



Midland Gliding Club

Temporary (Corona Virus) Policies and Procedures

Version 4(a) Effective 10th July 2020

These temporary operating policies and procedures supplement those detailed in the ANO, BGA Laws and Rules and the MGC Flying Orders Book and will be posted on the club website.

Amendments will be issued to the membership by email from time to time and posted on the club website as the situation develops.

You are advised to check this document regularly and note the changes in the document history listed on the next page.

Text no longer valid has been deleted.

New text is in **RED**

Document History

Version	Date	Comments
1	20 th May 2020	Initial Issue
2	2 nd June 2020	Amendments; Cross Country Flying Weather Limitations Access to Club Aircraft Motorglider Operations Launch Directions
3	4 th July 2020	2 seat training flights Club House Access Caravan Park Record of Attendance Clarification: - Road Retrieves
4.	6 th July 2020	Re-introduction of Short West Launching Amended "Record of Attendance Manning of the Retrieve Winch and Club Vehicles
4(a)		North Launch - minimum windspeed requirement removed.

Background

I am sure everyone is aware that we are living through some exceptionally difficult times as both our political leaders and the media keep telling us.

After several weeks of lock-down the Government have published a new policy easing some of the previous restrictions.

Consequently, the Department for Transport and the Civil Aviation Authority have now stated “General Recreational Aviation is a permitted activity, **provided strict Social Distancing is observed**”. **You are reminded that this remains at 2m.**

The Department for Transport have now further revised their restrictions on recreational flying to allow training and experience flights to resume.

However the standard for Social Distancing remains at 2 meters except where that is not possible **and** mitigating measures are adopted to permit reduction of the Social Distance to 1 meter for specific purposes such as two seat flying.

Addressing the new requirements requires significant changes to our normal operating environment to protect ourselves, our clubmates and our staff.

We must accept that it will be some time before we can return to anything like a normal operating environment.

We also must consider that many of our members fall in to one or other of the government’s defined Corona Virus vulnerable groups.

We must always do everything practically possible to reduce any risks to the health and wellbeing of our members and our staff by maintaining Social Distancing.

Record of Attendance

We are recommended by the Department of Transport and the BGA to create and maintain a Record of attendance for all persons coming on site as part of a potential Track and Trace exercise, should it become necessary.

Therefore all club members coming on site during an operational day are required to add their name to the “Flying List” if you are not intending to fly simply state “non-flying” to avoid confusion with pilots wishing to fly.

Access to the Clubhouse

Current government restrictions do not allow the normal provision of catering or opening the bar.

Access to the toilets and the private owner parachute cupboard is available and we are working on opening some of the other rooms.

In opening further rooms for members, we must continue to do everything we can to reduce the risks of cross contamination and infection. Therefore:

- A one-way system will be in operation with entry via the normal front door and lobby, turning **LEFT** to the toilets and private owner parachute cupboard and exiting via the ‘emergency exit’ at the western end of the accommodation block, or
- Turning **RIGHT** to access the main club room, exiting via the fire escape on the North side of the building, adjacent to the entrance to the briefing room (which remains closed).
- Hand sanitising products will be available at the entry and exit points and **MUST** be used
- The Shower Block remains closed and must not be used
- The toilets should be utilised for single occupancy only. Wait in the corridor until the toilet room is vacated.

Access to the Accommodation Block

For now, the accommodation block remains closed and there is no access to any of the rooms for members or visitors. The current requirements for cleaning and leaving the rooms unoccupied for 72 hours between lets, and the lack of showers, makes their use impractical at present.

Access to the Old MT Shed

Access to the “Old MT Shed” is strictly limited to “Authorised Persons ONLY”

The private owner battery storage facility previously located in the Old MT Shed has been moved to the “Container” adjacent to the car park entrance.

Access to the Caravan Park

The Caravan Park and Camping Area will be open for club member use from 4th July 2020.

However: -

The current Government regulations prohibit the use of shared shower facilities, therefore the clubhouse shower block remains closed.

The current guidelines covering the provision of catering are very demanding and complex. We are working with Dave and Helen to get catering up-and-running as quickly as practically possible but it will be some time before any service will be available.

