

# **Restarting Flying – Club Advice and Procedures**

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## **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 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.

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 to be done before immediately on opening up.

One person (delegated by the duty instructor) will be responsible for locking up and instructed particularly to close the 3 fire doors (hangar to stair well; stair well to kitchen; corridor to briefing room).

## **Private owners**

Private owners – please park your trailers further apart than normal to facilitate distancing. It is important that you attend the Briefing at 9 a.m.

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.

Private owners should use their own parachutes whether they are flying in their own aircraft or in a club glider. Private owners are encouraged to store their parachutes at home or in their cars / trailers, but exceptionally may store them in the club house while following the rules below.

Private gliders may be left rigged overnight.

**Visitors are not permitted to come on to the airfield without prior permission. Visiting aircraft are not normally allowed except in an emergency.**

## **Trial Lessons**

Trial flights recommenced at The Park on Saturday 29th August 2020. These flights need to be conducted under Covid precautions outlined below.

It is important that all members and instructors follow the following guidance: -

1. Trial flights will only be by booking to ensure a designated aircraft is available and an instructor is assigned to managing the trial flight(s). (Currently only in GAM)
2. Visitors to be accompanied on the airfield either by the instructor or a delegated person at all times. Visitors at the launchpoint must stay in or next to their cars until the time of their flight and are not allowed in the clubhouse except to use the facilities. If operating at the west end of the airfield, visitors' cars are to be escorted by Gator to the launchpoint and back to the club house. (This also if the "facilities" are required.)
3. Visitors' cars to be parked near the caravan. It would help if only essential members' cars are parked close to the caravan. This will help prevent visitors crossing the approach at the west end of the field.
4. A maximum of 3 visitors per group (including the flying guest) is expected.
5. Only one group at any one time expected. If flying two groups, they will be timed so as not to be on the field simultaneously.
6. If weather could be an issue, visitors will be postponed.
7. Whilst offering a safe and enjoyable flight, the time on site for the visitors should be minimised.
8. Flight will be limited to 30 minutes. We are recommending "Mile High" voucher holders delay their bookings.
9. Ensure voucher holders use hand sanitizer before handling any club equipment (aircraft, parachutes etc.)
10. Ensure a membership form has been completed and a voucher produced (expiry dates have automatically been extended)
11. Ensure a Health Status Declaration has been signed on the day of the flight. If the visitor does not bring one with them, we will provide.
12. Temperature must be taken before the flight.
13. Instructor to understand there is an increased likelihood of airsickness associated with wearing a mask.

14. Type 2 masks to be provided by the club if the visitors do not have them.

15. Visitors will be asked to try and call the caravan by phone upon arrival but if no mobile phone signal, they may need to approach the winch. Warned not to approach the winch if the engine/flashing amber light is showing, would winch drivers please be aware of possible approaching visitors and advise the launch point of their arrival by radio.

## **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 and '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 liquid Bacoban on the skin should be avoided. Although not strictly necessary, it is recommended that non-slip gloves be worn when handling Bacoban treated equipment.

## **Track, Test and Trace**

Club members and visitors attending the club should send an email to [track@bwnd.co.uk](mailto:track@bwnd.co.uk) to register their attendance on each and every day that they attend the club.

Please use the format dd/mm/yy on the subject line, and put your name as part of the text.

## Hangar / Clubhouse operation

Social distancing should be rigorously observed in all areas. A maximum of one person is allowed in the kitchen and toilet areas. It is strongly recommended that masks should be worn inside all the club buildings. Masks should be worn by all participants if more than one person is working on a single project.

A maximum of 4 people in the main briefing room, and a maximum of 3 people in the small briefing room, are permitted, for briefing purposes only, subject to the following: -

- Tables are to be well spread out. Only one chair per table. All other chairs to be stacked
- Occupants should not face one another
- All doors and windows are to be open (they may need to be wedged)
- Maximum occupancy time 30 minutes, followed by a 15 minute break
- Tables, surfaces and chairs which have been touched should be cleaned with antiseptic spray before vacating the room

**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. Each parachute should be collected by the person who is going to use it first. The buckles, straps and inside back of these must be cleaned carefully, using wipes not water, before being used by another person – and preferably not used again the same day. Alcohol wipes are advised by Thomas Sport.

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

If possible private parachutes should be stored at home rather than in the clubhouse  
For private syndicates who share a parachute we will allow the parachute to be stored in the parachute cupboard on the following basis:

Only one person wearing a mask allowed in the clubhouse to collect a parachute at any time

A one way system to be used, entry via stair case and exit via bridge

Where possible private parachutes should not be placed on top of each other

Private members should manage all cleaning/disinfecting of parachutes and satisfy themselves that they are safe to use

Club parachutes should continue to be stored in the briefing room.

## Batteries

A bucket of soapy water and a cloth should be made available so that they can be washed when removing them from the glider and setting them to recharge. Do not get them really wet, just give them a damp wipe over, including the connector.

## 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 electric buggy (by preference) or a gator.

It is recommended that DI-ing aircraft is carried out wearing disposable gloves to reduce the risk of contamination and positive checks could be dealt with by both involved in the same way.

Each vehicle (gators, landrovers, winch) should be moved only by the person who is going to use it.

