

Covid 19 Operations - Club Advice and Procedures

Updated March 2021

Important considerations

Safety first. We are **not** getting back to normal operations. Everything will take longer to do as we follow the guidelines below. Please remember the social distancing rule to keep 2 metres apart from other members (or 1 metre with appropriate PPE) at all times.

The risk of virus transmission must be constantly considered. We are all used to mucking in and helping other people – unfortunately, we will not be able to do that so please think before you rush forward. If any member is struggling with a piece of equipment it is up to them to request help if they need it. Remember that if you touch anything you shouldn't, it will need to be cleaned afterwards and your hands sanitised / washed.

All equipment must be Bacoban treated or cleaned thoroughly before being used by another member.

We will be doing our best to avoid / mitigate transmission of the virus but none of these measures are completely risk-free. It is entirely voluntary for members to attend the club for rostered duties.

Arriving at the club

On arrival at the club, the first member present may open up, following the guidelines below.

The duty instructor will give a briefing outside the hangar (with social distancing of course). Briefing time is set at 9 a.m. due to the extra time involved in setting up.

The first member present will be responsible for opening up the clubhouse and hangar - opening hangar doors, opening fire doors in clubhouse and wedging open door from hangar to stair, door from stair to kitchen, door to showers/toilets, door to briefing room and door to hangar. They will put in place handwash by door to hangar for those exiting the clubhouse and the occupied/vacant sign by door into stair. All this should be done immediately upon opening up.

One person (delegated by the duty instructor) will be responsible for locking up and instructed particularly to close the 4 fire doors (hangar to stair well; stair well to kitchen; corridor to briefing room, briefing room to hangar).

Social distancing should be rigorously observed in all areas. There is a maximum of one person allowed in each of the clubroom, kitchen, toilet area and small briefing room. Masks should be worn inside all of the club buildings. Masks **must** be worn by all participants if more than one person is working on a single project.'

Bacoban

Bacoban has been cleared for aviation use and one treatment has been shown to kill the Covid 19 virus for 10 days on treated surfaces.

Where Bacoban treatment has been used, the washing / '1 person, 1 job' regimes embedded in the procedures below should/need not be carried out.

The use of Bacoban allows multiple pilots/drivers to fly/drive aircraft and vehicles without the need for washing at each change-over.

The cockpits/cabs of all aircraft, gliders, Land Rovers, the winch, Gators and the buggy should be thoroughly treated weekly (normally the Saturday), and the treatment noted in the DI book or the folder provided.

Additionally, on all other days, high use areas (controls, handles, steering wheels etc etc) should be treated and the fact noted in the DI book/folder. Note that there is a check list for the Gators/buggy.

Strops/rings, Astir tail dollies and tow ropes/rings should also be treated daily. This will allow for multiple 'hooker-ons' and retrieve drivers without the need for cleaning.

Getting Bacoban on the skin should be avoided. It is recommended that protective gloves be worn when handling Bacoban treated equipment. (Liquid Bacoban is hazardous to skin)

Setting up and putting away

The LPC will be responsible for the setting up of the caravan including DI-ing the white Land Rover, driving to launch point and setting up. Set up will require setting up a wash station with hand cleanser and minimum of 4 buckets of soapy water - 1 for washing down strops, tail dollies etc., 1 for washing glider fuselages, 1 for washing canopies and one for washing hands.. Buckets need to be well marked. The wash station should also have the wipes for the inside of the cockpit of club gliders. Once the launch point is set up the caravan should be locked and if anything is needed it should be collected by the LPC.

Plastic chairs may be used by members at their own risk.

Radios – the person handling each radio is responsible for collecting it from the charging station and wrapping it in cling film to keep it clean. A single layer over the front of the radio works best.

Refuelling MT – A single person should handle the diesel tank and refuelling point at the beginning of the day..

Club parachutes will be available from the briefing room downstairs. One per club pilot– being used in rotation to avoid cross contamination. Use the most recently used last. The buckles, straps and inside back of these must be cleaned carefully before being used by another person – and preferably not used again the same day.

Private pilots should use their own parachutes whether they are flying in their own aircraft or in a club glider.

General

Cleaning materials – we have a limited number of cleansing wipes for use in club glider cockpits and parachutes, winch cabin and electrical equipment only.

