

CLUB SAFETY QUIZ

How safe is your club? And how safe are your fellow members?

Gliding clubs generally take safety very seriously: they have some great ways of managing risks and often work hard on further improvements. There's always more to do and there are things that could be done better, but time is finite and club members, who fly for fun, need to buy in.

Here's a quiz for the festive season that might inspire some New Year resolutions. Answer according to how your club is now, how you'd like it to be, what's achievable, or what you think pilots are willing to accept. Then decide your overall level and award yourself a Club Safety label as illustrated.



1 Operations guidance: the club...

- a) publishes clear, regularly reviewed guidance for operations
- b) publishes clear ops guidance
- c) publishes ops guidance
- d) is developing ops guidance
- e) ops guidance is unclear or out of date
- f) What's ops guidance...??

2 Pilot compliance

- a) All pilots adhere to procedures
- b) Many pilots adhere to procedures
- c) Some pilots adhere to procedures
- d) Some pilots try to adhere to procedures
- e) Most pilots ignore procedures
- f) What are procedures...??

3 If they see something wrong, pilots...

- a) are all willing to intervene
- b) sometimes intervene
- c) only intervene if it's seriously wrong
- d) usually walk by or look the other way
- e) seem not to notice
- f) stand back and watch what happens

4 Supervision: Instructors...

- a) proactively supervise inexperienced pilots
- b) supervise all unlicensed pilots
- c) supervise all early solo pilots
- d) supervise when available
- e) provide little supervision
- f) What's supervision...??

5 Occurrence reporting at club level...

- a) is proactive and routinely followed up

- b) is sporadic and sometimes followed up
- c) is rare and not obviously followed up
- d) is under development
- e) is under consideration
- f) What's occurrence reporting...??

6 Aerotow eventualities [1]:

- a) Club regularly briefs pilots on current condition of emergency fields
- b) Club provides long-term advice about emergency fields
- c) Favoured fields are pointed out by instructors during training
- d) Pilots trained to spot fields on tow
- e) Pilots learn of best fields from bar chat
- f) Pilots keep fingers crossed on aerotow

7 Daily briefings...

- a) cover a different safety topic each day
- b) include local safety advice
- c) cover wind and club operations
- d) are sporadic, and vary in content
- e) are available from duty instructor if asked
- f) What's a briefing...?

8 Pilot behaviour: pilots...

- a) are always keen to set a good example
- b) mostly set a good example
- c) do their own thing if nobody is watching
- d) only behave if the CFI is present
- e) rarely follow rules and procedures
- f) are ridiculed for following procedures

9 Annual check flights

- a) Club requires annual checks for all pilots, covering different topics each year
- b) All pilots have annual checks on launch techniques and recovery
- c) Pilots offered annual checks at cut price
- d) Pilots encouraged to have annual checks
- e) Check flights available upon request
- f) Pilots mocked for seeking annual checks

10 Tugs & ground equipment are...

- a) well maintained and not used if defective
- b) well maintained but sometimes operated with minor defects
- c) operated despite safety-eroding defects
- d) maintained only rarely and sporadically
- e) generally in a poor state
- f) What's maintenance...?

11 Aerotowing [2]: Pilots on aerotow...

- a) focus on keeping station with the tug
- b) are happy to raise wheel above 1,000ft
- c) often raise wheel once airborne
- d) sometimes adjust instruments on tow
- e) Tug pilots often have to cope with out-of-position gliders
- f) Tug pilots refuse to carry out aerotows

12 Currency of pilot training [3]: pilots...

- a) all follow latest BGA training
- b) mostly follow recent BGA training
- c) are aware of some training updates
- d) mostly still follow their original training
- e) combine local wisdom and own ideas
- f) make things up as they go along

13 Pre-flight assessment

- a) All pilots assess conditions before deciding whether to launch
- b) Instructional and First Flights go ahead only if conditions are acceptable
- c) Duty Instructor may refuse to launch two-

- seaters or heavy gliders
- d) Duty Instructor stops launching if conditions deteriorate
- e) Pilots rebel if launching stops for poor conditions
- f) Pilots launch regardless of conditions

14 Club hazard analysis

- a) Most hazards identified and captured, but some probably remain
- b) Hazards comprehensively identified and mitigated
- c) Club procedures mitigate major hazards
- d) Some risks mitigated by club procedures
- e) Adventure sports like gliding are risky
- f) Pilots are brave; what's a hazard?

