FIELD LANDINGS

Slides at:-

www.bayriver.co.uk

A CONTRIBUTION TO FIELD LANDING SAFETY FOR LGC

BY THE (EX-)LGC FLYING SAFETY OFFICER

for ab initios, revision, contributions

Slides at:-

www.bayriver.co.uk

then click on Gliding, field landing (pdf)

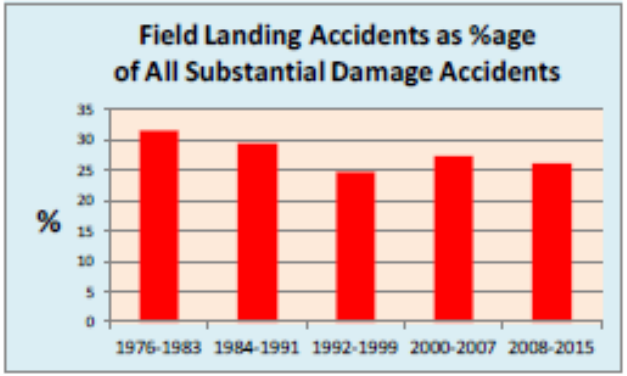
Accident Review 2015 (BUT NOTHING HAS CHANGED!)

Substantial Damage Accidents

For many years field landing accidents have made up one-quarter of all substantial damage accidents; approach and landing accidents at the home airfield have contributed another quarter (charts 3 and 4). These categories accounted for nearly half the substantial damage total in 2015. The 65 substantial damage accidents in 2015 is more than in six of the last seven years.

25% OF ALL ACCIDENTS ARE FIELD LANDINGS

Chart 3



ANOTHER 25% ARE APPROACH AND LANDING AT HOME AIRFIELD !!

Chart 4

INTER-RELATED?

FIELD LANDING ACCIDENTS

2015 - 12

2016 - 12

2017 - 15

2018 - ?

Appendix – Fatal, Serious Injury & Substantial Damage Accidents in 2015

Category	Accidents	Circumstances
Field Landing	11	Hit fence hidden by slope
		Hurried field landing following attempt to start engine
		Hit telephone wire on approach to field
		Landing long due to position of gate, excess speed, overshot into far hedge, SERIOUS INJURY
		Glider struck obscured rock
		Local soaring, lost, overshooting, groundloop
		Drifted downwind, bounce, hit far hedge
		High on base leg, turn, sink, crashed into field
		Field landing, crash, SERIOUS INJURY
		Stretching glide, turned away at 100ft to land in field
		Late selection, groundloop to avoid wall

12 + Turbo did not start, fuel off, landed in crop (classified by BGA as stall & spin)

2016 & 2017 – later !

FIELD LANDINGS

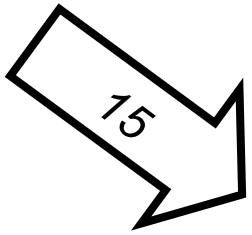
- Probably the most hazardous aspect of gliding
  - because there are inevitable ultimately unknowable factors
    - e.g. surface
  - or otherwise factors which are difficult to assess
    - e.g. slope
- In virtually all other areas of gliding things are predictable – but…

PILOT ERROR

- applies to all accidents !
  - except structural failure (?)
- INCLUDING Field Landings
  - (except when there were invisible and un-inferable obstacles ?)
- so we need to be as prepared as possible
  - get the best possible training
- and be in-practice
  - novices AND experienced pilots

*BEFORE TAKE-OFF

- Met Office Form 214 - UK spot wind chart
- Write predicted wind speed and direction on map (useful for navigation)
- Note compass heading for into-wind
- Note position of the Sun for into-wind
    - This will change as the day progresses, of course
- Write QFE on map/back of hand ?



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FIELD LANDINGS

Sequence of Events

- LANDING BECOMES A POSSIBILITY
  - Change to landing as opposed to soaring mode
  - Start thinking about fields rather than clouds

- SELECTION of field
  - Search
  - Wind*
  - Size
  - Slope
  - Surface
    - Seasons
  - Obstructions

- EXECUTION of landing
  - Circuit
  - Approach
  - Landing
  - After landing
- PRACTICE

- LANDING A POSSIBILITY
  - Change to landing as opposed to soaring mode
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- EXECUTION of landing
  - Circuit
  - Approach
  - Landing
  - After landing

DECISION HEIGHTS

- For **early cross-countries** when outside gliding range of Dunstable and assuming an L/D of at least 34 (=K23):-

  - make sure you are over landable terrain by 2000ft. i.e. not over built-up areas, forests, regions of small or otherwise un-landable fields (often in very hilly regions), expanses of water etc.
  - by 1500ft choose a field and don't let it get out of range
    - (in weak lift you may be able to transfer to another field (but always keep one in range)
  - by 1000ft make a decision to land and do it - whatever comes !

DECISION HEIGHTS

- IF you leave your altimeter on QFE Dunstable you will *probably* have an additional margin for error **locally**

- More experienced pilots (i.e. those with a reasonable number of field landings under their belts) will have a lower limit for ‘decision to land’
  - but they will always have suitable fields available and in range
  - You will probably know for yourself when you have reached this stage but don’t chance it before.

FIELD LANDING ACCIDENTS

Almost ALL field landing accidents are the result of

LEAVING FIELD SELECTION TOO LATE

hence 2000’ 1500’ 1000’ advice

A LITTLE BIT MORE ON ALTIMETRY

- If you leave your altimeter on QFE-Dunstable you will *probably* have an additional margin for error locally – but this is not certain
- If you reset your altimeter to QNH you *might* be able to relate it to altitudes/spot heights on the map
  - Discuss !!!
- You have got to decide if/when to re-set the altimeter and to what (QFE Dunstable is on your map/hand !!!)
- Your computer *might* give you height agl if it has a terrain database– but beware !!!!
- Altimeter definitely won't!
- So - IGNORE the altimeter (or computer) below (say) 1000ft indicated - or as appropriate for the region/setting – and use your judgement of height to use for circuit and landing.

A LITTLE BIT MORE ON ALTIMETRY

- (For those without multiple displays) you may have re-set your altimeter to 1013.25 to make sure you don't bust a FL
  - e.g. if you took off with 990mb QFE, you would 'lose' 690ft re-setting to QNE (1mb = 30ft but I'm not suggesting mental calcs in the air)
- You have got to decide if/when to re-set the altimeter and to what (QFE Dunstable is on your map/hand !!! QNH ?)

Avoiding Field Landings

- It is *possible* with modern gliders and current navigational technology largely to avoid field landings locally by always being within gliding range of an airfield or strip.
  - (See later including associated dangers)
- This may cramp your racing style somewhat, however!
- Or you could get an engine, of course!
  - (although they also have their dangers.)

- … but if you HAVE to land in a field…

- DECISION to land
  - i.e. Change to landing mode

- SELECTION of field
  - Search
  - Wind*
  - Size
  - Slope
  - Surface
    - Seasons
  - Obstructions

- EXECUTION of landing
  - Circuit
  - Approach
  - Landing
  - After landing
  - Practice

Almost ALL field landing accidents are the result of

LEAVING FIELD SELECTION TOO LATE

SEARCHING

1. **SLOW DOWN** to minimum sink speed -ish
   to give yourself maximum time in the air for searching

2. **TURN DOWNWIND**
   other things being equal e.g. airspace/built-up areas/water/forests etc

e.g. minsink speed of 45kts with15kts of wind implies:-

INTO WIND grndspeed = 30kts :

DOWN WIND grndspeed = 60kts

you will have

TWICE

the number of fields to choose from !

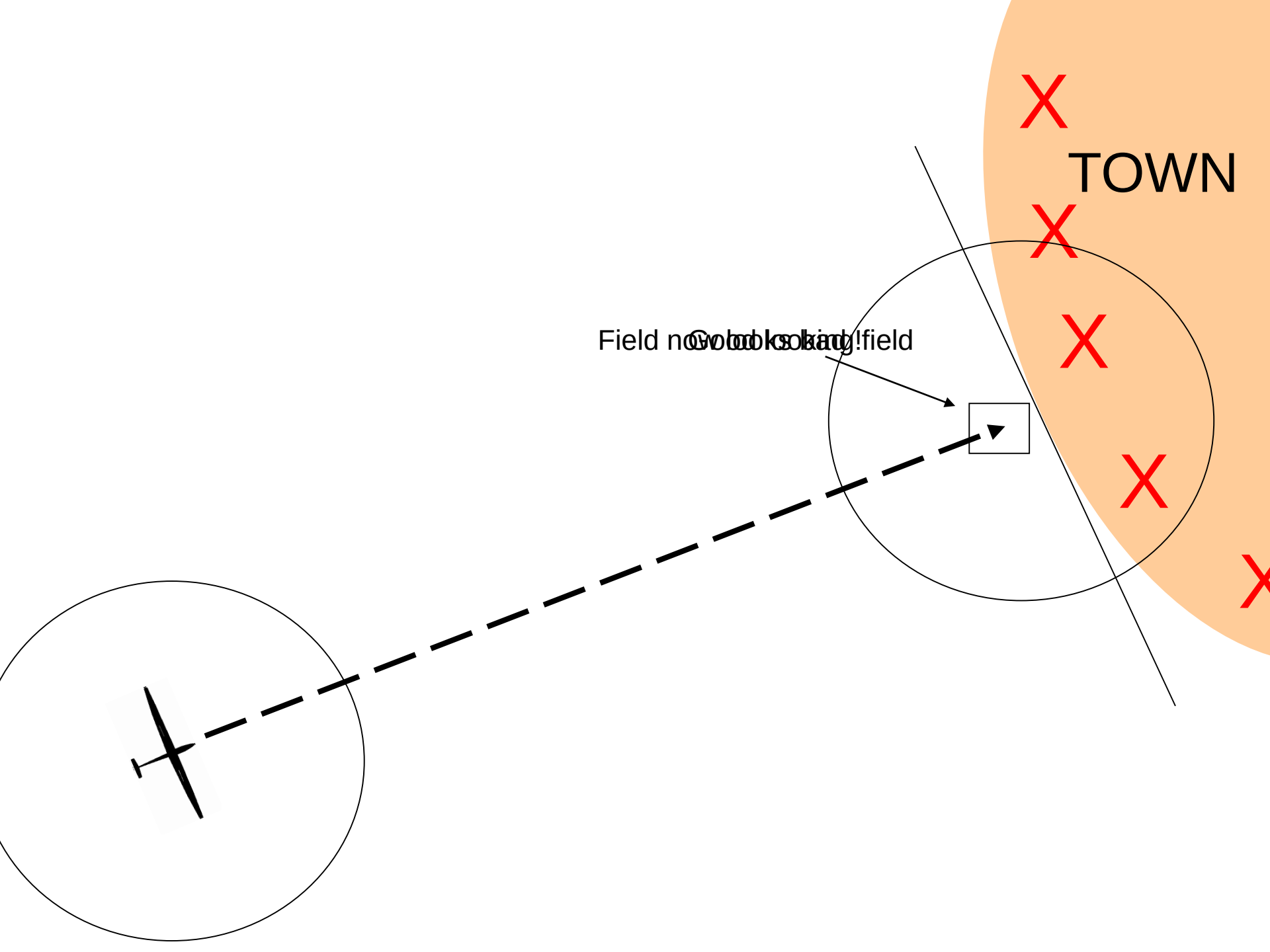
SEARCHING

3. Try not to glide a long way to a good looking field if acceptable ones are closer.

   It might not be as good as it looks when you get there e.g. livestock.

