

Missing glider procedure

To help find a missing glider at the end of flying and also prevent false alarms, this is the procedure to follow. It is based on the BGA site operations manual with additional input.

1. Pilots should advise their crew as to the area they are likely to be flying in. Turbo glider pilots without a crew should make a note on the logsheet of their intentions. Motor glider pilots should do the same. Every pilot landing out must inform the club as soon as possible of the situation, and a note made on the logsheet.
2. If an aircraft is thought to be missing, ensure the glider is definitely not on the site. Check logsheets, search the hangar and trailer park. If the aircraft is still missing, inform the duty instructor.
3. Try calling the glider on 130.10 from the ground.
4. If this action is unsuccessful, the pilot's mobile number should be called. There is a list of numbers in the caravan and clubhouse.
5. The next stage is to call the glider by radio from the air on 130.10, either from the tug or motorglider.
6. For Flarm equipped gliders where the Flarm ID is known use the online facility of the tracking websites to find the last known position.
7. Overdue action is to be taken on any aircraft by sunset or if there is good cause to believe that the aircraft is genuinely missing or to have been involved in an accident. D&D (Distress and Diversion) should be contacted on 01489 612406. The Duty Controller will ask for details of the aircraft, pilot, route, ETA and last known position and intentions, such as landing out.

Pilots should give consideration to purchasing an emergency locator beacon working on 406 MHz.