15 Winch launching [4]: Pilots...

- a) all follow Safe Winch Launch advice
- b) mostly follow Safe Winch Launch advice
- c) follow Safe Winch Launch advice if recently trained
- d) worry more about overspeed than stalling
- e) seem unaware of risk of pitching up too quickly
- f) dismiss Safe Winch Launch advice

16 Response to emergencies

- a) Club regularly practises emergency response
- b) Club occasionally practises emergency response
- c) Emergency response guide easy to find if needed
- d) Frequent accidents mean no further practice required
- e) Emergency response guide hard to find, incomplete or inadequate
- f) Club has no emergency response guide

17 Cartwheel prevention [5]

- a) 'Stop the Drop' advice followed closely
- b) Pilots follow advice, but launch crew reluctant to stop launch
- c) Club lacks means to stop launch promptly
- d) Pilots generally try to pick up wing and continue launch
- e) Club regards wing drop as pilot's problem
- f) Pilots unaware of 'Stop the Drop' advice

18 The launch crew...

- a) are all trained and able to assess and stop launch
- b) are all trained, but some lack confidence to stop launch
- c) are mostly too inexperienced to assess launch situations
- d) are not trained to stop launch if necessary
- e) are given no formal training



- f) invite first-time visitors to help launch

19 Circuit procedures [6]...

- a) are carefully designed to mitigate known hazards such as conflicts and emergencies
- b) mostly mitigate conflicts and emergencies
- c) rely on radio for conflict mitigation
- d) do not mitigate conflicts or emergencies
- e) are often disregarded by pilots
- f) are not defined: pilots keep eyes peeled

20 Members' safety concerns...

- a) are always taken seriously by club and members
- b) are always taken seriously by club
- c) can be met by friendly ribbing
- d) can lead to mocking by other members
- e) can lead to ridicule by club officials
- f) are not raised as members fear reaction

■ As well as the material below, there's a wealth of safety and training guidance on the BGA website <https://gliding.co.uk>

- [1] Aerotow options, S&G (June/July 2023) <https://tinyurl.com/flyright2555>
- [2] Avoiding upset, S&G (Apr/May 2020) <https://tinyurl.com/flyright2556>
- [3] BGA Instructor Manual <https://tinyurl.com/flyright2557>
- [4] BGA, Safe Winch Launching <https://tinyurl.com/flyright2558>
- [5] Stop the Drop, S&G (Feb/Mar 2020) <https://tinyurl.com/flyright2559>
- [6] Airfield circuits, S&G (June/July 2025) <https://tinyurl.com/flyright2560>
- [7] RTFM: read the flight manual, S&G (Apr/May 2022) <https://tinyurl.com/flyright2561>
- [8] BGA, Managing Flying Risk <https://tinyurl.com/flyright2562>
- [9] The perils of distraction, S&G (Apr/May 2019) <https://tinyurl.com/flyright2563>

21 Flight manuals [7]

- a) All pilots read their glider's flight manual
- b) Most pilots read their flight manual
- c) A few pilots read flight manuals
- d) Pilots rely upon type conversion briefing
- e) Pilots rely upon other pilots' advice
- f) Flight manual used as lumbar support

22 Safety advice [8]: pilots...

- a) are up to date with 'Managing Flying Risk'
- b) are familiar with 'Managing Flying Risk'
- c) know that 'Managing Flying Risk' exists
- d) still refer to 1980 copy of 'Laws & Rules'
- e) are vaguely aware of 'Rules of the Air'
- f) ignore all rules and guidance

23 During rigging and pre-flight checks [9], members...

- a) maintain an interruption-free culture
- b) mostly avoid interruptions
- c) are encouraged not to interrupt
- d) are aware of risk of interruption
- e) disregard risk of interruption
- f) gossip constantly

24 Safety information

- a) Club holds frequent safety events
- b) Club holds sporadic safety events
- c) Club occasionally holds safety events
- d) Club considering holding safety events
- e) Safety events ceased for lack of interest
- f) Members mock idea of safety events

Tim Freegarde and the BGA safety team

■ All previous 'Fly Right' articles are available from the S&G website.
See: www.sailplaneandgliding.co.uk/safety-articles which may be accessed using the QR link below.