At the end of the day, gliders are to be towed by buggy / gator all the way on to the hangar apron to allow a minimum number of people to stow in the hangar. The buggy / Gator should be parked clear of the hangar doors close to the wind turbine until the glider is inside the hangar.

Canopy covers – please wash your hands after replacing these on the gliders at the end of the day.

Please leave either the tug or the Venture on the grass until all the gliders have been put away. It can then be moved onto the apron for cleaning. The Venture (or tug as appropriate) may be parked on the hangar apron, nose towards the gas tank.

**Refuelling MT** – A single person should handle the diesel tank and refuelling point at the beginning of the day and all gators and land rovers are to be refuelled at the same time by their morning 'owner'.

**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..

**EXTRA CARE MUST BE TAKEN TO PREVENT THE AIRCRAFT FROM ROLLING DOWNHILL WHEN ROTATING**

## **Duties / 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 below).

Organising the launchpoint

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

### **Logkeeper**

The logkeeper should collect the log clipboard before the commencement of flying. It is recommended that the log is kept 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 logsheet 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 – they just need to ask another member to take note of landings / take offs independently and advise the logkeeper 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 buggy or gator before towing commences. The

glider end of the tow rope will need to be 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.

**BE CAREFUL! DO NOT LET THE AIRCRAFT ROLL DOWNHILL!**

### **Winch driver**

He / she is responsible for setting up the winch and will usually also be responsible for cable retrieves. Please ensure that the winch brake is applied and the chocks are firmly in place. When drawing cables, the winch driver should only handle the parachute / wire weak link and leave the strop trailing. For any change of winch driver, the winch, associated equipment and cable retrieve landrover must be cleaned. Particular care must be taken with the radios / microphones. Clingfilm has been suggested to cover the microphone but must be changed with each change of driver.

More than one person may be needed to re-hitch the winch depending on the driver's reversing skills.

A dedicated bucket should be used for washing the winch and Landrover

### **Gator Drivers**

Gator drivers are allocated a specific gator for their duty period. 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 write their name on the notice attached to the Gator / buggy.

The gator driver should hook on whilst the pilot pulls the release.

Puchacz (single pilot) and K6 aircraft should be towed forward in an arc as per winter rules.

For retrieving Astir aircraft, they should first have the tail dolly fitted by the Gator driver, with the pilot providing a counterweight on the nose. The glider should then 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.

## **Launchpoint Operation**

### **Setting up and putting away**

The LPC will be responsible for setting up the caravan including DI-ing the white landrover, driving to launch point and setting up. Set up will require setting up a wash station with hand cleanser, cockpit wipes, spray etc on the table provided. A minimum of 3 buckets of soapy water 1 for washing down strops, tail dollies etc., 1 for washing glider fuselages and 1 for washing canopies. Buckets need to be well marked. 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 but only on the basis that they wash them down personally. Cushions are not to be used.

The LPC will need one designated hooker-on who will need to be on duty for a few hours before changing. Only the LPC should handle the launchpoint radios. He or she will need to manage the gators and ensure only one person is driving each gator per session. The gators will need to be cleaned before use by another person.

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 or a maximum of two layers over the front of the radio should work. Freezer bags have also proved to be effective.

## Cleaning

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 using cleansing wipes 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 with cleansing wipes, but avoid cleaning the face of the S80 variometer, radios or Oudie if fitted. Older instrument screens may be cleaned with a little soap and water if they have been touched. Attention is also required to the cockpit edges and side panels touched when getting in and out.

The hooks and surrounded area, the touch points of the airframe, wing tips and roots should be cleaned with soap and water.

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

Similarly, the winch handling points, LandRovers 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 so soap and water should be used for cleaning items wherever possible.

Clingfilm may be used to cover mics in aircraft but must be changed with each change of user. Members providing their own clingfilm / freezer bags would be a good idea. Freezer bags have been used very successfully.

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.

It is recommended that masks and gloves are worn in the hangar / workshop to help protect other members. This is particularly important when working on the same glider and / or sharing tools.

It is recommended that DI-ing aircraft is carried out wearing disposable gloves to reduce the risk of contamination and positive checks could be dealt with by both involved in the same way (otherwise hands should be washed / sanitised once the check is complete).

If a pilot swap is planned, the glider should be parked offline while the cleaning operation is carried out. It has been suggested that the Astir Dynafoam cushion be turned over between pilots.

## Flying operations

### All Pilots

**Once we are ready to commence operations, please concentrate on flying and operating safely.** We have all had a longer than usual break at the end of a poor run of flying. Have you refreshed yourself as suggested in the latest Glide Angle?

Winch launching – have you thought through your eventualities thoroughly? Release **IMMEDIATELY** if the wing starts to drop. Launch with the assumption that you will have a launch failure!

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*

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 permitted in club Astir gliders but not Puchacz gliders at present.

Please keep well clear of the no fly zones when operating turbos. Please keep our neighbours in the forefront of your mind – they have had a peaceful time recently and turbo noise is very abrasive.

Out of practice pilots should fly a standard circuit from high key.

## General points

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 one person, and then only for depositing / picking up articles

All members should bring their own food and drink. A picnic chair may also be a good idea. Please remember to bring plenty of water in hot weather (and sun cream). The kitchen is not available for use. Members should only enter the hangar for specific reasons – 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.**