

Safety Equipment in vehicles

	Checked by John Young and Paul Simon 8/2/2025				Comments
	First aid kit present?	First aid kit contents	Crash Axe	Fire extinguisher	
Vitara 1 Red	No	n/a	No	Bryland powder, not secured, out of check (2024)	Is powder acceptable?
Navara (MW tow)	Yes	Not checked	Yes	Foam extinguisher, one side of securing strap broken, out of check (2023)	
Vitara 4 Silver	No	n/a	No	No	Are we aiming for one in each?
Vitara 2 Green	No	n/a	Yes	Bryland foam, well secured, in date (Oct 25)	LWB Shogun out of service. Move first aid kit here?
LWB Shogun diesel (MW Tow)	Yes	Not checked	No	Bryland powder, in box but not secured, in date (Nov 25)	
SWB Shogun petrol (MW reserve)	Not checked	Not checked	Not checked	Not checked	

This needs update following checks by Martin Sloan and visit by Bryland.

Objectives remain unchanged, so check what remains to be done and do it.

THIS IS WHAT WE WANT TO ACHIEVE

There should have been a fire extinguisher inspection during week ending 15/2/25. Martin McCurdie was to make sure the vehicle and MT shed extinguishers got checked. Recheck expiry dates above and on the MT shed extinguishers and update this record.

Make sure all extinguishers are properly secured

Move equipment around to follow/exceed safety officer advice below.

"on any day the MG was to be flown, a Vitara with a foam extinguisher and crash axe would be available."
That means we need at least two Vitaras with secure stowage for an extinguisher, preferably all three.

We need a laminated label taped inside the rear side window, driver's side, listing the kit required if this is the chosen vehicle for the day.
I suggest we also have some way to identify that vehicle as the nominated vehicle, both from the driver's seat and from outside, and on the RW so that it can be called by radio.

As we have a plenitude of bolt cutters, put them in as many Vitaras as possible.

Main winch tow vehicles - both active vehicles must have a foam extinguisher, stowed securely, and a comprehensive first aid kit. They should have a crash axe if possible. They routinely carry cable cutters for fixing cable breaks.

The spare MW tow vehicle is to have provision for fire extinguisher stowage only, unless in use.

Geoff,

You asked a question which I was unable to answer being away from home. Apologies for a long email but I wanted to get it right. Our legal obligations are various and my knowledge is certainly not comprehensive; I rely very much on Mike Greenwood. My understanding is:

MGC's duties regarding first aid/emergency equipment are most directly regulated by **CAA CAP793; Safe Operating Practices at Unlicensed Aerodromes**. This is mainly driven because of our operation of the Motor Glider. Appendix C:

As an indication of the range of equipment that might be provided, the following is the minimum scale of equipment that should be required for immediate use at a licensed aerodrome operating a fleet of Cessna 150/172 or PA 28 type aircraft: a) A vehicle or vehicles with cross-country capability and capable of carrying the equipment and personnel specified, either on the vehicle or on a suitable trailer connected to the vehicle. b) A foam extinguisher containing not less than 90 litres of a foam meeting performance Level B with a discharge rate of not less than 60 litres/minute through one or more hose lines. Complementary fire-fighting media in the form of 14 kg of dry powder or bromochlorodifluoromethane (BCF), or 25 kg of CO2 should be available.

So: a foam fire extinguisher of rather higher capacity than we use. However, MGC use is a single aircraft with a relatively small fuel tank on a very occasional basis. Foam would also be the preferred extinguisher for a glider sustainer fuel as currently used at MGC. A Crash Axe is apparently not mandatory but the utility of one in the event of MG crash is obvious. Additionally, in the K13 crash, we did have two members trapped in an overturned aircraft though, fortunately, neither was seriously injured. In that accident, control cables complicated matters and it was felt bolt cutters would have been useful too. First aid kit: Appendix C also states: **For minor injuries a first aid kit should be obtained and placed in a prominent position where it can be accessed easily when the aerodrome is operating.**

The decision was, on any day the MG was to be flown, a Vitara with a foam extinguisher and crash axe would be available. SOP April 2024:

2.15.4 The Pilot in Command of the motor glider is responsible for ensuring the Ground vehicle with safety equipment including fire extinguisher and cutting gear is available on the airfield prior to take off and is manned.

A set of bolt cutters could be useful but these are available at Main and Retrieve Winch in any case. With respect to first aid kits, the decision was to have a full and maintained kit in the Main Winch vehicle as that would enable the contents to be controlled. Additionally, it was felt the Main Winch Operators would be the preferred lead in the event of an incident. It was considered that First Aid Kits in the Vitara's used by members would not reliably be stocked. We had a plan to renew First Aid training last year (Matt has qualifications in this regard but I do not know if they are to date). In any case, the training did not happen. I will raise it with Rose.

I am not expecting any work commitments this week so aim to call in at the club to check the fire extinguisher/alarm position. The inspections are currently carried out by Brylands and Mike thinks they maintained them.

Copied to John in case my inspection suggests we need to spend money. I have already identified that I would like the club to buy a specialist fat fryer extinguisher (wet chemical type, around £150) for the kitchen.

Hopefully this answers your question but I ought to be available for next weekend's workday.

Martin