

PASCO Safety Seminar

2010 in Review

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Is Flight Safety an Oxymoron?

- The Good News:
 - Most pilots don't make the same mistake twice
- The Bad News:
 - New people make the same mistake others have made, year after year



DEFINITIONS

- ACCIDENT (NTSB)
 - Death or significant injury;
substantial damage (major repair)
- INCIDENT (NTSB)
 - An occurrence which affects or
could affect the safety of operations
- EVENT (Unreported)



SAFETY GOALS

- “Any landing you can walk away from. . .” is not safety
- Safety is a culture:
 - Of attention to procedures that work
 - Of repeated safe practices
 - Of self-review




Accidents – Root Causes

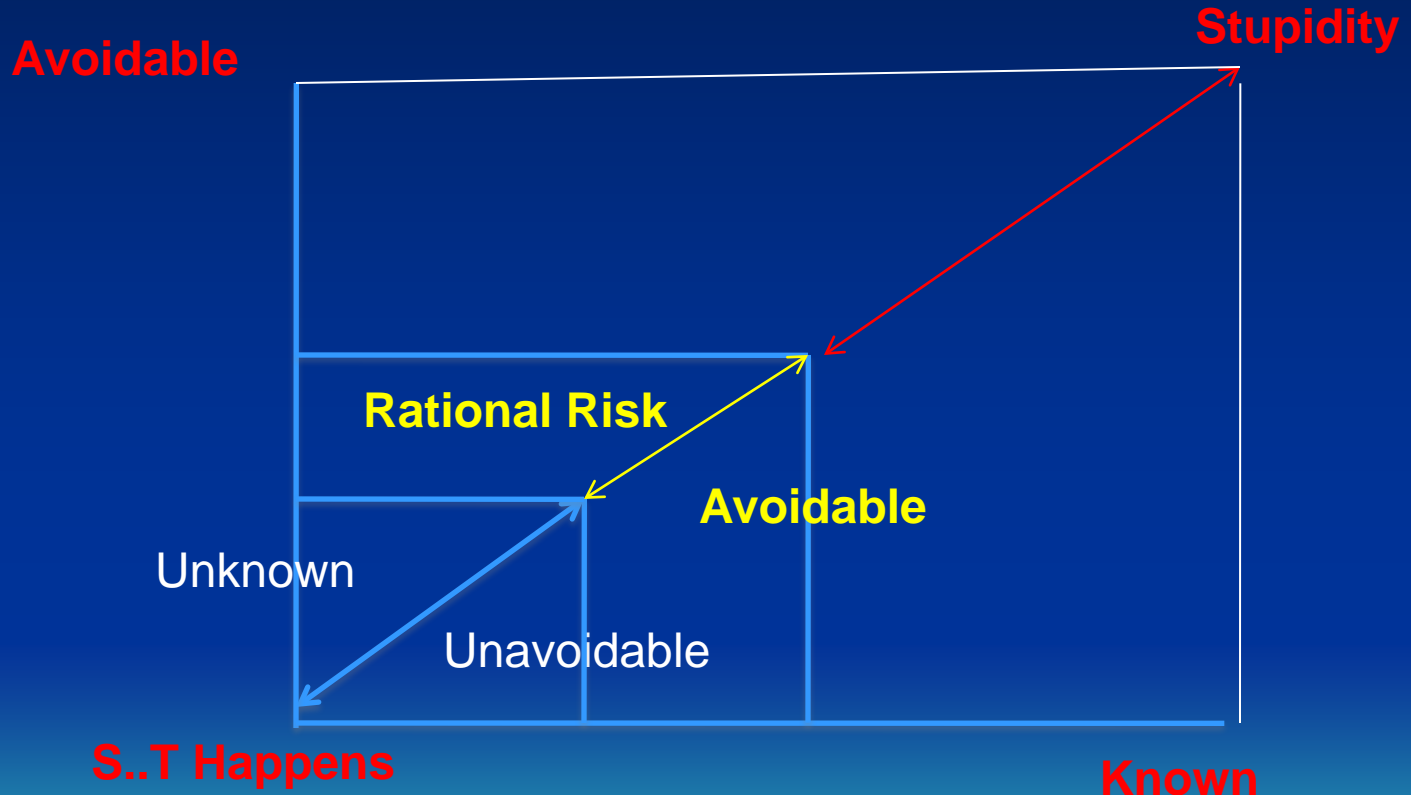
- Human Errors – 95%
 - Complacency
 - Proficiency/Currency
 - Situational Awareness (lack thereof)
 - Stupidity
- Other Factors
 - Medical
 - Mechanical



NTSB GLIDER ACCIDENT REPORTS – 2010

- Outcome
 - Fatal; Serious; Minor/None
 - Phase of Flight
 - In-Flight; Take off; Landing; Ground
 - Pilot Experience
 - High, Medium, Low
 - Pilot Status
 - CFIG; Power/Glider; PPL-G; Student
 - Accident Scale
- 

ACCIDENT SCALE



PHASE OF FLIGHT

- In Flight – 22%
- Landing – 60%
- Take Off – 6%
- Tow – 6%



OUTCOME - Fatal

NBR	AIRCRAFT	PIC STATUS	PHASE OF FIGHT	LOCATION	DETAILS	TOT. ALL HRS/TOT MAKE/MDL	PILOT GLIDER EXP (H/M/L)	OUTCOME - PILOT
10	Ventus 2B	CFI; PPG	In-flight	Non Airport	Mid-air during contest		H	Fatal
12	DG 300	PPG	In-flight	In-flight	Apparent CFIT		H	Fatal
14	RS-15	ATP; Com Glider	In-flight	Non Airport	Apparent CFIT		H	Fatal
16	ASW 20	PPG	In-flight	Non Airport	Report draws no conclusion			Fatal
29	ASW-27	PPL - PPG	Landing	Airport	Collision between glider and towplane	851	H	Fatal



Pilot Experience in Gliders

- High – 36%
- Medium – 24%
- Low – 32%



PIC Status

- CFIG – 23%
- ATP-Com Power/ Glider rating – 27%
- Private Glider – 12%
- PPL/PPG – 27%
- Student Glider – 15%



MINIMIZING RISKS



PREPARATION RISK

- Check Lists
- Personal Evaluation
- Environmental Evaluation



PERFORMANCE RISK

- Equipment
- Pilot Capabilities
- Task Selection



SAFETY RISK

- Concern for Self
- Concern for Others



Staying off Crutches

- Keep Current
- Push the Envelop: Cautiously
- Remember that S..T Happens – plan ahead
- Never ASSUME
- Maintain Situational Awareness



POWER FLARM



Power FLARM

- Not the same as FLARM
- Alerts to XPDRS
- Data logging
- Multiple order pricing
- Shipping



TALKING TO NORCAL



NorCal Tracon (NCT)

- Reno Tracon now handled by NorCal Tracon (NCT)
- New responsibility should be transparent to glider pilots
- Will require new PASCALO LOA
- South (“Silver”) frequency = 120.8
- Will require new radio terminology
“NorCal Approach” vice “Reno Approach”



TRANSPONDER BASICS

- ❖ Squawk codes are unchanged:
 - ❖ 0440 in Reno area
 - ❖ 1200 in Sacramento area
 - ❖ 1200 south of Mono Lake



NorCal APPROACH

- Will have same coverage as Reno Approach (ca. 40 NM)
- Will have better displays
- Is being trained in dealing with gliders
- Has expressed an interest in giving gliders same good service we got from Reno Approach
- Remains concerned about Air Sailing gliders being right on localizer to Rwy 16

QUESTIONS

