Accidents That NEARLY Happened; And What Stopped Them…

Panelists

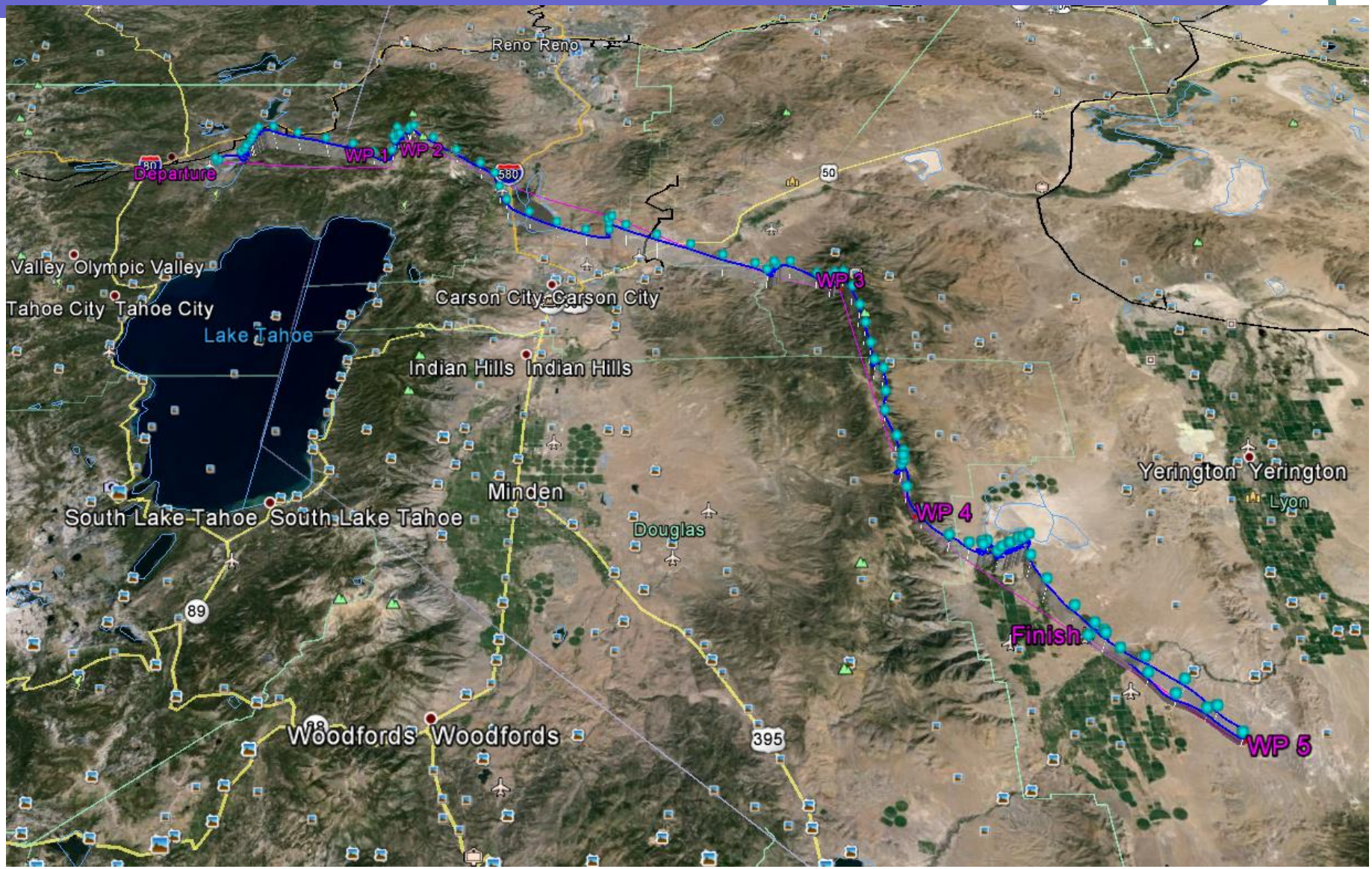
Hans Van Weerch	-	The Rosachi Incident..
Peter Deane	-	The Great Carrot Patch Escapade.
Ramy Yanetz	-	Wave Incidents….