Club glider cockpits must be thoroughly cleaned by the pilot when he/she has finished flying and then cleaned thoroughly again by the next pilot to fly that aircraft that day. Trials have shown that thorough cleaning will take up to half an hour. Clean instrument knobs and switches, but avoid cleaning the face of the S80 variometer, radios or Odie if fitted.

Similarly, the winch handling points, Land Rovers and Gators / buggy must be thoroughly cleaned using IPA liquid/spray or soap and water by the off going driver, and again by the oncoming driver.

There is a limited supply of cleaning liquid but soap and water should be used for cleaning other items wherever possible.

It is important to use only soap and water on glider canopies.

Every person on the site should bring their own PPE in the form of disposable rubber/nitrile type gloves and a pack of disposable (preferably anti-viral) wipes. Private pilots are expected to provide their own cleaning materials for their glider.

Disposable gloves should only be used for one task before being cleaned or disposed of to avoid cross contamination..

All members should bring their own food and drink. Please remember to bring plenty of water in hot weather (and sun cream). The kitchen is not available for use nor is the main clubroom upstairs. Members should try to minimise their time indoors – i.e. for getting aircraft and equipment out and putting away, maintenance (if booked with Nick or one of the other inspectors), or to use the toilet facilities – please observe the signed one-way system.

The caravan will not be available to anyone except the LPC (even to shelter from the rain!). The caravan may be used to store parachutes, bags etc, but occupancy is limited to 1 person, and then only for depositing / picking up articles.

Duty Team responsibilities

Duty Instructor

Is in overall charge of flying operations

Supervises the organisation of setting up and putting away aircraft and equipment

It is recommended that the duty instructor prints off the NOTAMS, weather information etc. at home and brings to the club to avoid anyone having to go upstairs to the clubroom.

LPC

Setting up and taking down the windsock

Setting up and putting away the caravan (as detailed above).

Organising the launchpoint

If short-handed, the LPC will also keep the log and activate the emergency STOP light if necessary.

Log keeper

It is recommended that this is done by one person all day or one person per morning session and one per afternoon session to avoid cross contamination. (The afternoon person should use a separate log sheet and pen and the two logsheets can be married up afterwards. If one person is happy to do the job all day, they can leave their post for short breaks – just need to ask another member to take note of landings / take offs independently and advise the log keeper on his / her return.

Tug Pilot

It should be possible for the tug pilot and a maximum of one other person to get the tug out of the hangar and onto the apron. From there, turn the aircraft around and tow, preferably with the electric buggy, (with its dedicated driver) out onto the field, to a position where it can be turned around and taxied. The tow rope reel and chocks can be placed in the back of the gator before towing commences. The glider end of the tow rope will need to be Bacoban treated / cleaned before being attached at the launchpoint.

Re-fuelling the tug and the Venture

Ideally one person should re-fuel both aircraft at the same time in order to avoid cross contamination. Once re-fuelling is complete, the aircraft can be towed with a gator back on to the field and turned around ready for taxiing.

Winch driver

He / she is responsible for setting up the winch and will also be responsible for cable retrieves. For any change of winch driver, the winch, associated equipment and cable retrieve Land Rover must be cleaned. Particular care must be taken with the radios / microphones.

Gator Drivers

Gator drivers are allocated a specific gator for their duty period (if Bacoban is not available). No other members may approach the gator except in an emergency. The gator should be cleaned prior to use and again once the driver is relieved or the gator returned to the hangar. This includes the towing cable and rings.

The gator driver should hook on, using the back release if possible.

Solo Puchacz and K6 aircraft should be towed forward in an arc as per winter rules.

Astir aircraft should first have the tail dolly fitted by the Gator driver, with the pilot providing a counterweight on the nose. Dual and Astir aircraft should be rotated on the spot and hooked on. Once back on the launch queue, the tail dolly should be removed and washed. The fuselage area around the tail dolly fitting should also be washed ready for the next retrieve using soapy water from the bucket marked for that purpose.

If a pilot swap is planned, the glider should be parked offline while the cleaning operation is carried out.

Removing club aircraft and equipment from the hangar and putting away

Gliders are to be moved out of the hangar only by the pilot who is to fly the aircraft first and a maximum of one other person (if possible). Once on the hangar apron the aircraft may be towed onto the grass using the buggy (preferred) or a Gator. To avoid the glider running away, it should be pushed forward until the main wheel is on the gravel and the glider should be towed slightly up hill initially. The south wing tip should be held.

Each vehicle (gators, Land Rover, winch) should be moved only by the person who is going to use it (unless it has been treated with Bacoban).