4. Do NOT glide a long way towards e.g. a built up area.

   Otherwise, when you get there (now lower) you will have reduced options by 50%


TOWN
Field now looks bad!
Could land!field

SEARCHING

5. Get a general impression of the terrain:-

   Hills and slopes (see later), forests/fields/towns, power lines, masts, other large obstacles

SEARCHING

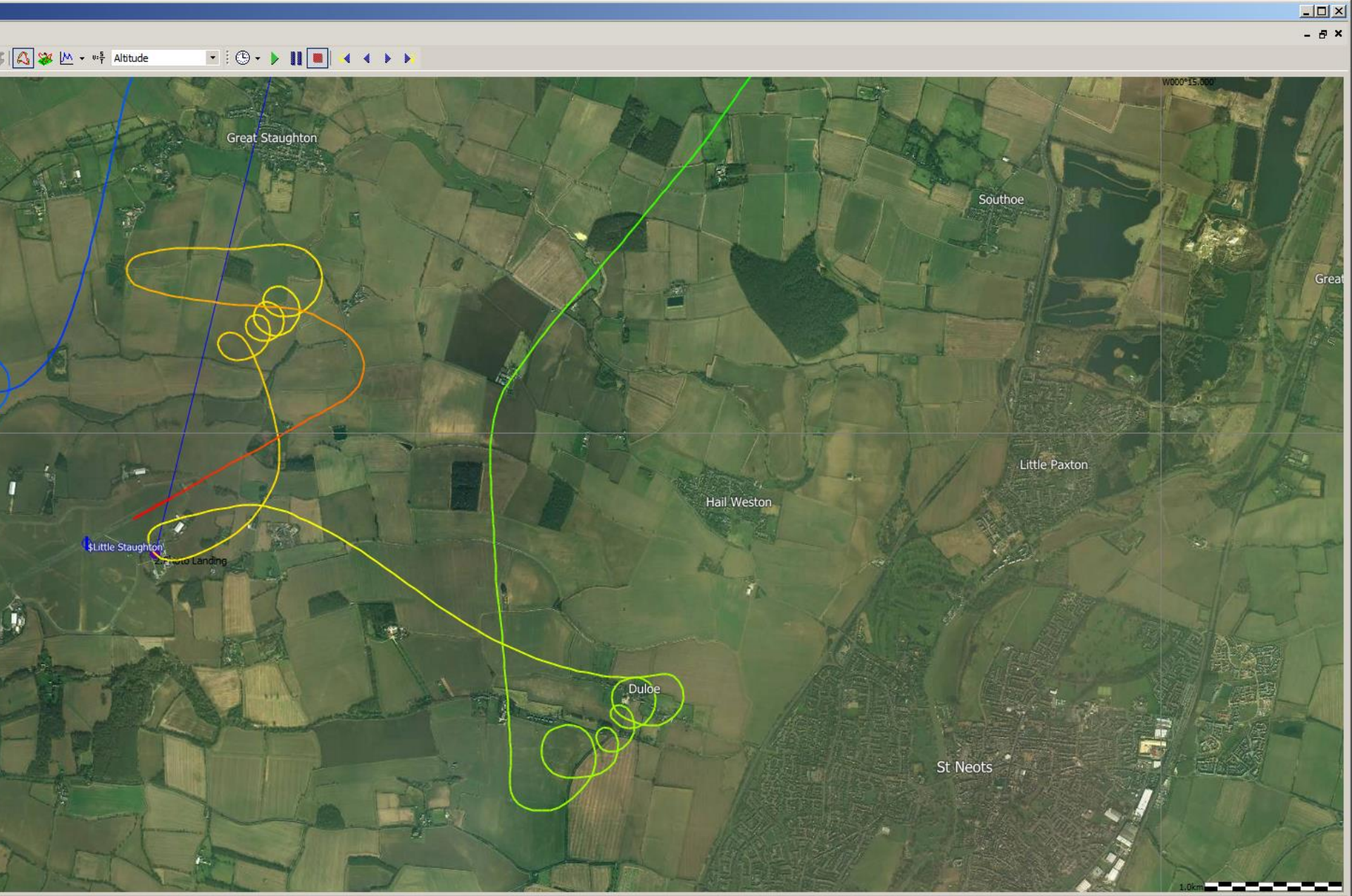
- You are looking for a field:-
  - Long enough (possibly on the diagonal)
  - With acceptable surface* (and no livestock)
  - Level or uphill into wind (or at least with an into wind component)
  - With no major obstructions (in field or on approach)

* If there are tramlines you will want to land along them (with headwind component)

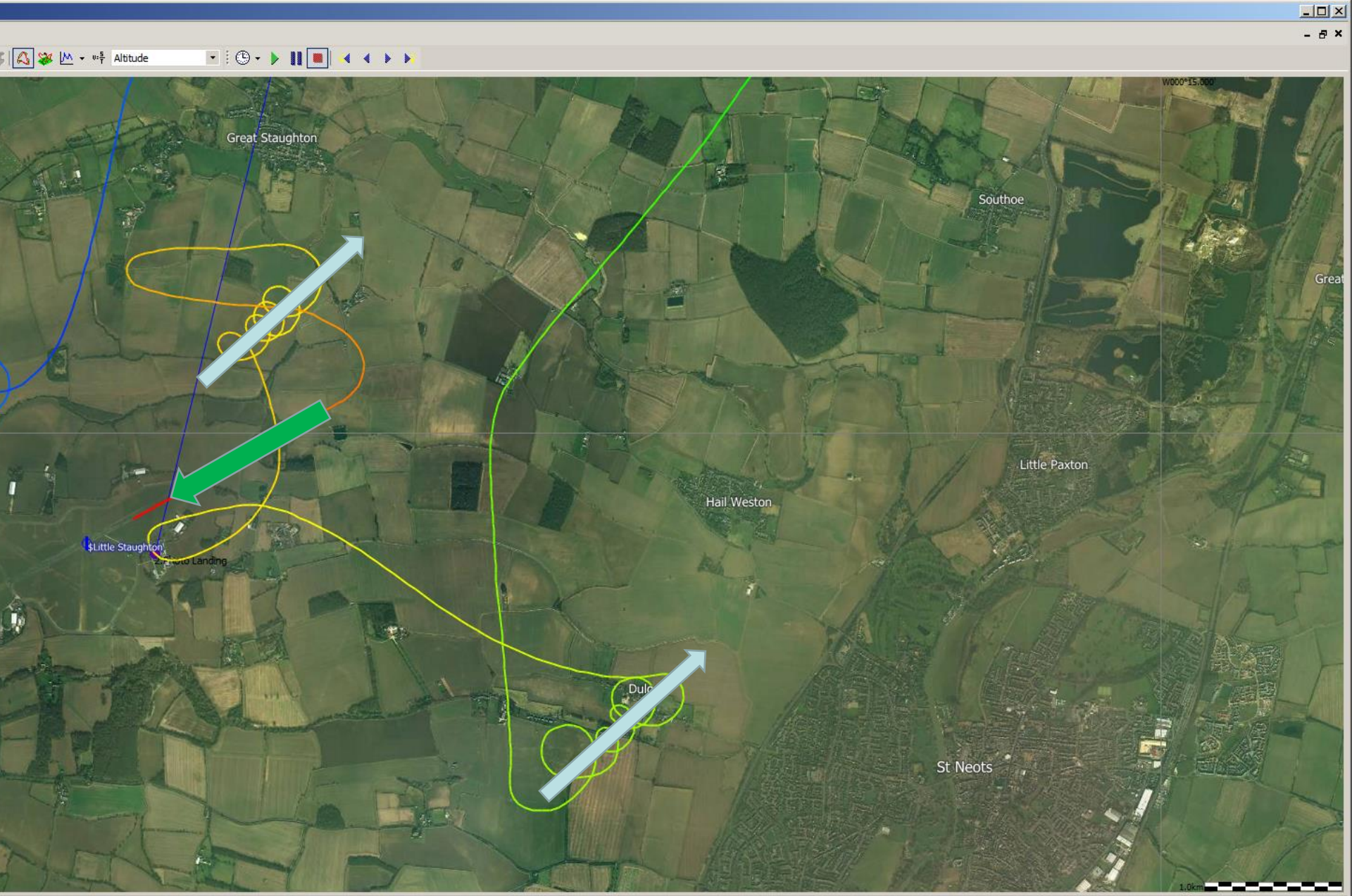
WIND

- Before take-off
  - Write wind speed and direction on map
  - Note compass heading for into-wind
  - Note position of the Sun for into-wind
    - This will change as the day progresses, of course

- During flight
  - Keep a check on wind direction in relation to above by means of
    - drift in thermals



Gsp	Dis.Done	L/D	Dis.Task	Vt	Vavg.	L/D Finish	Wind	AGL	IAS	TAS	Trk	GPS Alt.	Netto	Comp.	E..	Std.Alt.	MOP
						-2142	187°/14kts	-519ft	---km/h	---km/h	146°	686ft	---kts	-26km/h		341ft	



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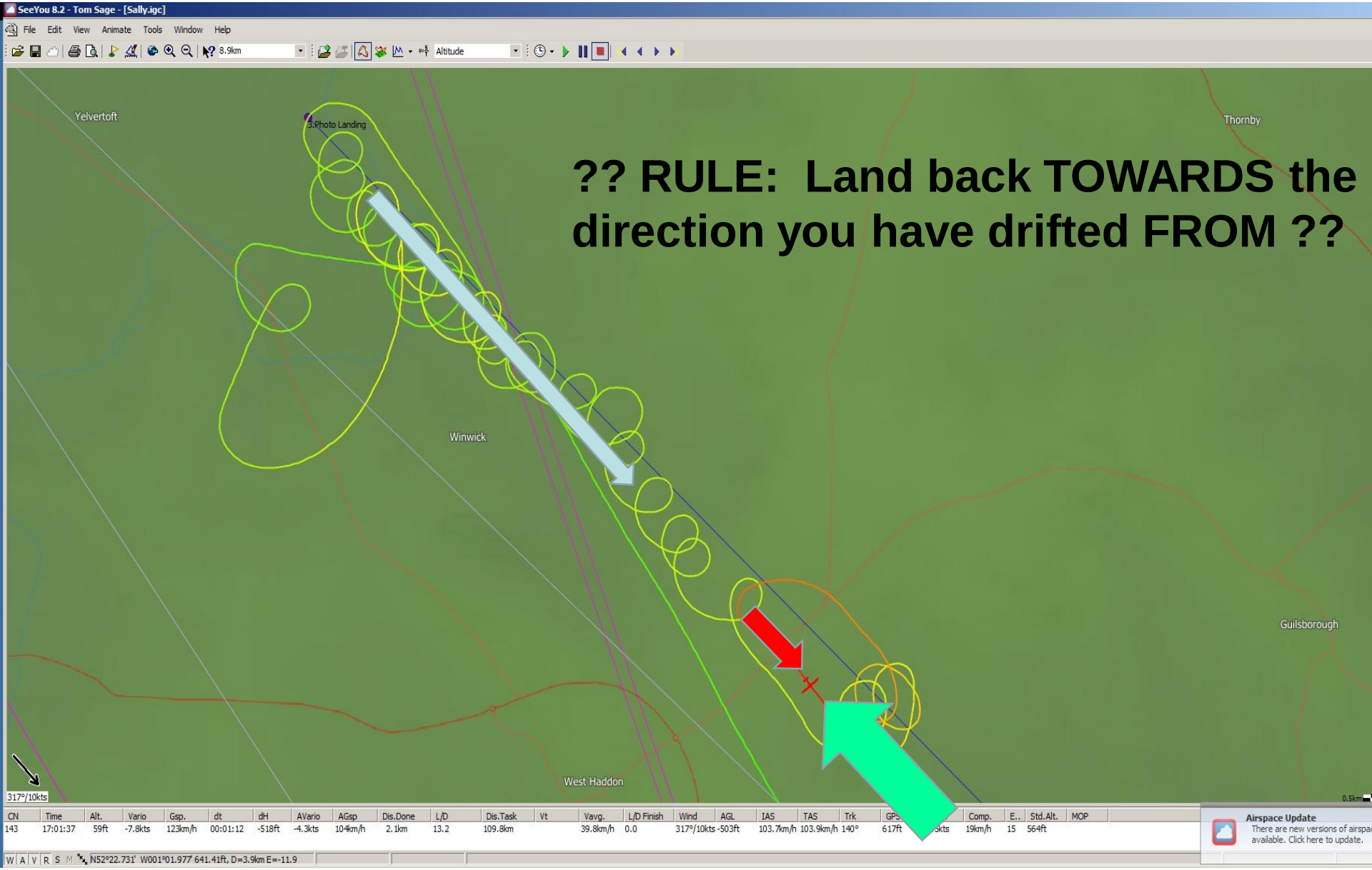
A trace…….


