



## **Potential Hazard Training**

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So, compared to aerotow, winches can be dangerous, as shown by statistics last month. Does that mean winch launching is too hazardous? Is that the only risky thing about soaring? What about stalls? They shouldn't be risky, except of course, close to the ground. Ditto for what comes after a stall in many aircraft, the spin. Aerobatics risky? Even up high? For all flying, didn't our mothers tell us don't fly too fast; don't get too far above the ground? What does that old saw tell us? Maybe that the ground is what folks are used to, where you probably won't get hurt if you don't move, (unless the move is to jump out of the way of a falling object).

When first introduced, the B727 and other aft-engined jet aircraft of that era hurt lots of people in lots of crashes, yet went on to be very successful, safe airliners. What's that have to do with gliders?

Training which recognizes the hazards and trains to avoid them and/or manage them.

When it takes more than 8 seconds for your jet engine to accelerate, and it doesn't blow any air over the wing like a propeller on an internal combustion engine does as it accelerates very quickly, one cannot expect to save a landing in the last few seconds. They didn't properly teach that at first with those airplanes. When the winch accelerates the glider so much faster than an aerotow, the technique to save a tow which goes bad behind a towplane pulling on a nose hook generally won't work behind a winch pulling on a CG hook. Have the winch operator, wingman and pilot all been trained to know/recognize that?

The stalls/spins we practice at altitude to know how to properly recover, will work when we inadvertently stall/spin while thermalling all alone at sufficient height above the ground. If it happens in the traffic pattern/turning final, the chances of safe recovery are drastically reduced.

Close-by aircraft are less likely to be involved in danger to each other, if each pilot sees the other(s). Have we been trained to know how to achieve that nirvana?

We hope the point of this item is obvious - knowledge of potential hazardous conditions ahead of time is of utmost urgency, but it may not be of value unless training has been involved to understand, first, how to avoid the hazard when its occurrence is unacceptable, and second, how to manage a hazard when it does occur.

A New Year is Coming

Thus ends this first year of SSF-generated items re safety:

- Aging - Bad News - Landing - Slips - Stalls - Spins - Recurrency - MGs - Winch - Potential Hazard Training. This is to alert you to look forward to SSFs 2007 plans for a continuation of short items deemed worthy for discussion by pilots who want to continue to fly safely. And for that, we suggest 2007 should begin the same way we suggested you consider for 2006. Make your first flight of 2007 with a CFI-G!

We know some people did that in 2006 because they told us they did. We know some folks did not, because they told us they did not, because of exigencies they couldn't control, like wanting to fly but with no available CFI-G, so they made their second, or third, or later flight of the year with a CFI-G.

Does that count towards meeting the First Flight goal? And then there were others who made their First Flight with a CFI-G, but never told us. An example of that, for instance, is the club which has always required First Flight at the beginning of the soaring season. Finally, though, we suspect a large number of folks did not accomplish First Flights. Is that a wrong assumption? We'd love to hear that it is!