Once necessary equipment has been unpacked from the hangar, private owners are free to rig, if they have not already done so.

At the end of the day. Gliders are to be towed by gator all the way on to the hangar apron to allow a minimum number of people to stow in the hangar.

Please leave the tug and the Venture on the grass until all the gliders have been put away. They can then be moved onto the apron for cleaning. It is permissible to tow gliders on the hangar apron provided that only one other aircraft is parked there (either the tug or the Venture).

Private Owners

Private owners – please park your trailers further apart than normal to facilitate distancing.

Please use your cars (Summer Rules are now in force!). Private owners should be self-sufficient in looking after their own aircraft and equipment. After landing, they should pull their glider to the side of the field and walk back for their own car.

All Pilots

Once we are ready to commence operations, please concentrate on flying and operating safely.

Aerotowing - Avoid tug upsets – concentrate on the tug. The BGA have just issued a 'stop press' on the Aerotow: -

Lookout on tow by the glider pilot?

- *stay focussed on your positioning behind the tug until several hundred feet agl (the threat (of collision) is very low down there)*
- *once higher, only if it fits in with the main priority of position keeping*

Low currency pilots must fly conservatively, and must have a plan to deal with an unexpected landout and retrieve. It is recommended that pilots 'work up' locally for a number of flights before attempting more demanding cross countries.

Cross-country flying is now permitted in club Astirs. Permission **must** be given by the Duty Instructor, who may not give permission on marginal days. Pilots should fly conservatively. There should be a Covid-aware plan for a retrieve (this may require more than one vehicle), and the glider trailer must be serviceable and equipped with all required fittings and rigging aids.

Please be considerate to our neighbours when starting turbos.

Low currency pilots should fly a standard circuit from high key.

Visitors are only permitted to come on to the airfield with prior permission

Should visitors arrive unannounced, please be friendly and polite, keep social distance but do not allow them to approach the launch point.

Club 2 Seat Operations – Instructional and check flights from 12th April 2021

Cleaning, Bacoban treatment and PPE will be required.

It is noted that part of Government policy relies on the reduction in Covid-19 cases within the population as a whole – therefore there remains an element of risk which may be more than individual pilots, particularly instructors, are prepared to take for particular configurations.

Puchacz

The Puchacz cockpit allows air to flow freely between pilots, therefore more stringent mitigations must be put into place.

- Bacoban treatment. The cockpits should be fully treated with Bacoban weekly, and signed for in the DI book. In addition, high use areas (the stick, cable release, canopy release etc. etc.) should be treated daily, and also signed for with the DI. Following this treatment, the cockpits should not be cleaned between pilot changes. Canopies should not be treated with Bacoban. It is recommended that the canopy be open for at least 10 minutes between flights (this can include the time taken for cockpit checks).

- Cleaning. If Bacoban treatment has **not** been completed, cleaning should be carried out: - Both cockpits must be cleaned each time **either** of the pilots changes. I.e., if the trainee changes, **both** cockpits should be cleaned. The canopy should be open for a minimum of 10 minutes during the cleaning process. **Do not leave canopies unattended.**
- PPE. Gloves should be worn. Face masks must be worn by both occupants. Ideally, the front seat occupant should wear an FFP3 mask, but as a minimum it should be FFP 2. Masks should not be fitted with exhalation valves.
- Flight times are limited due to the requirement for a 'canopy closed' maximum time of 15 minutes. Canopies should be open for a minimum of 10 minutes between flights whether the crew changes or not. **Do not leave canopies unattended.**
- It is recommended that the rear seat DV scoop remains open throughout the flight (Flight Safety may override this).
- It would be helpful if club members who wish to fly dual would let the instructor know of their vaccination status.

General Precautions

Club members attending the club should send an email to track@bwnd.co.uk to register their attendance on each and every day that they attend the club.

Pilots who wish to fly dual should have their temperature checked prior to strapping into the glider.

Club members attending the club should ask these questions of themselves and confirm that they: -

- **Have not been diagnosed with COVID I -19 at any time in the past 14 days**
- **Have not had COVID-19 symptoms (fever, newly developed cough, loss of taste or smell, shortness of breath) at any time in the past 8 days**
- **Have not been in close contact with someone who has COVID-19 (face to face contact within 1 metre for more than 15 minutes or direct physical contact) in the past 14 days**
- **Are not required by local or national regulations to be in quarantine for reasons related to COVID-19 for a period that includes today**