SeeYou 8.2 - Tom Sage - [Sally.igc]
File Edit View Animate Tools Window Help
Yelvertoft
3.Photo Landing
Thornby
?? RULE: Land back TOWARDS the direction you have drifted FROM ??
Winwick
Guilsborough
West Haddon
317°/10kts
CN Time Alt. Vario Gsp. dt dH AVario AGsp Dis.Done L/D Dis.Task Vt Vavg. L/D Finish Wind AGL IAS TAS Trk GPS Comp. E.. Std.Alt. MOP
143 17:01:37 59ft -7.8kts 123km/h 00:01:12 -518ft -4.3kts 104km/h 2.1km 13.2 109.8km 39.8km/h 0.0 317°/10kts -503ft 103.7km/h 103.9km/h 140° 617ft 19km/h 15 564ft
N52°22.731' W001°01.977' 641.41ft, D=3.9km E=-11.9
Airspace Update
There are new versions of airspa
available. Click here to update.

WIND

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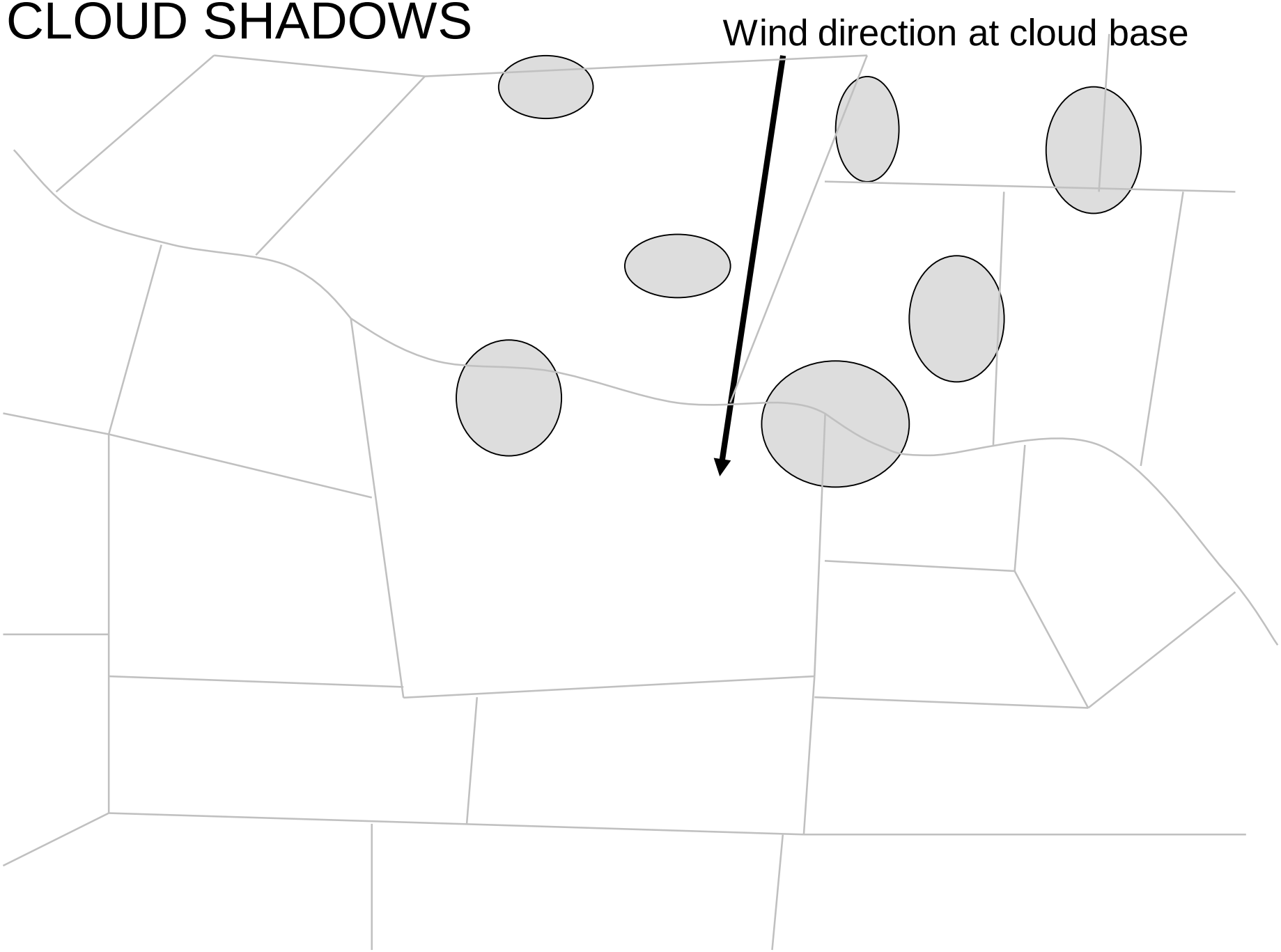
- During flight
  - Keep a check on wind direction in relation to above by means of
    - drift in thermals
    - cloud shadows on the ground

CLOUD SHADOWS



WIND

- Before take-off
  - Write wind speed and direction on map
  - Note compass heading for into-wind
  - Note position of the Sun for into-wind
    - This will change as the day progresses, of course

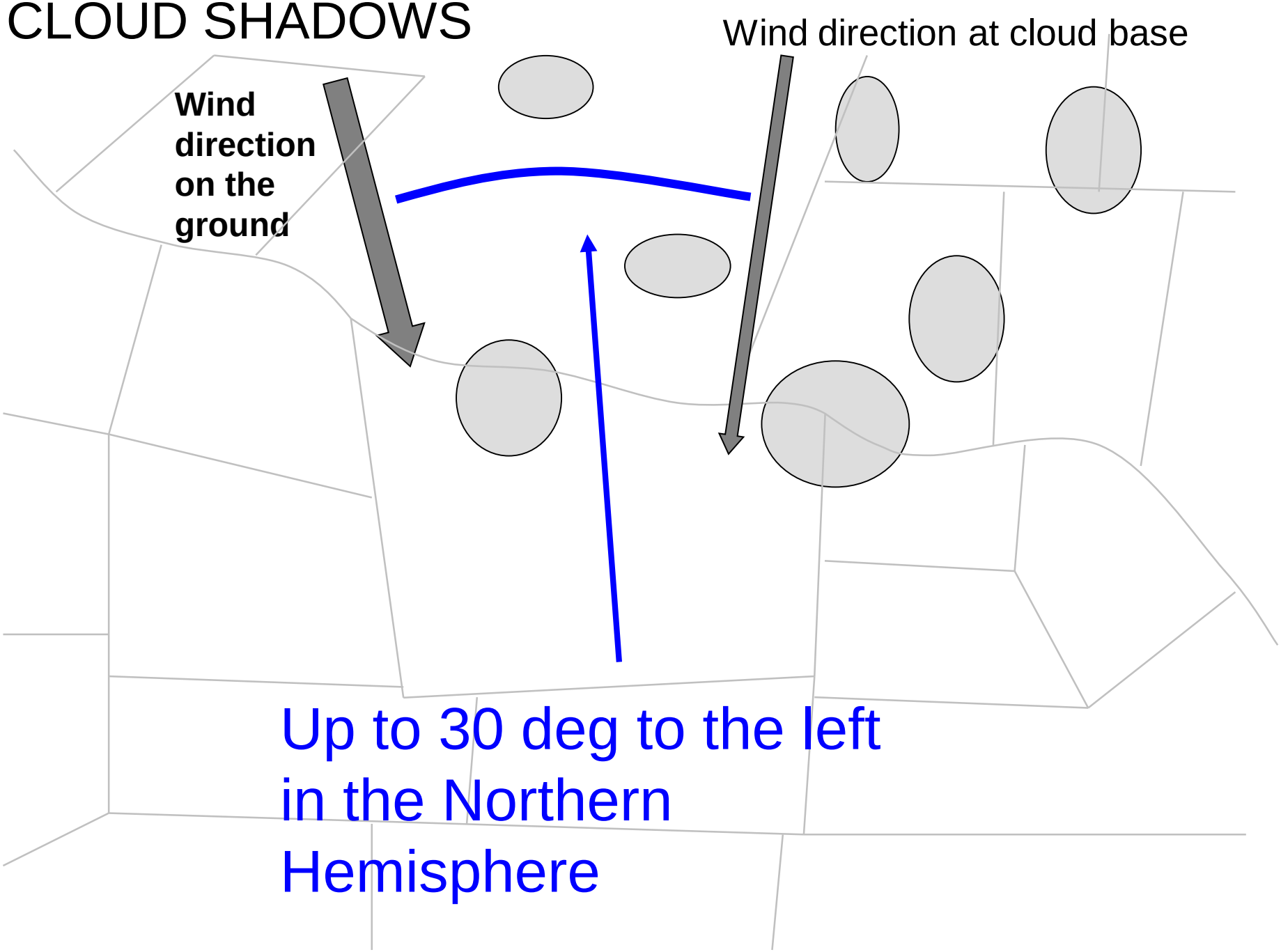
- During flight
  - Keep a check on wind direction in relation to above by means of
    - drift in thermals
    - cloud shadows on the ground
    - possibly, wind-socks/flags
    - (if you're lucky) smoke, ripples on water/crops, wind shadows on lakes etc
    - (poss) the wind arrow on your computer [but be circumspect]

WIND

Wind backs as you descend (up to 30^{o} anti-c/w)

In the northern hemisphere

CLOUD SHADOWS



WIND

- Wind backs as you descend (up to 30^{o} anti-c/w)
- You don’t necessarily have to be dead into wind (more so the stronger the wind) but you don’t want a tail wind component (unless…see later)

OTHER WIND FACTORS

The wind direction may vary:-

- Near the coast
- Near hills
- In valleys
  - (normally blows along valleys during the day, but katabatic winds in the evening)
- Near fronts, cells, etc
- As the weather systems progress

SIZE

- The perception of size depends on the field relative to surrounding fields
- In a region of small fields (Wales?) a relatively larger field may look big but is actually still small.
- In a region of large fields (East Anglia?) fields may look small but are really big. A field which seems relatively large is actually enormous!

