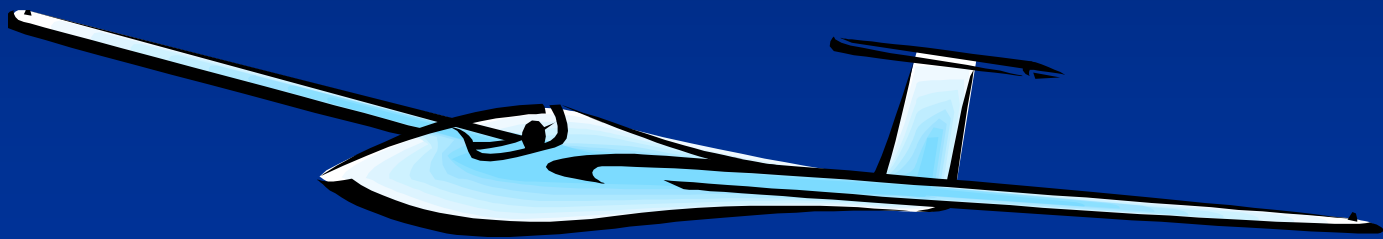


2021 N.C.S.A. SAFETY Meeting



2021 N.C.S.A. SAFETY Meeting

- Averted runway incursion (Saturday 1/9/21 **1st** incident)
- Aborted Takeoff (Saturday 1/9/21 **2nd** incident)



2021 N.C.S.A. SAFETY Meeting

- Averted runway incursion (Saturday 1/9/21 1st incident)

Glider SS landed on runway 30 and ended up on off the east side of runway 30, but with a one wing over the runway. The field manager and one other club member took a golf cart onto a taxiway in an attempt to retrieve the glider, but after having another club member alert them to the traffic on a very short final, they held short of runway 30. The field manager on the golf cart radioed the aircraft to go around. The aircraft on final went around, the glider was retrieved, no one was injured and there was no damage.

Learning is:

Checking for traffic should always proceed driving or walking onto an runway for any club member. Golf carts or club members should not enter an active runway with traffic on very short final.

Require that persons retrieving a glider stopped on the runway visually verify that any traffic on final has started their go-around (eg climbing) before they cross the taxiway runway boundary (from the field manager)

Require that glider pilots who roll to a stop on or alongside the runway immediately get out of the glider and pull it clear of the runway if there are any other aircraft in the pattern. I'd say that 6' clear is the bare minimum, more is better even if it makes the glider retrieval harder (from field manager)

2021 N.C.S.A. SAFETY Meeting

- Averted runway incursion (Saturday 1/9/21) continued
- The Recommendations/Action Items
 - 1) Update Field Manager Checklist (document on NCSA website):
 - explicitly reference checking for traffic before entering on foot or on golf cart
 - 2) Review incident at the next Annual Safety Meeting (ie this meeting)
 - 3) Review/improve training method of Field Managers (today is only done as needed for new Field managers).
 - 4) Create the position of Chief Field Manager (volunteers welcome)



2021 N.C.S.A. SAFETY Meeting

- Aborted Takeoff (Saturday 1/9/21 2nd incident)

Towplane 70Z towing glider SS off of runway 30 experienced a loss of power; the glider released after both tow plane & glider were airborne but close to the ground (~10-15 ft). The tow plane landed and rolled off to the left and stopped at the end of 30, the glider moved to the right, landed and stopped off the end of the pavement of runway 30. There was no damage and no injuries.

In the glider pilot's words:

While taking off in N132SS on runway 30 the tow plane (70Z) suffered a loss of power resulting aborting the take off between the second and third turn offs, approximately 2/3rd of the way down the runway. The first indication I recognized of the problem was a loss of tension on the tow rope while approximately 10-15 feet over the runway. I released from the tow plane when I recognized this loss of tension and proceeded ahead on the runway, passing the tow plane near the last turn off and stopping in the weeds approximately 15-20 feet past the end of the runway. 70Z exited the runway to the left at the last turn off. There was no damage to either aircraft, airport facilities, or any injuries to the pilots.

2021 N.C.S.A. SAFETY Meeting

- Aborted Takeoff (Saturday 1/9/21 2nd incident) continued

In the tow pilot's words

On the fifth tow of the day, the engine only developed 2100 rpm on the takeoff roll and we aborted the launch.

The protocol is: on an aborted takeoff the towplane should use the left half of the runway, and the glider.

I am ashamed to admit that I was not thinking about that yesterday -- in the moment I was only thinking of getting my own ass safely on the ground when I should have been thinking of dropping the rope and moving left. All the credit goes to Michael for keeping his wits and going around me.

Learnings are:

During an aborted takeoff, the tow pilot should:

1. release the tow rope as soon as possible
2. favor the left edge of the runway
3. if able, use minimum braking in order to avoid being overtaken by the glider
4. consider announcing the abort on the radio
5. If something seems wrong, do not troubleshoot, abort early (from the tow pilot)
6. Recurrent training for tow pilots, maybe each winter (from tow pilot)

2021 N.C.S.A. SAFETY Meeting

- Aborted Takeoff (Saturday 1/9/21 2nd incident) continued

Learnings are:

During an aborted takeoff, the **glider pilot** should:

1. release the tow rope as soon as possible
2. favor the right edge of the runway
3. if able, use maximum braking in order to avoid overtaking the towplane
4. consider announcing the abort on the radio

The Recommendations/Action Items

1. Paul will update the Tow Pilot Manual to reflect:
 - our new enhanced guidance for takeoff aborts
 - mental preparedness for releasing the rope prior to each takeoff
2. Paul will ensure that each tow pilot is briefed on the changes
3. Include in annual Safety Meeting (ie this meeting)



2021 N.C.S.A. SAFETY Meeting



2nd incident: glider stopped here (aborted takeoff)

Byron Skydiving

2nd incident: 70Z stopped here (aborted takeoff)

Byron Airport

30

1st incident: glider stopped here
(runway incursion)