Therefore:-

Those members wishing to use the Caravan Park or Camping Area should be prepared to be self sufficient in terms of their showering and catering requirements.

The clubhouse toilets are of course available within the limits defined in the Access to the Clubhouse policy (above).

Flying Operations

General

1. The latest Department for Transport regulations allow us to operate club 2 seat training aircraft for training and experience flights, in addition to the single seat flying previously permitted.
2. All pilots wishing to fly should read and be familiar with BGA document “Managing Flying Risk”. A copy may be downloaded by following [this link](#) or the link in appendix 2.

Use of club 2 seat gliders and the Motorglider

1. Please see Mark Sanders excellent document in appendix 1 (at the end of this document) for further information.
2. From the 4th July we will have 2 x 2 seat training gliders (ASK21 JGJ and ASK13 CKR) plus the Motorglider available for instruction.
3. NB:- ASK13 CCW remains on “Ground Risk Only insurance so MUST NOT be flown under any circumstances.
4. BGA Guidelines state that to limit the potential for infection instructors should fly with a minimum number of students. Therefore we will introduce a limit of 3 students per instructor per day. To facilitate this, a booking system is available. For details please see Mark Sanders notes in appendix 1.
5. BGA guidance also states that the potential for infection increases after 15 minutes in a closed environment; therefore instructors are encouraged to keep 2 seat flights as short as practically possible, consistent with the training goals established for that flight (or series of flights)
6. Cross country flying should only be undertaken with consideration of the Government’s current Corona Virus guidance in mind.
7. Pilots wishing to fly cross country flying in Self Sustaining or Self Launching gliders are strongly recommended to carry out an “airborne engine test” before leaving the local area.
8. Pilots wishing to fly cross country in a pure glider should ensure they have made suitable arrangements for a Socially Distanced, Covid Secure, retrieve before launching.

9. NB: Latest BGA guidance, updated on 1st July 2020 states: -
- Road retrieve arrangements, unless provided by members of the pilot's household, or Support Bubble depend on exceptions within the Government Guidelines for car sharing.
 - Potential exists to compromise local residents' and land owners' Social Distancing needs, with potential for reputational impact on gliding.

Weather Limitations

1. Wind Speed – Maximum **25** knots
2. Cross Wind Component – **Westerly** Maximum **15** Knots
Easterly Maximum **10** Knots
3. Cloud base – Minimum – Full Launch Height

Club Aircraft Availability and Operations

1. The three club single seat gliders, plus 2 x 2 seat gliders and the Motorglider are available.
2. Pilots operating club aircraft, wherever possible and safe to do so, must wear a self-provided face covering over the nose and mouth and gloves. This includes inside the aircraft with the canopy down unless fogging of eyewear becomes a problem. If that happens, the face covering may be removed, but only while the canopy is closed
3. Pilots carrying out the Daily Inspection (DI) of club aircraft should include sanitising the cockpit and controls as part of this check.
4. To reduce the risk of passing on the infection; pilots operating club aircraft should sanitise the cockpit area both before and after their flying session.
5. To maintain Social Distancing and reduce the risk of cross contamination/infection, pilots waiting to launch should close the canopy before requesting the cable.
6. Private owners are encouraged to use their own parachutes to minimise the risk of cross infection

7. At the conclusion of the day's flying operations each aircraft will be washed, and the cockpit cleaned and sanitized BEFORE the aircraft is put away.

Motorglider Operations

1. All pilots wishing to fly the Motorglider as Pilot in Command shall hold an appropriate EASA license with a TMG Rating appended and must be within the latest CAA requirements for: Certificate of Experience, Currency, Recency and Medical Certificate.
2. Pilots wishing to fly the Motorglider must obtain "Permission to Fly" from the Supervising Instructor of the day before launching.
3. Pilots operating the Motorglider shall at all times operate within the limitations stated in the Pilot's Operating Handbook/Flight Manual.
4. Pilots wishing to fly the Motorglider cross country shall advise the Supervising Instructor of the day of their intentions before departure.
5. Pilots wishing to fly the Motorglider cross country are strongly advised to obtain PPR from their intended destination before they launch from the Mynd.
6. Motorglider pilots are strongly advised to confirm the operational status of any potential diversion airfield before departure.
7. Motorglider minimum fuel load shall be calculated as
8. "Fuel Required for Flight + diversion to an open, suitable, airfield + 1 Hour"

