ground, not halfway through launch.

Under seat pan of Junior HHD



Inside fuselage of Pegase FCB



Getting ready to launch

Imagine yourself doing these checks – walking around the aircraft, climbing in and doing up the straps.

Think about why we do them.

Let's go through...

- ABCD check
- CBSIFTBEC

Has your personal ballast changed after weeks of lockdown?

Are you really familiar with the instrument layout?

Do you have the right cushions, the seat adjusted correctly?

TAKE YOUR TIME.

Let's go through the Eventualities for...

- Aerotow
- Winch

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First aerotow for a while

How will I ensure there is no tug upset? ([simulation](#))

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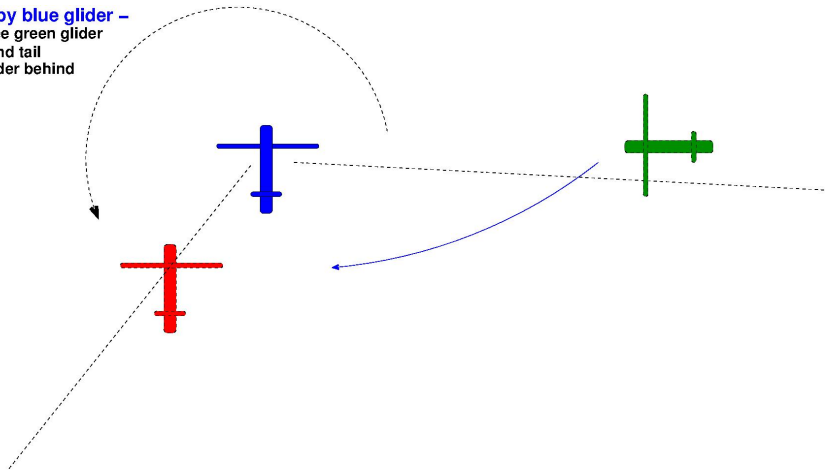
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Don't forget to lock the canopy after the Eventualities check!

A reminder about lookout

Left turn by blue glider –
needs to see green glider
going behind tail
and red glider behind
left wing!



Final TEM – Threat and Error Management

- What could possibly go wrong?
- What will I do about it?
- Your thoughts...?

- Is today's weather really suitable?
- Instruments not working after all
- I forgot to lock the canopy and/or brakes (check again now!)
- I've been flying Condor and forgotten how to look out properly
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- **Whatever happens, I will...**
 - ▶ engage brain
 - ▶ fly the aircraft

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Try to imagine yourself in the cockpit.

Condor aerotow with Duo Discus XL

Condor winch launch with Duo

- Practice on Condor if available
 - ▶ Condor 1 was *very* tricky to aerotow; Condor 2 isn't bad
 - ▶ but being current on Condor isn't the same as actual gliding!
- Otherwise: YouTube videos or watch mine again?
- Anything that helps you visualise doing it yourself

Winch Launch Failures

- You can set Condor to give a launch failure at random point
- Pilot here has decided it's not a day for reciprocal landing
- Once again, try to imagine yourself in the cockpit

Condor launch failure with Duo – land ahead

Condor launch failure with Duo – no room ahead

Condor launch failure with Duo – awkward

My Condor flying is imperfect. So, quite like real life. 😊

- You can set Condor for a/tow failure but in this case I released
- Part of Eventualities check is “minimum turn back” height
- As before, pretend it's you in the cockpit

Condor aerotow failure with Duo

Some suggestions

- Get at least 30 minutes airtime if possible
- Remind yourself how to do the scan cycle
- Keep the string in the middle
- Stalls, turn reversals, constant speed turns at 45° bank
- **Revel in the sheer wonder of flight again**
- Whatever you fancy but don't push your limits **at all**

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Keep the first flight as simple as possible

Flying with panache looks sad if you follow it with a bad landing.

The Circuit and Landing

What's your usual pre-circuit check? WULF? LUST?

Just be sure you always do one.

- weather on the day – what sort of angle to reference point?
- attention to airspeed
- systematic lookout
- alternative landing areas – plans B and C ready in your mind

Condor circuit and landing with Duo

(Note: Angles tend to look flatter in Condor.)

After the First Flight

You're still rusty, so be sensible.

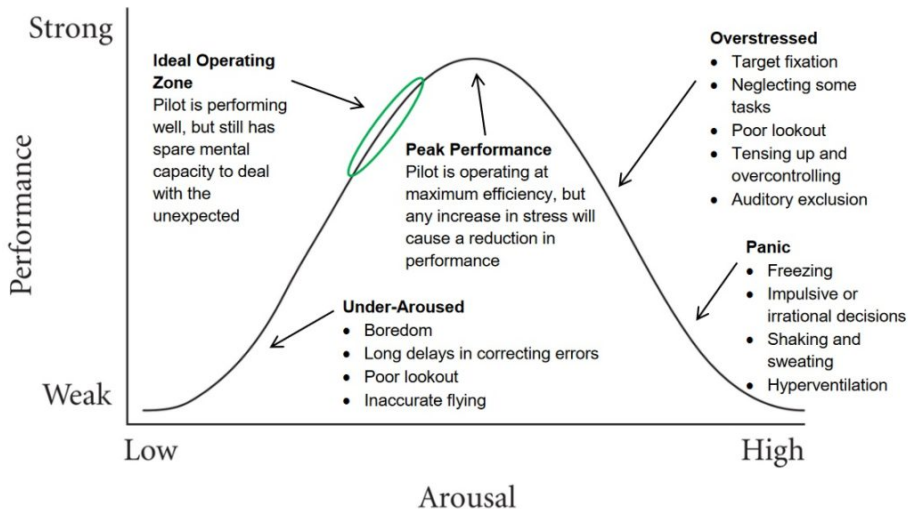
- Think about what you could have done better
- Get as current as you can, over several flights
- Don't rush to go cross country
- Think about the implications of a landout

A quote from my insurance company:

“Premiums are high because we expect accidents after the layoff.”

Please don't be involved in one of those accidents.

Our peak will have moved to the left



From <https://professionalsoaring.com/performing-under-stress/>

Key Messages

Be methodical.
Don't rush.

Keep it simple.
Enjoy flying again!