The Rosachi Incident That Did Not Happen

Or how a bunch of small, seemingly unrelated issues nearly accumulate to a disaster.

By Hans Van Weersch, 3U

Flight Path


Reno Reno
Departure
WP 1
WP 2
580
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Valley Olympic Valley
Tahoe City Tahoe City
Lake Tahoe
Carson City Carson City
WP 3
Indian Hills Indian Hills
Minden
South Lake Tahoe South Lake Tahoe
Douglas
Yerington Yerington
Lyon
WP 4
89
Finish
Woodfords Woodfords
395
WP 5

The Rosachi Incident that did not happen

- Sunday, August 28, 2011
  - Strong forecast prompting water ballast
  - Busy day at Truckee, short on line crew
  - Minden TFR due to air show
  - Late start
  - Catching up to leaders

The Rosachi Incident that did not happen

- Take Off
  - Busy day, hot, high density altitude.
  - Short on line crew.
  - Heavy with water.
  - New line boy, in-experienced with deep hook.
  - Out of cockpit, hooked up self.
  - Low, but uneventful launch.
  - Forgot release checklist.

The Rosachi Incident that did not happen

- Getting Going and Catching Up.
  - Good reports of lift mid of Pinenuts.
  - Minden TFR keeps us to the East.
  - Single dissipating cloud mid of Pinenuts.
  - Lower than usual lift on Pinenuts.
  - Clouds and reports of 18kft on Sweetwater range.
  - Deciding to push forward despite low altitude.

The Rosachi Incident that did not happen

- Losing it and Retreat.
  - Arriving at Sweetwater foothills far too low.
  - Nearly under 18kft clouds.
  - Pushed forward until zero margin.
  - Unable to connect.
  - Retreat to Rosachi.

The Rosachi Incident that did not happen

- Arrival at Rosachi - Setting up for landing.
  - Arriving low at Rosachi.
  - Partial landing check list, operate gear.
  - Choose between closed paved and overgrown dirt runway.
  - Spend too much time to evaluate and decide.
  - No altitude for decent pattern.
  - Out of position for final approach.
  - Need to make 270 ° turn into rising terrain.

The Rosachi Incident that did not happen

- Landing at Rosachi.
  - Out of 270 ° turn very low to terrain.
  - Speed, Speed, Speed.
  - Lined up for very short final to closed paved runway.
  - Pull spoilers over threshold at 20 ft.
  - Alarm
  - Fortunate to be able to establish wheel alarm due to retracted gear.
  - Lowered gear and landed seconds later.

PASCO

SOARING

Pacific Soaring Council, Inc.

A non-profit volunteer organization serving glider pilots in Northern California and Nevada

The Great Carrot Patch Incident

Peter Deane

Situation

- Avenal Contest finish – May 14th 2010
- Normal finish to the south with a pullup and compressed pattern to land to the north.
- Benign wind and weather
- Done it a million times.

As it Happened…

- Hit unusually strong sink at turn from base to final – put everything away and put the nose down but still sinking like a ‘57 Chevy –WHY?
- Decision point - point at the ground, keep airspeed up and put it into the field to the south. Don’t stretch it to clear the fence..
- As I got to into ground effect I had rapidly increased airspeed and energy…

Morgans Video – Starts well into the problem.

Analysis

- Check the video – New carrot patch over base and final with cold sprinklers across whole field on a hot still day
- Reverse convection exactly in the same path as my compressed pattern.
- Ground effect with enough energy to safely pop over the fence and land.
- Key Decision point was whether to stuff it in the dirt or use the new energy to stay airborne. I was right on the cusp of landing when I notice my ‘new’ high airspeed.

Lesson - DON’T PANIC!