SIZE

- You need about 150 metres (yards) from reference point to stop in no wind on a level field if approaching at the correct speed
  - (assuming normal wheel brake – if it isn't working the glider is u/s)
- The ref point will be some distance into the field – say 100metres – depending on the height of the hedge
- So 250 metres is about the minimum
- 300 + meters would be good

SIZE

- You ***MAY*** be able to reduce this
  - see below
- but be cautious

SIZE

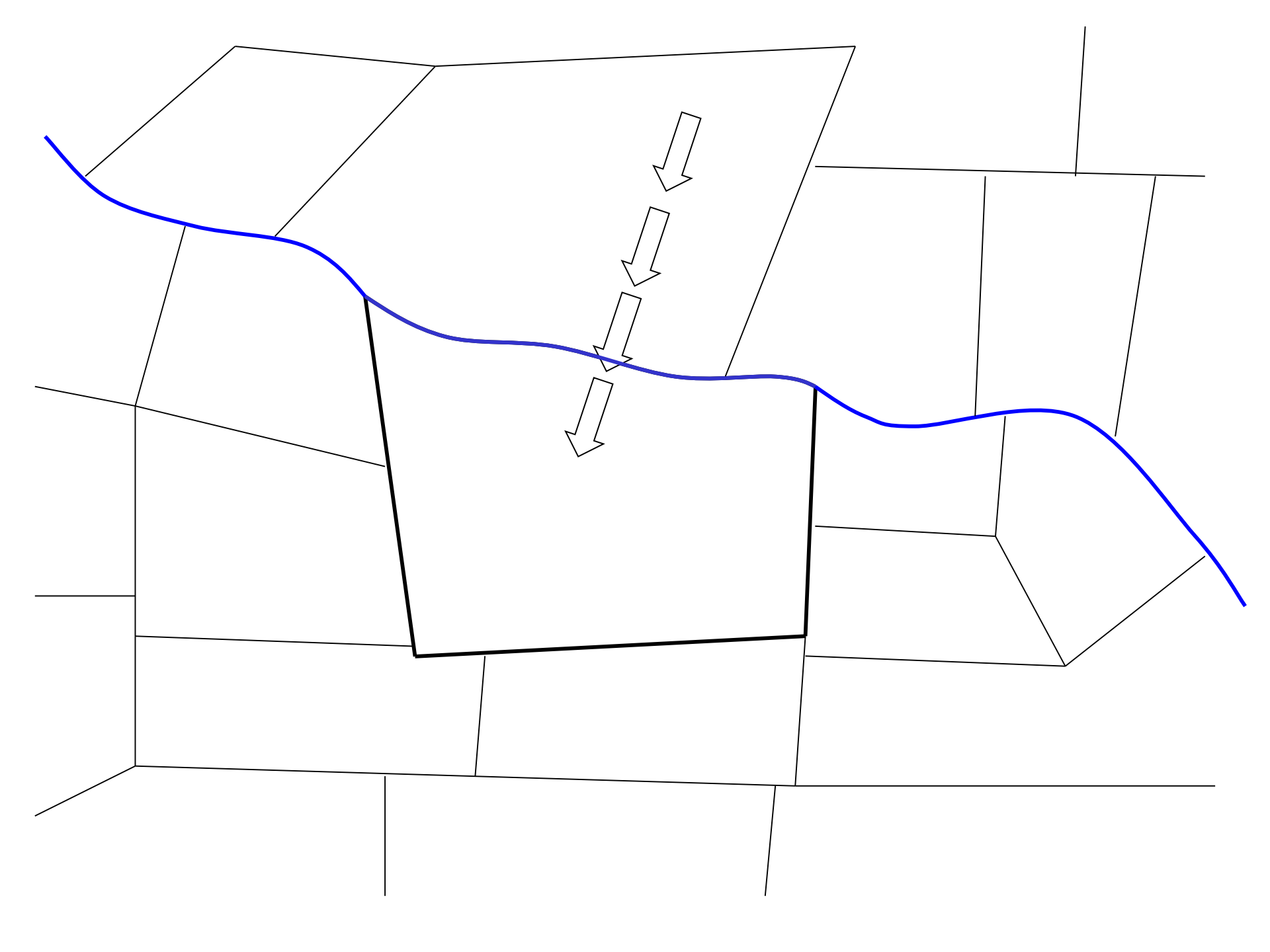
- Electricity Pylons are usually at least 200 metres apart (some much further).
  - Three of these (400m +) should be fine.
- Power poles are usually about 100 metres apart (sometimes less).
  - Five of these (circa 400m) should be fine. Four (circa 300m) might be OK.
- Dunstable a/f is about 800 x 700 m
  - but remember a lot of the landings have the advantage of being UPHILL

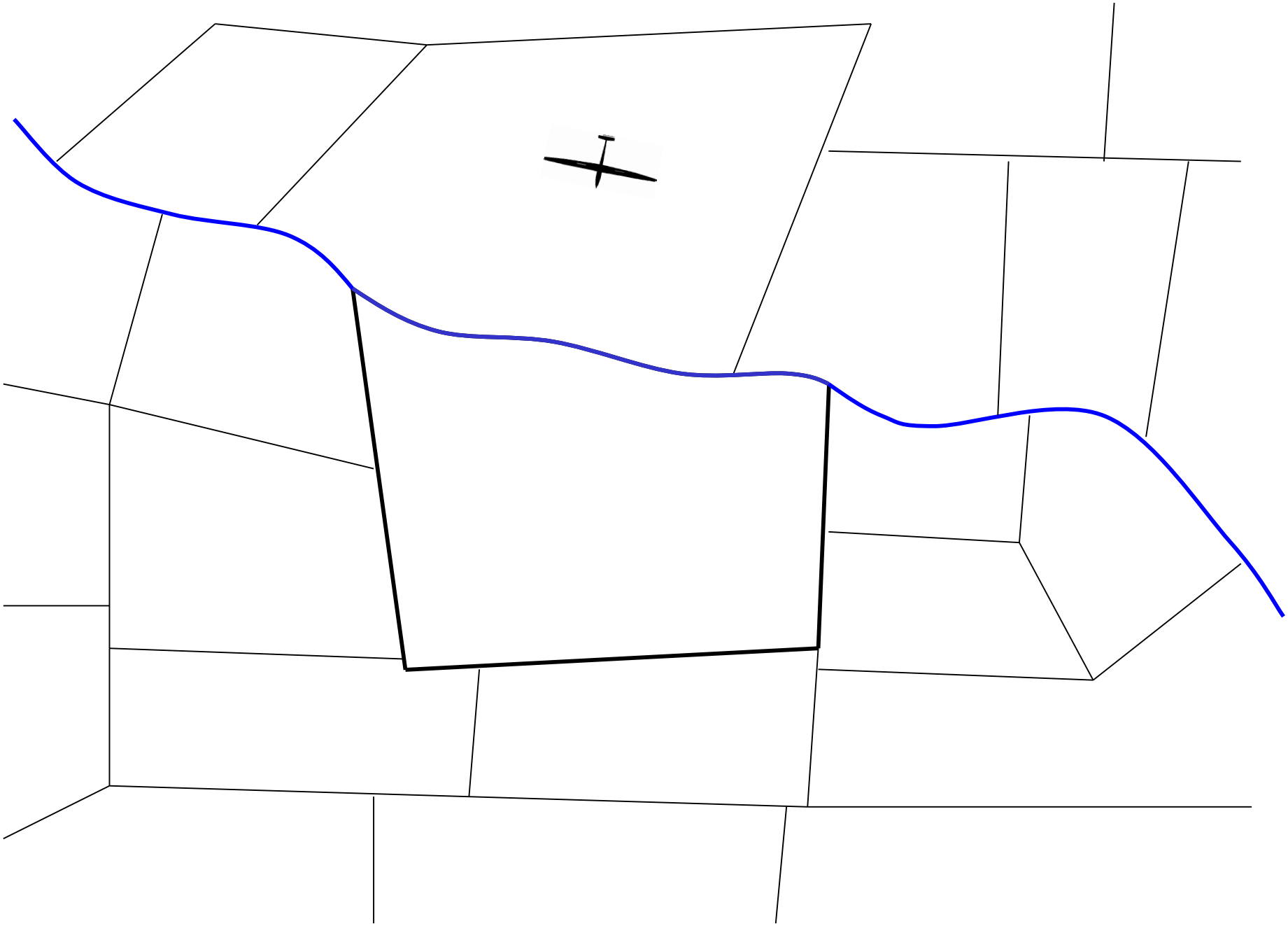
SIZE

- The required size will depend on
  - Wind strength
    - and direction!
  - Slope
  - Surface
  - Type of glider (effectiveness of airbrakes, flaps,wheel brake)
  - Obstructions on approach
  - THE SKILL OF THE PILOT !!!

SLOPE

- You CAN’T land downhill !
- Fly all round the field, if possible, to assess slope
- When you get on the ground, the slope is often steeper than it looked from the air
- Railway embankments (or cuttings) are essentially level (also canals, lakes) and can be used to judge adjacent slopes
- In extremity choose uphill - downwind