Private Owner Aircraft

1. Licensed, self briefing, self authorising private owner pilots are permitted to fly within the limitations specified in this document
 - To limit the potential for cross contamination and infection when rigging, private owner pilots should:
 - Should always wear a self-provided face covering over the nose and mouth and wear gloves
 - Work in the smallest possible group commensurate with safety
 - As far as reasonably practicable maintain Social Distancing

2. Access to the club buildings will be limited with a one-way flow to maintain, as far as reasonably practicable, Social Distancing
3. Pilots must leave the area of the private owner's parachute cupboard and the private owner's battery storage as quickly as possible

Pilot Currency Requirements

Historically, across the BGA, there is a spike in accidents at the start of the flying season, mainly due to pilot error because of being out of practice. The group which contributes most to these statistics are the 'experienced but out of currency' pilots, often flying high performance or complex (flaps and retractable undercarriage) machines.

This year maintaining any sort of currency has been particularly difficult due to not only the lock-down but also the extended period of poor flying weather which preceded it.

Now that we are able to offer 2 seat training flights again the following limitations apply

1. Pilots who are within their current "Stage Check" requirements and "Annual Check" period may, having gained "Permission to Fly" from the duty instructor team, fly single seat aircraft.
2. Those experienced solo pilots having achieved license issue status, current within their "MGC Stage Requirements" and not more than 6 months past the expiry date of their Annual Check may, having Gained "Permission to Fly" from the duty instructor team, fly single seat aircraft.
3. Those pilots outside the currency requirements of their "MGC Stage" or more than 6 months beyond the renewal date of their "Annual Check" must undertake refresher training before flying solo.

Instructors

1. Instructors should read and be familiar with; BGA document “Managing Flying Risk” and the BGA “Pilot Currency Barometer”. These document are Appendix 2 and Appendix 3 of this document.
2. All instructors are required to have completed 3 launches and 3 landings as handling pilot (on the launch method they wish to use for instructional purposes) before commencing instructing.
3. A number of club instructors have not flown instructional flights for some time. It is strongly advised that even if they comply with the 3 launches and 3 landings requirement they undertake some refresher flights with a either myself or Simon Adlard.

Ground Operations

Winch Launching

Given the lack of currency/recency of most of our pilots and Winch Operators we will initially restrict our winch launch operations to the following conditions and directions.

Long South – Max windspeed 25 Kts

Max Cross Wind Component Westerly 15 Knots

Easterly 10 Knots

South West (Knoll) - Max Windspeed = 25 Knots

Max Cross Wind Component Westerly 15 Knots

Southerly 5 Knots

Easterly Nil Knots

North **Max windspeed 25 Knots**

Max Cross Wind Component Westerly 15 Knots

Easterly 10 Knots

Short West - Maximum windspeed 30 kts for “wooden and low wing loading gliders, 40Kts for glass gliders.

Main Winch

The organisation of Main Winch operations is the responsibility of the Winch Master and his team.

Launch Point

Retrieve Winch Operations

The Retrieve Winch should be set up as normal. The ground crew must be careful to maintain Social Distancing whilst working on the set up/pack up.

To minimise the potential for cross contamination/infection the practical minimum number of people should operate the Retrieve Winch.

The Retrieve Winch should be cleaned and sanitised after set up, prior to the commencement of flying ops and cleaned and sanitised periodically during the day and at the change over of operators.

Persons operating the Retrieve Winch must always wear (self provided) face masks, covering the nose and mouth, plus gloves.

Cables and Associated Launch Equipment

Great care should always be taken to minimise the risk of cross contamination or infection by wearing gloves when handling launching equipment.

Ideally one person should be delegated the task of dealing with the cables, strops and weak links for each half day flying session.

Pilots should close the canopy before requesting the cable.

Maintaining the Flight Log

The Daily flight log needs to be maintained in compliance with CAA/BGA requirements.