Wave Incidents….and my Accident that did not happen

Ramy Yanetz

Key Risks of wave flying

- Strong/cross/turbulent/gradient winds
- Extreme turbulence – Unusual attitudes, over-stressed equipment
- Extreme sink and/or headwind – may not be able to make it to a safe landing place.
- Greatly reduced VNE at altitudes.
- Oxygen system limits/failure – hypoxia and loss of consciousness (3-6 minutes at 25,000 feet, 1-3 at 30K)

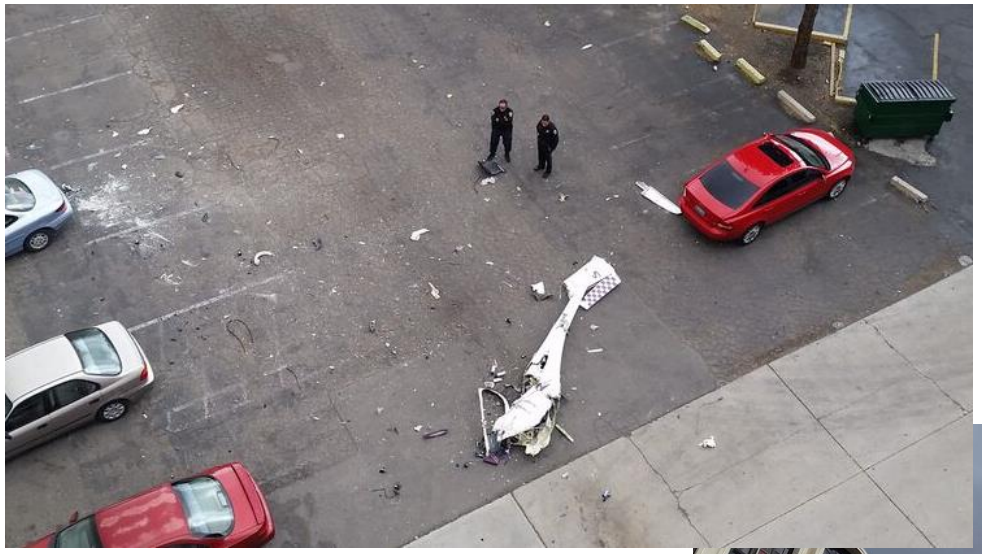
Risks of wave flying (continued)

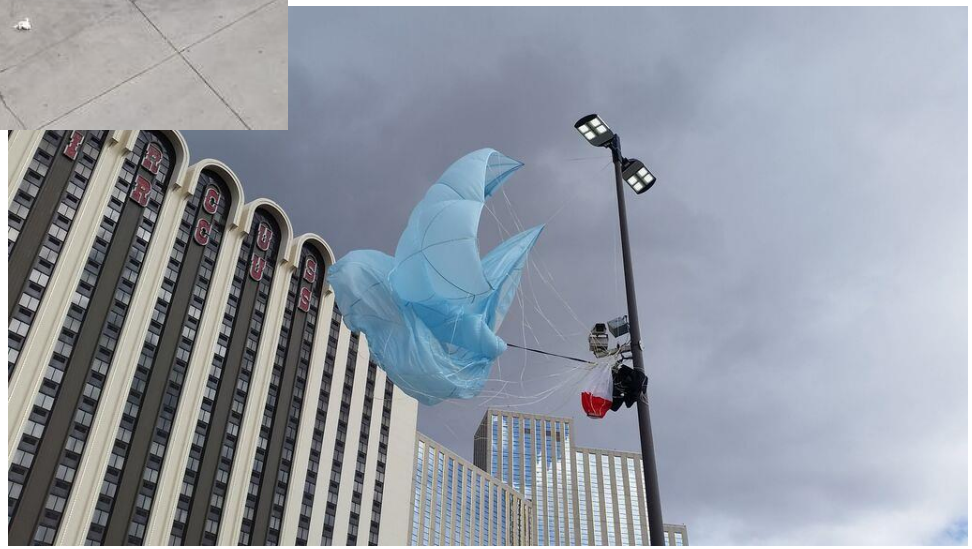
- Icing on wings, canopy. Canopy frosting.
- Frozen control, especially spoilers..
- Extremely dynamic weather
- Mountain obstruction
- Greatly reduced number of optional land out spots due to excessive crosswinds.
- Risk of getting caught on top of cloud or engulfed in cloud – only way down is through cloud.
- Not having proper instrumentation and experience for inadvertent flight into clouds