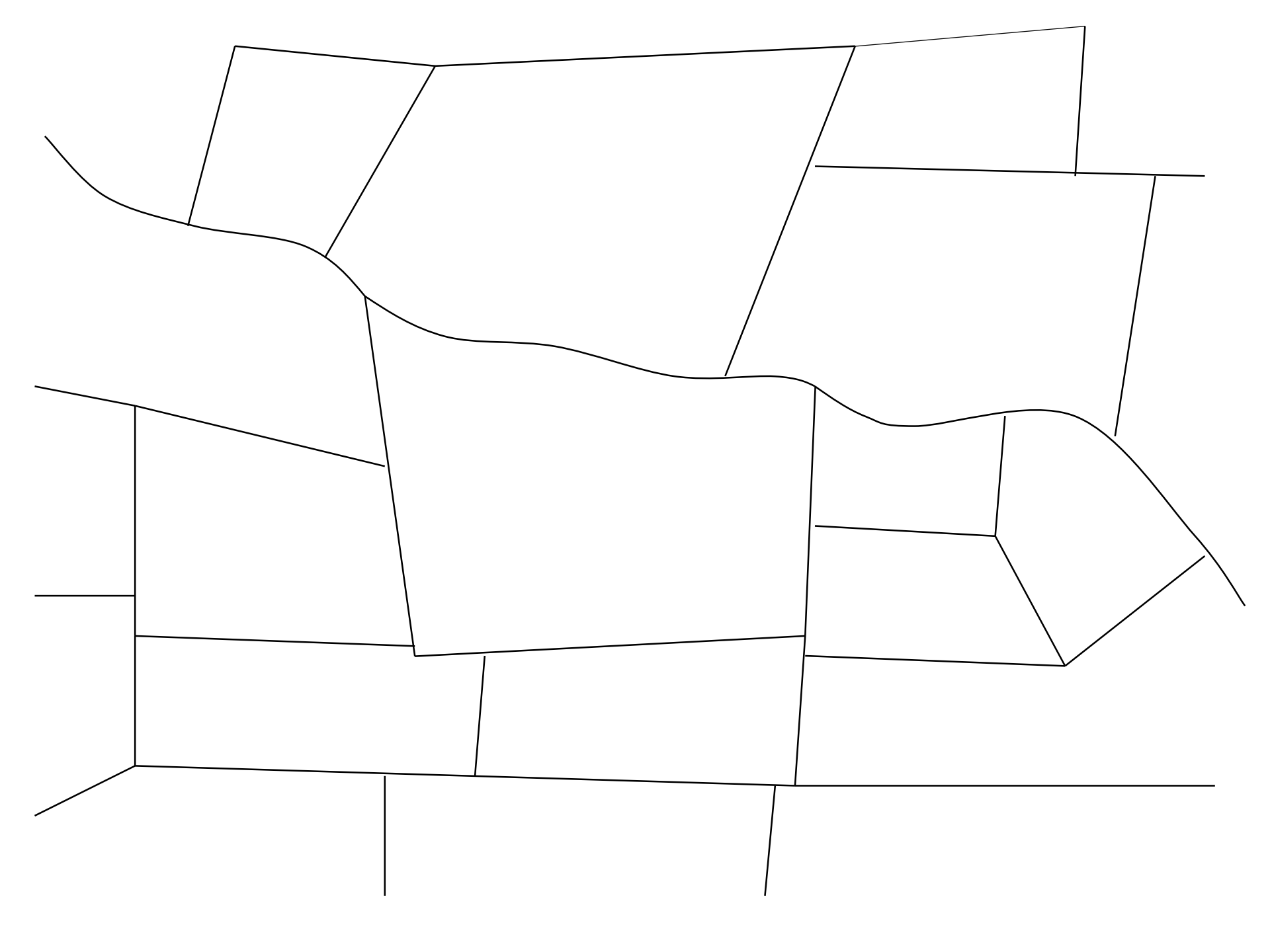


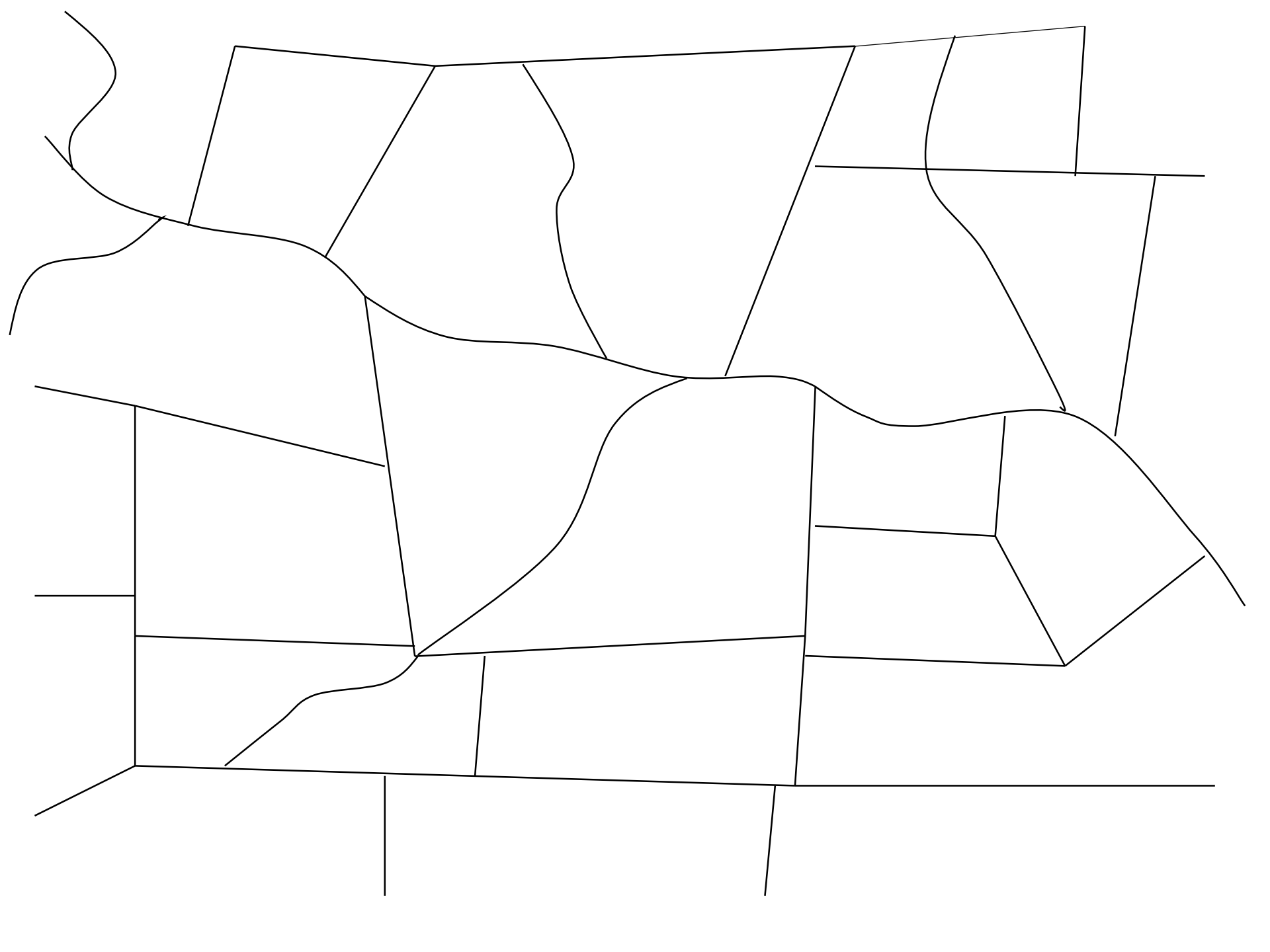


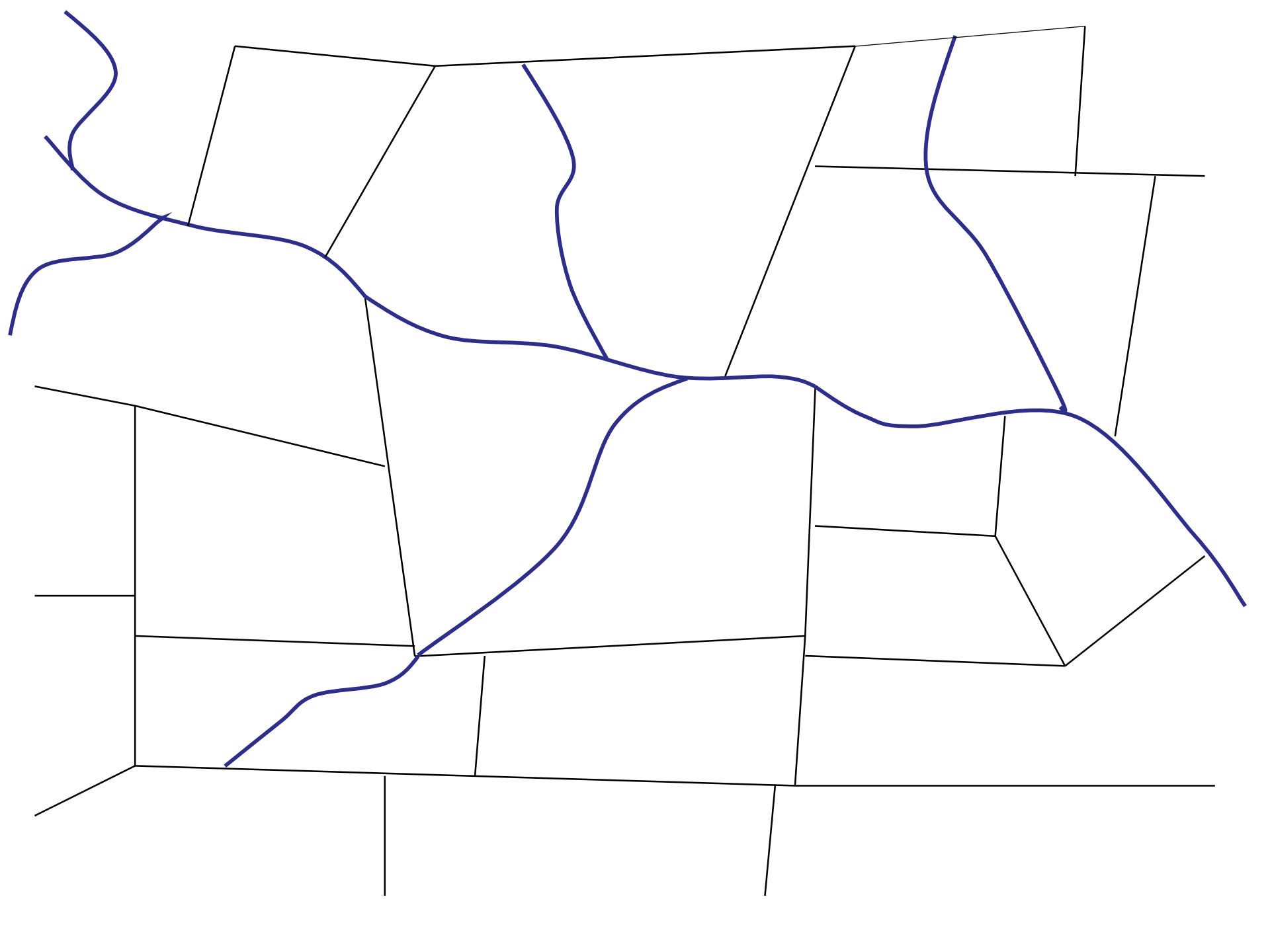
- Wiggly lines are almost certainly streams or ditches
- They are often recognisable because they are lined with trees or bushes
- It is DOWNHILL towards water
- ALWAYS approach to land over the wiggly edge into the field
  - i.e. so that the water is behind you when you stop