Club members should be prepared to carry out this function:

- A self provided face mask covering the nose and mouth plus gloves must be worn at all times when handling the log sheets/folder
- Members should equip themselves with a pen to enable them to carry out this function without sharing writing equipment.

Airfield Vehicles

The MT team will make launch point vehicles available.

To reduce the potential for cross contamination/infection the practical minimum number of people should drive club vehicles.

- Club vehicle drivers must wear a (self provided) face mask covering the nose and mouth and gloves when operating the vehicle.
- When changing over club vehicle drivers the vehicle should be cleaned and sanitized.

S.C. Male

Chief Flying Instructor. Midland Gliding Club Ltd.

2nd July 2020

Appendix I

Return to Gliding – Dual Flying

Essential reading in bold – *explanation / justification in italic*

The Good News

- **Two seater flying will resume from 4 July**
- **The Caravan Park will open for overnight stays from 4 July**
- **Club Single Seater flying and Private owner flying continue for in-check pilots**

The Limitations

- **The clubhouse, including the shower block, accommodation and catering remain closed, though the main part of the clubhouse may reopen soon.**

A visit to the club may be an impractical proposition for those members who live some way distant from the club. Significantly this includes a number of instructors and winch drivers. It also results in ...

- **No resumption of trial lessons or courses**

Some may see this as good news(!), but the loss of revenue means that ...

- **Not all instructors are willing / able to instruct**

Personal risk assessments and the practicalities of living distant from the club, with club facilities still closed are the reasons

- **Instructors will only fly with a maximum three students per day**

BGA guidance, the need to avoidance cross-contamination and the wishes of our instructors to minimise their personal exposure to risk make this inevitable

- **No return to full seven day operation**

at this stage, we just can't muster sufficient duty teams

So, putting all this together, what do we have...?

The Plan

- **We will be open every weekend and on selected days during the week.**
Weather will be the most significant factor, but also demand and instructor/winch driver availability
- **We will aim to have two full / assistant rated instructors on duty each day we are open**
We don't have a big enough instructor pool to offer more
- **Pre Booking will be required for dual instruction**
We have a hard limit of three students per instructor per day. We don't want anyone to have a wasted trip, but equally, if there is little or no demand on a particular day, neither do we wish to waste the scarce and valuable resource that is volunteer winch drivers and instructors
- **Club Single Seater and Private Owner Flying**
available on any day we are open, for in-check pilots, just turn up, rig or put your name on the list, and fly

Can I just turn up and Fly?

- **I am solo and in check – no problem.**
Put your name on the list for a club single seater, or rig and fly your own
- **I need dual flying. To avoid the very real possibility of disappointment we would ask you to**
***** PLEASE PRE BOOK *****
The club has set a maximum of three students per instructor per day. An individual instructor may decide to take FEWER students (the booking system accounts for this), but MAY NOT decide to take more – there is a growing cross-contamination risk to the community at large which is outside his hands

So How Do I Book For Two Seater Flying?

- **By email to mgcbooking@gmail.com**
- **Give a list of dates on which you would be available to fly**
for a one or two week period, looking forward. We are used to allocating winch driving, instructing and LD duties, on an equitable basis, respecting individual availabilities. We intend to extend this to cover P2 flying during this interim period. We hope this will result in everyone getting a more equal opportunity to fly and the best instructor / P2 ratios
- **Look out for your name on the standard MGC Rota page.**
<https://www.midlandgliding.club/rota/MGCBookings.htm>
there should also be an email reminder. Then just turn up on the day and fly
- **PLEASE LET US KNOW IF YOU CAN'T MAKE YOUR BOOKING**
in good time, so that we can reallocate it
- **You can re-apply with more dates**
as appropriate

We hope you understand that these steps are being taken to ensure the maximum fair and equal access to flying to you all over this continuing transition period. It should also help to ensure that you are rewarded with a decent day's flying when you turn up to the club.

We will, of course, keep this plan under continual review and be prepared to amend and improve it as experience dictates.

Looking forward to seeing you all at the club, and in the air, soon!

Mark Sanders

For Midland Gliding Club

Appendix 2

BGA Managing Flying Risk v12

[Click here to download](#)

Appendix 3

SAFE FLYING!