Results of inadvertent IMC

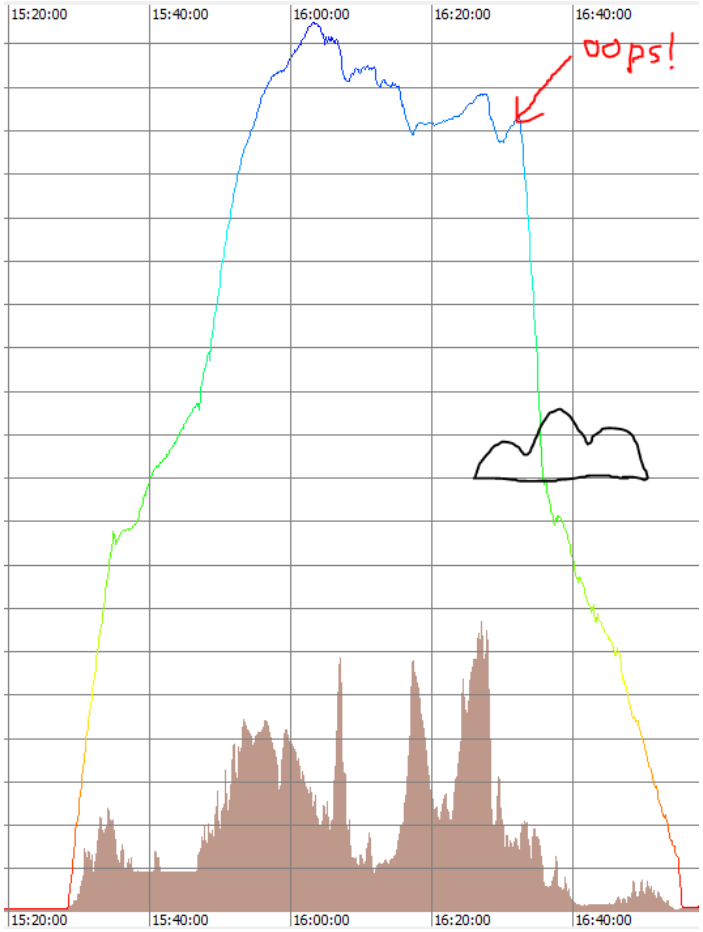
- 10/14/2015 Mt Washington wave camp – gap closed below, pilot decided to bail out
- 4/5/2015 Reno – Inadvertent IMC – Glider broke over downtown Reno – Pilot bailed out successfully
- 10 years ago – another breakup and bailout over Reno due to inadvertent IMC
- 5 years ago – breakup in wave over Hawaii probably due to O2 problem – fatal
- 10+ years ago – break in wave over Minden due to IMC or O2 – fatal

Results of inadvertent IMC





My Accident That Almost Happened



- 4/10/2010 Byron wave
- gap closed below while at 10K
- 1 minute descend through at least 1000 feet of cloud layer with full spoilers at 80-90 knots
- Used my Trutrak electronic T&B to keep wings level
- Popped out below the cloud at 5000 feet

Conclusions

- To fly in wave be aware - prepare for the risks.
- Install an electronic T&B such as Trutrak ($500) http://www.aircraftspruce.com/catalog/inpages/trutrak3.php or similar instruments
- Nowadays also available as add on to flight computers
- Use it only as secondary insurance against inadvertent IMC in wave and convergence flying
- Get some under the hood IFR training

178 Seconds to Live….

QUESTIONS??