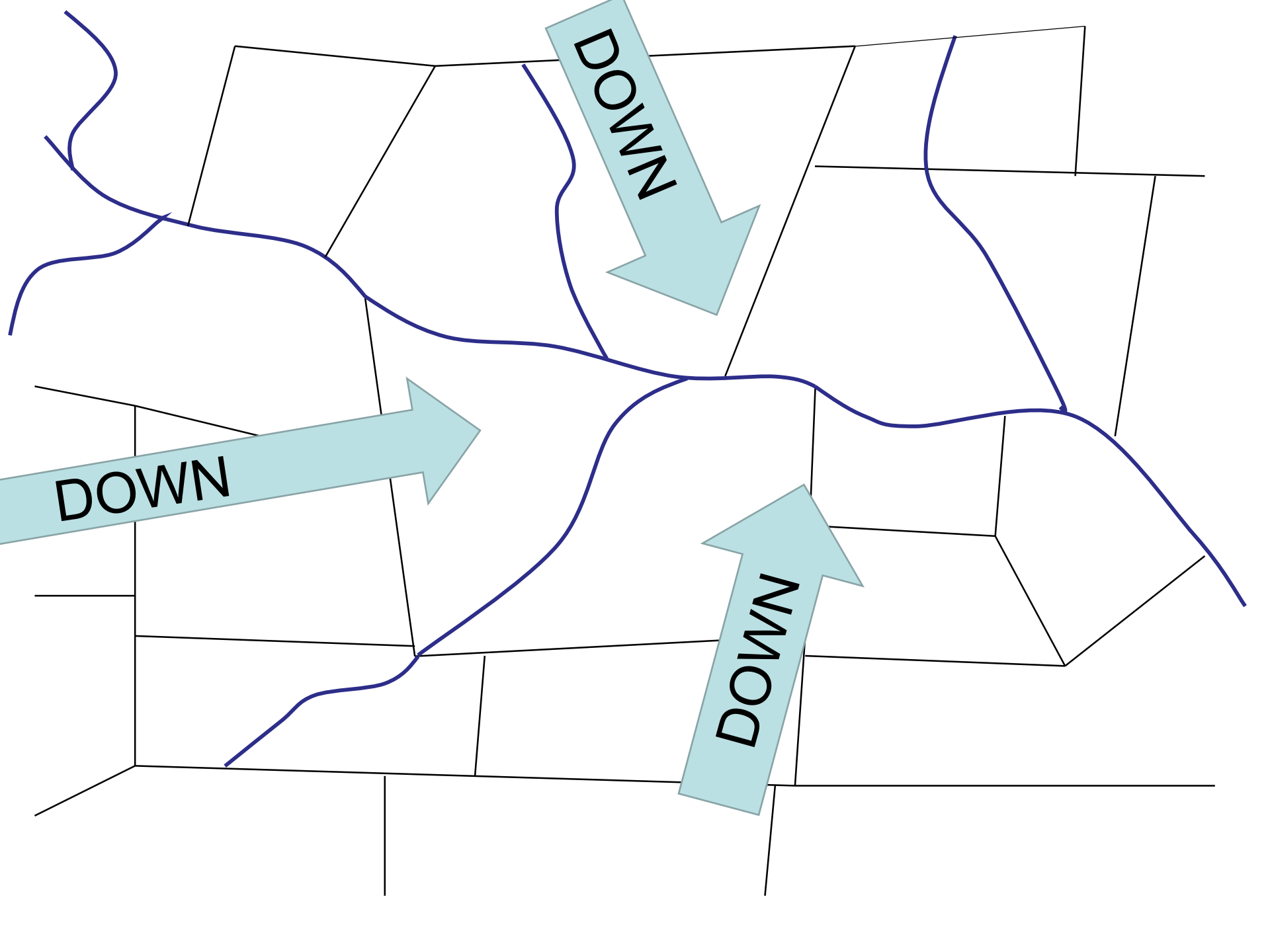
SLOPE

- It is downhill to water (lakes, rivers etc - but not necessarily canals or reservoirs - normally identified by embankments)
- Try to see the general lie of the land
  - A wiggly line is water and will indicate a valley with fields sloping down to the river








DOWN
DOWN
DOWN

SPOT THE SLOPE

Pilot chose this field.

Which way does it slope?

SPOT THE SLOPE

SLOPE

- Use Google Maps – satellite images to practice this.

SLOPE

- Water runs downhill so the lower parts of a field are normally greener than the higher parts.
- This often reveals an otherwise unrecognisable slope.

SURFACE

COLOUR

- Green *can* be a snare and a delusion
  - especially turquoise
  - but otherwise not always
- Yellow is not normally worth the risk
- Brown is often good but not always.

!

SURFACE – Tramlines

- if the ground has been cultivated it will be relatively flat (not necessarily level or smooth) = GOOD
- tram lines (tractor lines/cultivation lines/wheelings) mean it is flat – no holes, ridges, ditches, tussocks etc. since a plough (and hopefully a harrow) has been over it =GOOD

SURFACE – Tramlines

- HOWEVER the tramlines themselves will cause potential damage to the glider u/c if you land across them
- land as nearly as possible along the tramlines (with an into wind component), irrespective of exact wind direction

SURFACE

- the BEST fields have been cut for silage – big grass runways ! You need to land parallel to, but not on, the heaped up grass.
- Harvested fields may also have lines of heaped up straw – again land parallel to, but not on, it.
- You need to keep your wings level until stopped or you may catch the heaps and ground loop
  - Yet another reason to develop this habit when landing at Dunstable!

SURFACE late in season

- Harvested fields are usually OK
  - i.e.stubble is normally OK *
- Apart from other clues, harvested fields may show random tracks across them where the trucks have gone

* But see below re. rape.

SURFACE late in season

- Harvested fields are usually OK
- i.e.stubble is normally OK *
- Apart from other clues, harvested fields may show random tracks across them where the trucks have gone

- Mind the bales !!

SURFACE – No-No's

- Rape – anything yellow is worth avoiding: turquoise green before it goes yellow: rape stubble is almost as bad – looks 'ragged'.
- Ridge & Furrow (lots of it locally) – will definitely wreck your glider unless you are good enough to land along a ridge – few are !

SURFACE – No-No's

- Long crop – see next slide
- Anything not a uniform colour shade
  - gentle shading might be ok but not hard lines (->electric fences)
- Ragged looking fields – often grazing pasture or long crop damaged by the wind, or rape
- Livestock – will eat your glider or trample on it
    - Also the farmer will not be happy if you frighten valuable animals

CROP

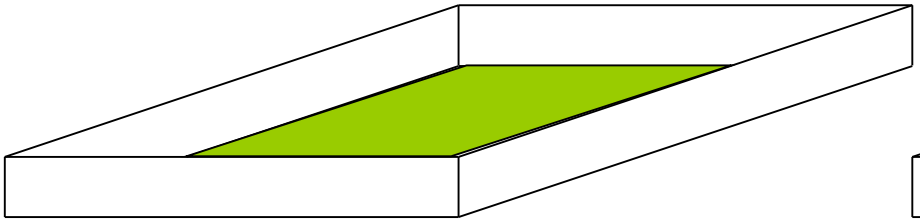
- Become a student of agriculture (arable)
  - Monitor the seasons and progress of the crops in various regions
- Short crop is no problem and little damage is done to it by the landing
- not necessarily true of the retrieve unless you are careful

CROP

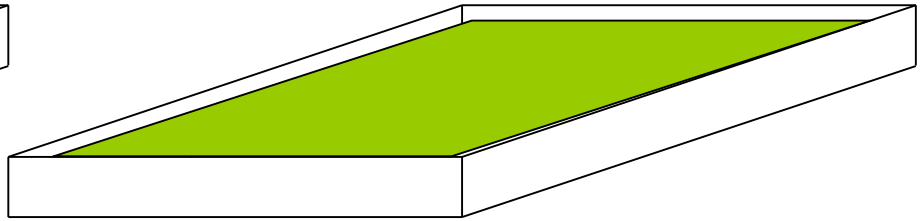
- Long crop will wreck your glider because
  - either the leading edges will be damaged: and/or
  - you will ground loop and break off the tail
- How do you know how long it is?

LENGTH OF CROP

- It is too long if:-
  - you see ‘ripples’ blowing across the field
  - you can’t see the bottom of the hedges
  - the tramlines seem deep (deep shadows)
  - the crop seems level with the top of the hedges, or
  - the field looks like a tray which is full-up



Short crop



Long crop

CROP

- You can see more earth (brown) through the green of short crop
- As it gets longer the brown earth disappears

CROP

- Through breeding/genetic engineering, crops *tend* to be shorter these days, anyway.
- Long crop *may* sometimes be a better choice.
  - (see priorities below)
- Fully held off landing with WINGS LEVEL with the top of the crop as reference. Wheel down(?). Max Landing flap.

CROP

See http://www.fieldselection.co.uk

for pictures of various crops in different months of the year from the air and from the ground

The markers are meter sticks. The units on the markers are tens of centimeters (decimeters). So ‘5’ is 50 cms which is about 1’8”

OBSTRUCTIONS in circuit

- Mainly electricity pylons
- Masts – particularly anemometer masts – difficult to see, anchor points small, not on charts
- Woods and other obstructions may influence whether you choose left or right hand circuit
- Beware curl-over from trees, buildings, hills
- Other aircraft (gliders going for the same field ? in a comp?)

OBSTRUCTIONS on approach

- Trees in the hedge line over which you are approaching are VERY dangerous
  - you tend to concentrate on the reference point and ignore the wing tips
  - if you catch a wing you will probably roll inverted, crash and possibly die !

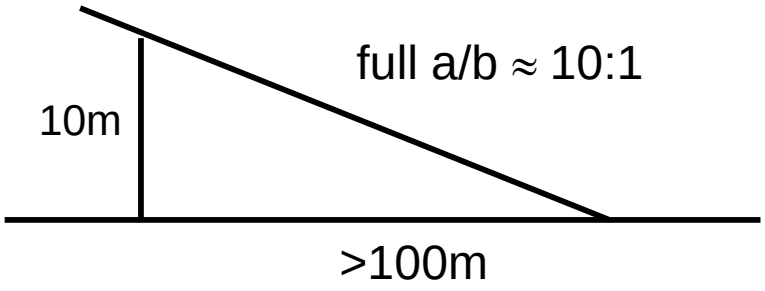
Playing field looked good and had easy access for retrieve

But in fact was too small and pilot undershot into trees trying to land short

Adjacent field was perfectly good

OBSTRUCTIONS on approach

- Wires – power/telephone
- Trees (a wood), lampposts, power wires etc will all set you high and a long way into the field effectively reducing its length



OBSTRUCTIONS in field

- Fences, inc electric
  - Beware any change in shade/texture between two parts of a field. Also water troughs may indicate a fence. Beware tracks converging on a point.
- Overground power wires
  - They tend to radiate out from buildings
  - Have ‘eye’ shapes around the posts in the cultivation
- Footpaths, vehicle tracks, ditches – any line feature
- Livestock – don’t land there

SELECTION SUMMARY

IDEALLY you are looking for a field:-

- with cultivation lines, into wind
- adequate length
- uphill (or level)
- with acceptable surface
- without obstructions on the approach (or circuit or in field)
- No livestock

PRIORITIES

1. Do not kill (injure) anyone else
2. Do not kill (injure) yourself
3. The Insurers will pay!

DO NOT

…consider convenience of access for the trailer or to the farmhouse

…assume other gliders in your selected field have got it right !

