

# LSC Safety Report - 2016

## Operational Statistics

**Launches: Winch 82 Aerotow** approximately 20

**Active Pilots: 10**

**Flarm: 2** in private ships

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## Incidents

### Frequent Helicopter Transits at Circuit Height

A helicopter was transiting at circuit height at the same time on a number of operational days. A poster (see attached) was made up and posted at a number of locations at the fuel tank and lounge at the nearby airport.

**Quad** - Two people aboard at considerable speed. While mostly level ground, a badger hole could upset the applectart.

**Golf Cart** - Disabled golf cart left at middle of runway threshold. Should have been pulled away from active runway **before** next landing.

**G-103** - Base turn so far away from threshold in 20+ wind resulted in final without spoilers visible from the ground. The pilot reports that minimal spoilers were used. We have lots of wind at Cowley and need to keep turns to base close to field boundary in strong winds. If you happen to get caught out the field North of the road might work if there's no hay bales. Remember that it's short and that the next field is irrigated.

### Passenger walking towards glider taking up slack

Guest passenger on runway during winch launch: during glider retrieve a guest was asked to walk with the pilot as the pilot walked the wing. Winch cable retrieve vehicle, after dropping off cable, had approached the pilot and asked pilot to go with winch retrieve and they provided an alternate wing walker. During this time another glider was taking up slack on the winch cable and about to launch. As the pilot left his guest with the new wing walker, the guest decided to return to the picnic table and nearly crossed in front of the glider taking up slack. Glider pilots

saw this, released, and cable was reset. Guest had returned to wing walker also, but after the release of the cable was permitted to return to the picnic table instead of staying with wing walker.

Whenever changing tasks in the time it takes to think of "ok what do I need to do to change tasks?" something could happen as it nearly did here. Best not to change mid-task, or if possible to not leave the task until thought process is completed. Tricky to implement.

### **ASC Cowley Camp Incidents**

These incidents are included pending a process for ASC making ASC Cowley Camp Safety Reports.

**Winch Retrieve** - During the fall camp a visitor pulled the Winch rope across the runway to the waiting glider. The pilot of the glider, another visitor, in the circuit chose to land over the waiting glider to avoid running over the rope.

The retrieve vehicle should wait until gliders in the circuit have landed before pulling the rope to the next glider. Alternatively the rope can be dropped with the hookup crew bringing it to the glider.

Normally winch retrieve should pull the rope down one side of the runway and return to the winch on the other side to avoid driving over the rope.

When more than one glider is flying, glider retrieves should be done on the side opposite the rope - with launches done on the rope side.

A written procedure needs to be provided to visiting pilots at camps.

### **No Radio Calls Made to Winch Retrieve During Reciprocal Landings**

In low winds the reciprocal runway is often used to expedite operations. Lacking eyes in the back of his head (a widespread human condition) the winch retrieve driver does not know when a glider might shortly be rolling past in close proximity. A radio call from the glider or ground operations allows the winch retrieve driver to take action to observe the landing glider and minimise collision hazard.

Consider that when landings are done on the takeoff runway, the winch retrieve driver can see the glider on base and final and can come to a stop at a location that minimizes hazard. During reciprocal runway operations the winch retrieve driver is dependent on a radio call.

### **Remedial Actions**

Write up winch retrieve procedure and provide copy to Cowley Camp participants as well as LSC members.

# Wire Strike Hazard 1800' AGL Cowley



The wire, Spectra in fact, is carried to 1800' AGL or more by gliders winch launching at Cowley. Unfortunately YEG FSS will not issue NOTAMs to announce when we are operating.

Aircraft transiting Cowley, please check on 123.4 to see if we are active.

<https://youtu.be/VrUTjWEfbcl> is a good example of a glider winch launch - or you can search YouTube for: Glider winch launch different angles.

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