Do your own assessment

MARK THE FIELD

- It is VERY easy to lose your selected field !
- When you have chosen it, look for an outstanding landmark and its location in relation to your field
    - e.g. distinctive wood, house, road junction etc
- Then when you take you eyes off the field, or turn away from it for positioning to high key, you will be able to pick it up again

- PREPARATION for landing
  - Change to landing as opposed to soaring mode
  - Start thinking about fields rather than clouds

- SELECTION of field
  - Search
  - Wind*
  - Size
  - Slope
  - Surface
    - Seasons
  - Obstructions

- EXECUTION of landing
  - Circuit
  - Approach
  - Landing
  - After landing
  - Practice

CIRCUIT

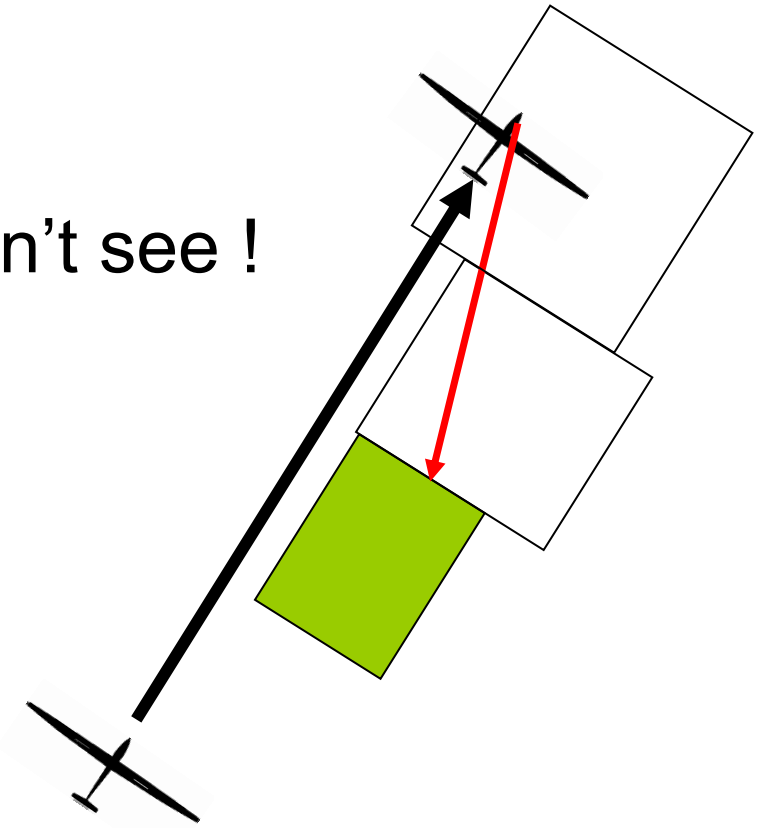
- Do not forget to monitor the speed at all times
  - It is **VERY** easy to forget this
- **IGNORE THE ALTIMETER**
- Set up normal circuit
  - High key
    - You may have to manoeuvre away from the field to get here – that's why you have 'marked' it
    - DON'T make High Key too close !!!!! (See below re relative sizes)
  - Low key
  - Diagonal leg
  - Base leg
  - Final turn

CIRCUIT

- KEEP THE THRESHOLD OF YOUR LANDING FIELD IN VIEW AT ALL TIMES once you have commenced the circuit
  - This requires a reasonably wide downwind leg
  - *DO NOT make the downwind leg too close*
    - At Dunstable we tend to be too close – but then we are familiar with the landmarks

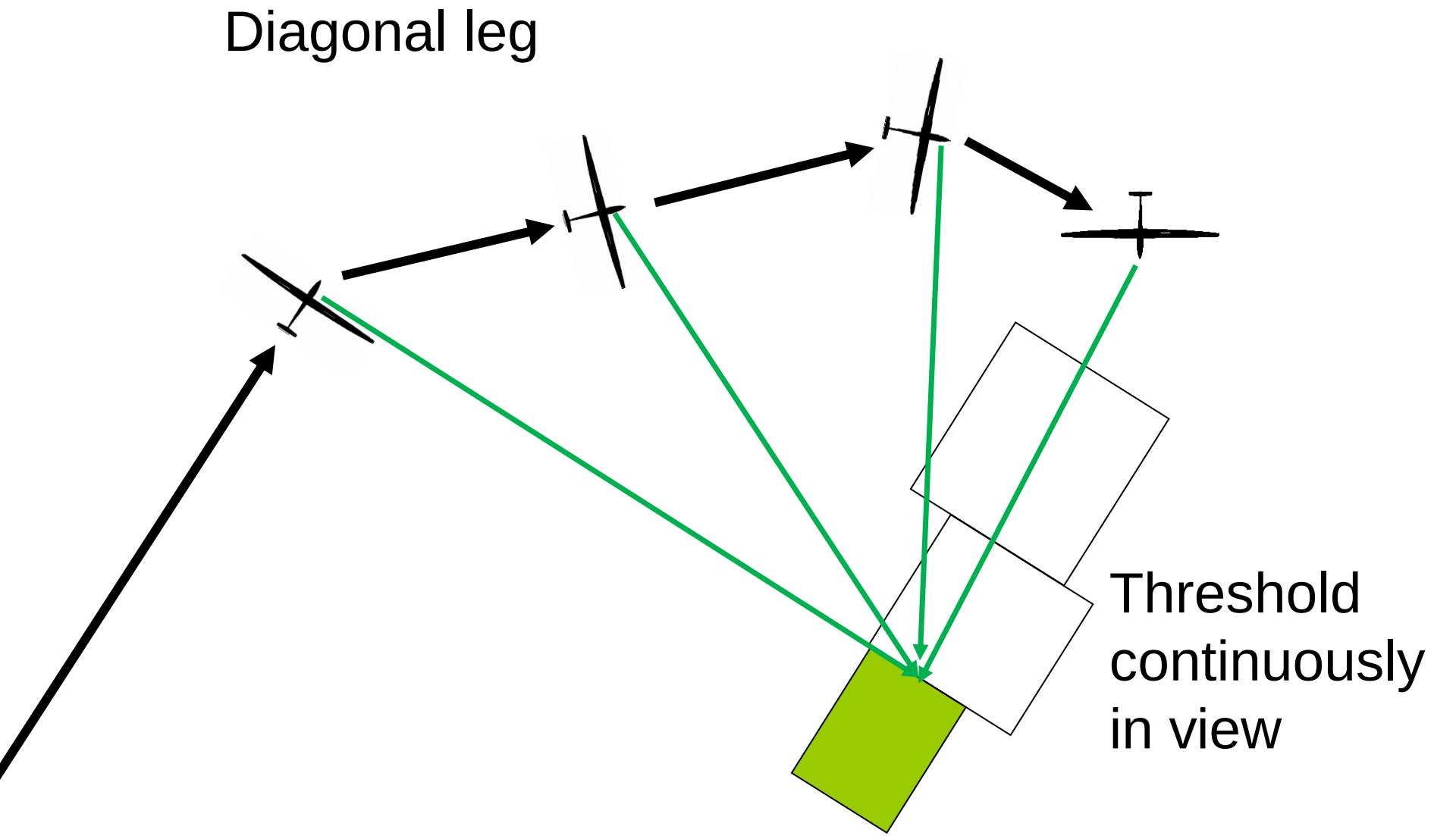
KEEP THE THRESHOLD IN VIEW

Can’t see !

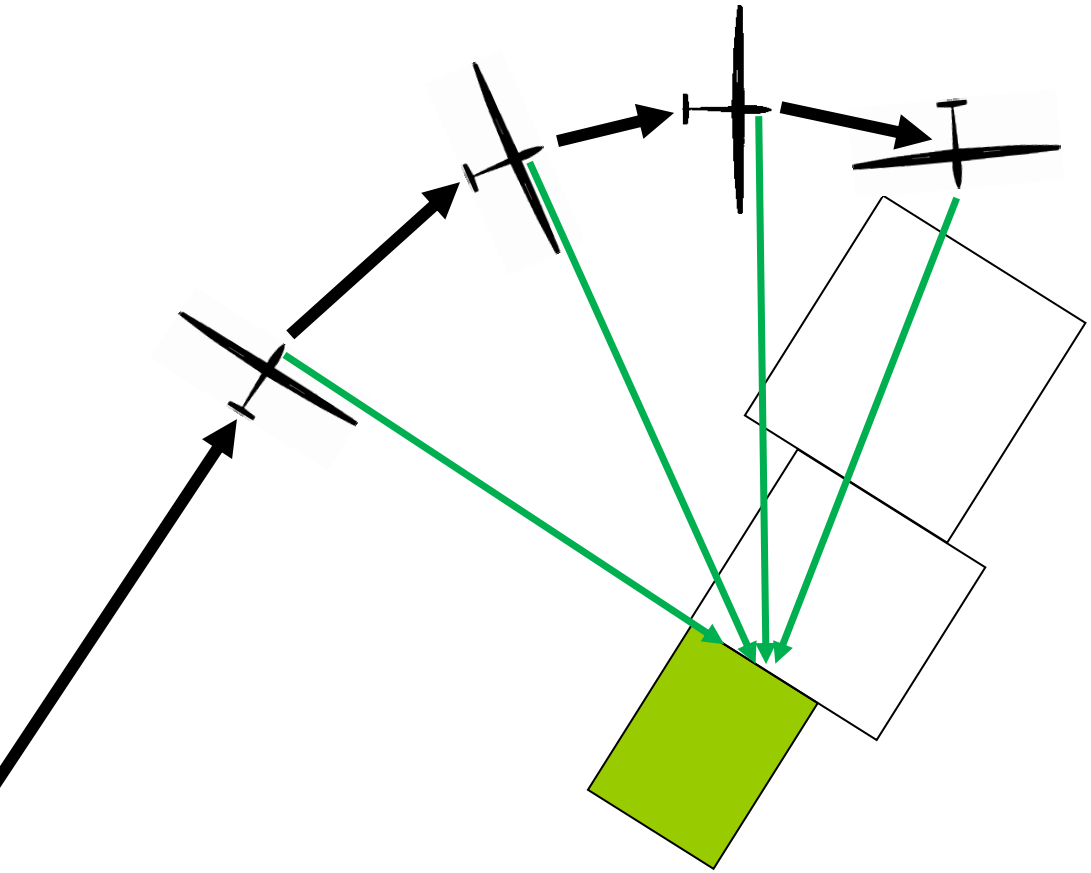


No idea
when to turn

KEEP THE THRESHOLD IN VIEW



KEEP THE THRESHOLD IN VIEW



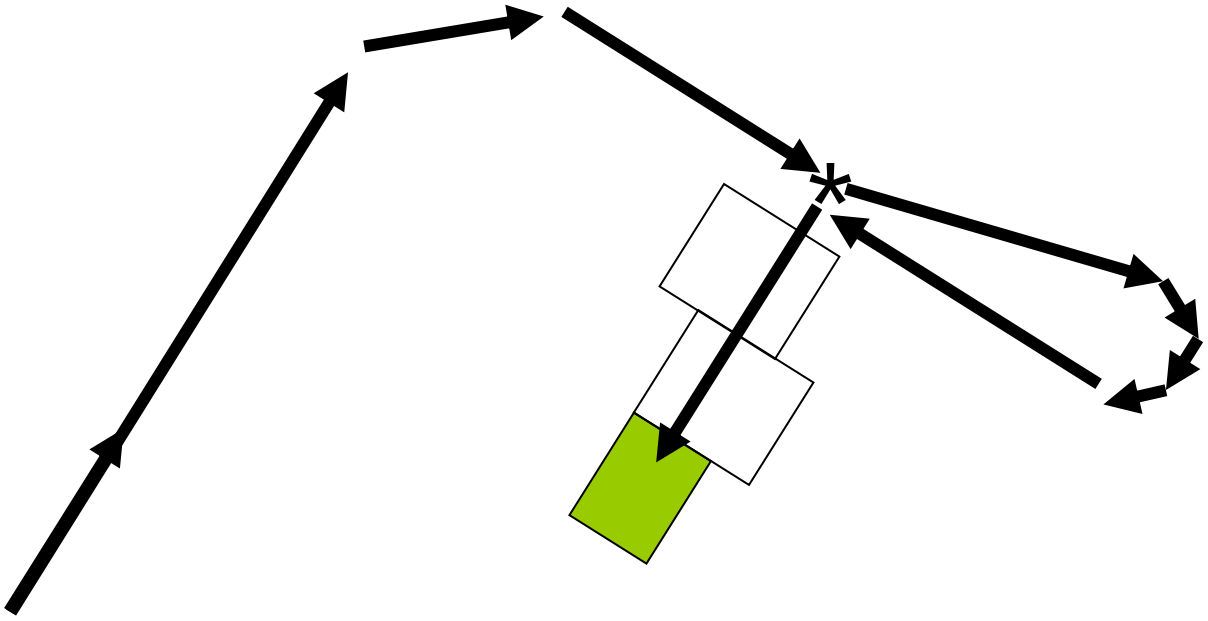
Curved diagonal/base

CIRCUIT

- Do not hesitate to use airbrakes at any stage if you seem to be too high
  - Unlock and fully open
  - When height looks correct, close (and lock?) again
- Plan circuit to avoid areas of curl over/turbulence downwind and on the approach if possible
- Pick a final turn point early in the downwind leg, while still high, and ‘mark’ it (e.g. house, X-roads, centre of a field)

BASE LEG

- Do NOT put the final turn too close*
  - Maybe two or three fields back with appropriate height
  - This will give time to set up a nice stabilised approach
- If you are too high, do a repeat base leg



*BASE LEG

It is easy to make the base leg too close because:-

a) The field is probably small compared with your home airfield and relatively speaking your base leg looks correct although it is actually too close (similarly High Key, above)

b) At Dunstable our base legs are usually rather close anyway because of topographical features

c) At Dunstable we tend to learn circuits off the winch – which are usually therefore too low and close-in !!!

*BASE LEG

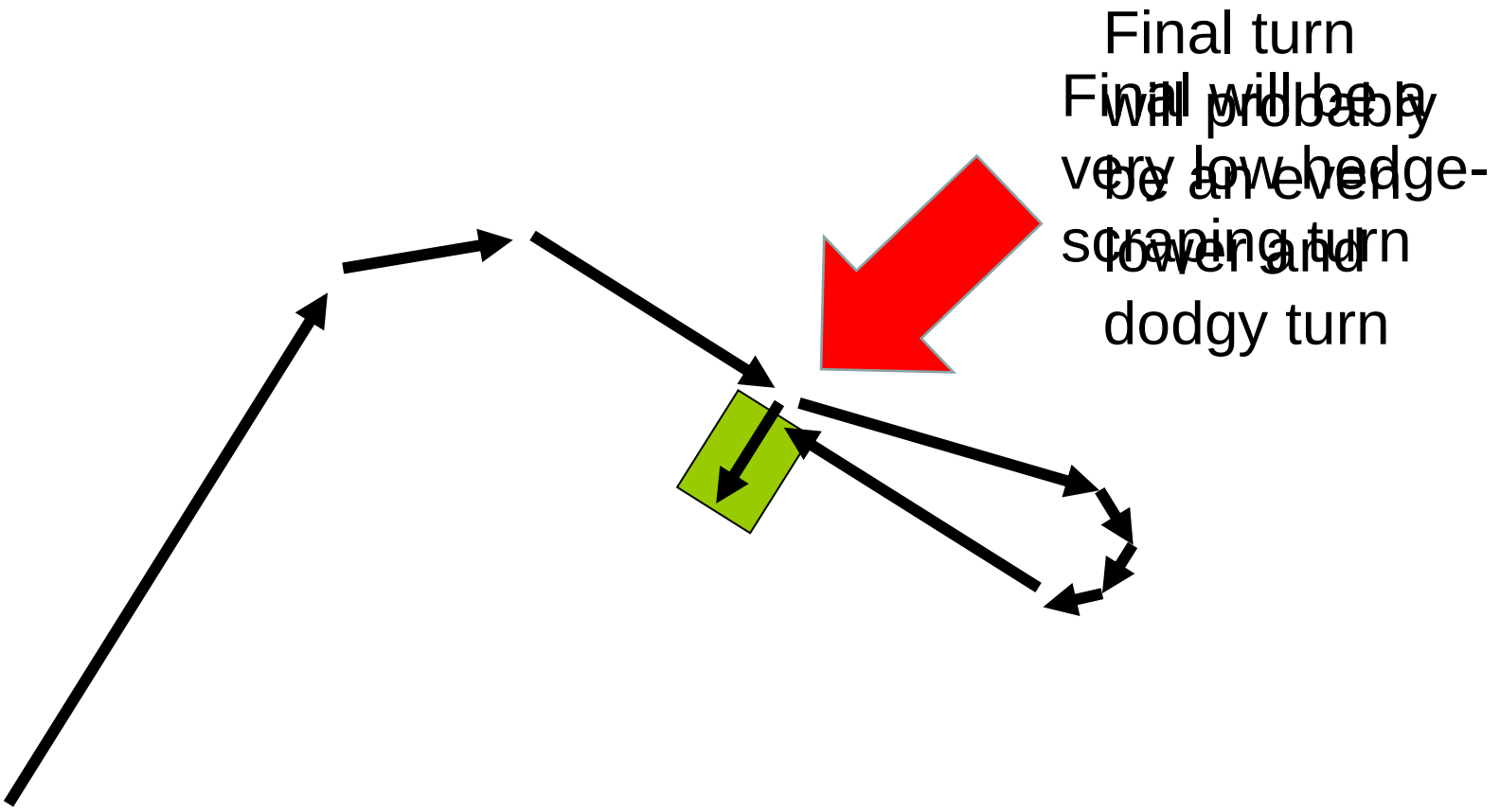
Use FULL a/b to correct height if required, then close/lock

Can you sideslip your glider safely?

No low turns !!!!!!!

BASE LEG

- Do NOT put the base leg too close*
- If you are too high, a repeat leg will be problematic



APPROACH

- Correct SPEED is critical
- Be VERY cautious about trees in the hedge over which you are approaching
    - also wires along boundry
- Watch out for curl over from trees or buildings or lift/sink from nearby landscape
- Be sure to recognise any undershoot early and take decisive action
    - flaps ! Pick an undershoot field ?

LANDING

- By this stage you are committed !!!!
- Make sure you do not undershoot but use full airbrake once you’re sure to clear obstructions
- Fully held off !!!!!!
- Judicious use of wheel brake
  - Why ground-run further than necessary – might be a hole

LANDING

- But in extremity put it down, use the wheel- brake, and even ground loop
  - You will probably break the glider but better than injury or death
  - In any case it is better to hit the far hedge at 10kts than the near one at 55kts. The former might injure but the latter may kill.

Accident Review 2016

Appendix – Fatal, Serious Injury & Substantial Damage Accidents in 2016

Category	Accidents	Circumstances
Field Landing	11	Final glide aborted at 300ft, hurried field landing
		Cross-slope, groundloop
		Attempting to climb at low level, drifted downwind, undershot
		Groundloop
		Approach too fast, attempted to change direction on ground, groundloop
		Landed in crop thought to be grass, groundloop
		Landed downwind, downhill, overshot into far hedge
		Stressed pilot but skilful approach into 200m field in Italian alps, bounce and yaw
		At 100ft half way across the field, tried to reverse landing direction, cartwheel
		Farmer's strip, lifted wing over bale, groundloop
		Power wires seen late, overshot, ran over boulders and through wire fence

12 + Distracted by possible lift, stalled on approach to field landing (classified as stall & spin)

WHAT ABOUT 2017, THEN?

The 12 substantial damage field landing accidents were:

1. Groundloop in heather after finding sink in a bowl
2. Overshooting field, circled, wing clipped hedge
3. Hit tree on approach to field in rain
4. Landing downwind, overshoot, hit far fence trying to hop over, ducked under barbed wire
5. Silver attempt, groundloop landing downwind
6. Field selection constrained by crop and livestock, groundloop

WHAT ABOUT 2017, THEN?

The 12 substantial damage accidents were:

7. Bounce after encountering drainage ditch
8. Lost on local flight, groundloop landing across slope
9. European competition, tried to start engine at 300ft, hurried landing, cartwheel
10. Overshot into far hedge
11. Overshot, landed in crop in next field
12. Rain, P2 warned P1 about cables which P1 could not see, P1 turned, heavy impact

WHAT ABOUT 2017, THEN?

but also

13. Pulled up over a wire on approach and stalled/spun
14. Wing dropped in turbulence in lee of a ridge stalled/spun
15. Stall/spin after failed final glide

These were classified by the BGA as ‘stall/spin’ but were the result of field landings

AFTER LANDING

- After landing on a slope you may need to hold the brake on before you can get out
  - a bungee stored in the pocket may be useful
- Secure glider, take valuables with you
- Establish precise location - ?gps lat & long
  - Double check – you don't want your crew going to the wrong place – it has been known! E/W? Decimal minutes v. seconds? Postcode? Near ???
- Consider D&D cell
- Contact LGC – always
- Contact retrieve crew directly if desired

AFTER LANDING

- Contact land owner to get permission to recover glider – be apologetic, humble, grateful … you are an uninvited guest …
  - act accordingly
  - Could offer a complimentary flight at LGC (cards available)
  - And/or follow-up with a thank you letter (bottle of wine?)
- Meet crew on appropriate highway
- Minimise damage to crop
- Close all gates afterwards

See BGA document which cover legalities, insurance, compensation etc

(on their website: Info for Clubs & Members >Cross Country & Competitions > Field Landing > Guidance following a field landing)

IF LANDOWNER DEMANDS MONEY

- Damage covered by insurance
- Do not admit liability
- Do not pay anything
- Exchange addresses and insurance details
- Take photos
- Contact your insurers asap
- Landing fee ? Fully covered in BGA website document. (poss a small sum <=£20, refer to NFU agreement)

OR GETS DIFFICULT

The BGA say:-

- that you cannot legally be prevented from leaving a property or taking your glider with you
- That you could be expelled by force – but no more than is reasonably necessary and only after being asked to leave
- Your glider cannot be confiscated or impounded – which would be theft. If you are prevented from reasonably retrieving your aircraft it becomes their responsibility – point out its value.

OR GETS DIFFICULT

The BGA say:-

- If you are threatened – call the police. They will not be interested in trespass (which is a civil wrong) but they will get involved in a case of threatening behaviour which may be a criminal offence.
- ALWAYS STAY CALM AND ACT POLITELY

HOMEWORK

- While soaring locally practice choosing fields
- Note carefully where the field is (prob best with ¼ million map)
- After landing back, drive out to the field and see what it would have been like
- This can be very confidence giving (?instructive)

BGA VIDEOS

See:-

https://members.gliding.co.uk/pilot-resources-flying-training/field-landing/

PRACTICE IN MG

- X-Country Endorsement ideally needs THREE flights in the MG
- One to learn/practice navigation
- One to learn/practice field landings, and
- One for the X-C endorsement test
- Going straight for the test not always recommended/successful!

PRACTICE IN MG

- Even the experienced might benefit from a motor glider flight.
- This can (ought to !) be confidence boosting
- Full Monty

PRACTICE IN MG

- Briefing – what's going to happen?
- We are not going to (intentionally) touch down but may get to the round-out
- 500 foot rule
- Un-obstructed climbout from field required
- Engine blips on descent

MORE ON AVOIDING FIELD LANDINGS ?

Discussion of nav systems etc


END