The May 18 letter from Soaring Safety Foundation states:

At a time when soaring has nearly come to a complete halt, one would expect the number of accidents and insurance claims to be at historic lows. That is not the case! In just the first 4 months of 2020 the number of accidents and claims has exceeded the number that occurred in 2019, over the same 4 months, by 30%. Glider and tow plane pilot fatalities have also increased significantly.

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For most of us, the 2020 soaring season is getting a late start due to COVID-19. This means that the down time for most pilots is longer than usual. There is a substantial concern that the lack of currency and proficiency may result in additional accidents. Club and commercial managers, as leaders in our sport, have the ability to ensure those returning to soaring become current prior to their first solo tow. They must also strive to promote a high level of proficiency in all pilots.

Proficiency

Larry Suter

Air Sailing Safety Seminar

May 27, 2020

Adapted from AOPA's "Return to Flight Proficiency Plan", which is geared to power pilots. I have made modifications I believe to appropriate for glider pilots

Google AOPA "Return to Flight Proficiency Plan"

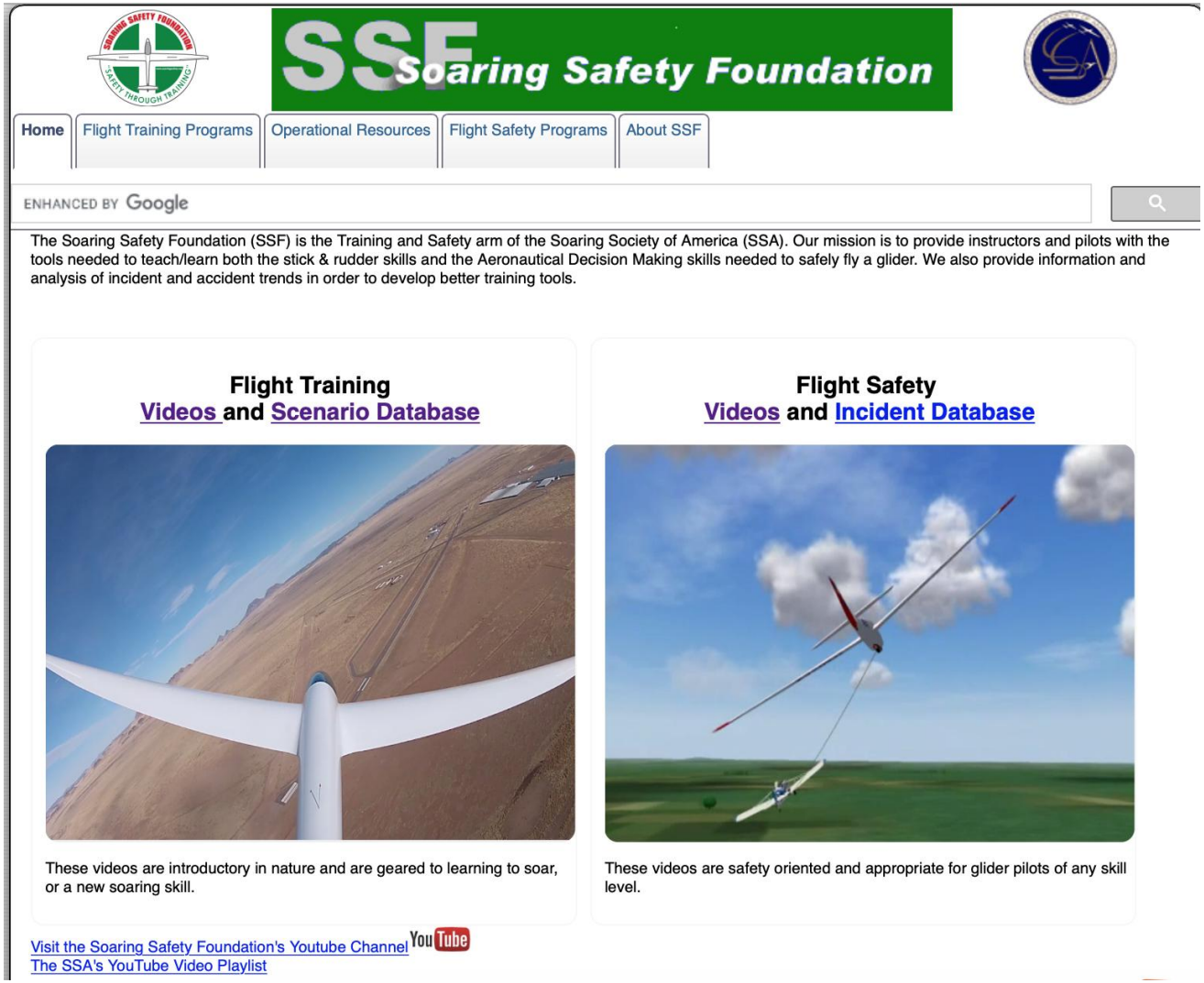
AOPA's stated purpose in preparing its "Return to Flight Proficiency Plan",

The AOPA Air Safety Institute, in partnership with Hartzell Propeller, Inc., has created a return-to-flight proficiency plan for both VFR and IFR pilots that is designed to give a clear step-by-step approach to refreshing knowledge and sharpening skills that degrade after a period of inactivity, such as grounding due to local shelter-in-place orders.

Rusty pilots and dormant aircraft can be, by themselves, problematic. In combination, they present an expanded risk to aviation safety. AOPA's guidance takes these factors into consideration and aims to help ease the transition to reopening while maintaining a high standard of safety for both operators and individual pilots.

Step 1 of AOPA's return to flight plan:
Review videos that span pre-flight thru landing

Soaring Safety Foundation website has useful glider specific videos on it's website



Flight Safety Videos

Low Altitude Thermal Stall/Spin
Stall Spin Base to Final
The Kite
PT3
Ground Loop on Launch
Aerotow Turn
Spiral Dive
Too High on Final
Too Low on Final
Incomplete pre-launch checklist trigger video
Glider Mis-assembly trigger video

SSF Soaring Safety Foundation

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Flight Training Videos

- PTS: Boxing the Wake
- PTS: Slack Line
- PTS: Slips to Landing
- SSA Standard Signals
- Crosswing Landing
- Pattern and Landing
- Use of Checklists

Step 2 of AOPA's return to flight plan:
Simulate a flight from takeoff to landing.

First, review the pilot's operating handbook sections for normal and emergency procedures for your aircraft.

Use these checklists while you "chair fly" the flight using normal procedures taking off, flying the pattern, and landing.

Then follow up with emergency procedures.

If you have CONDOR or CONDOR2 glider flight simulator (and a joy stick) use it to practice your skills.

Tips- in CONDOR2

- **fly the Blanik first**
- **In the "NOTAMS" tab make the tow rope length longer than default; recommend longest possible**
- **Use your pre-takeoff checklist (otherwise you will have wrong trim)**
- **The downloadable CONDOR2 scenery for Truckee has a very realistic version of Air Sailing, Dogskins, Red Rocks. Only thing missing is sagebrush.**

Step 3 of AOPA's return to flight plan:
"If you're a VFR pilot, refresh your knowledge of aircraft systems, aircraft performance, pilot technique, and emergencies"

Refresh yourself on how your navigation/logging device works, whether it's Oudie, XC Soar, iGlide, old Cambridge

Refresh yourself on things like

- **Speeds to fly**
- **Approach speeds for various conditions**
- **Safe glide ratios for your first flights**
- **How that translates into altitude to have at various places to make it back to Air Sailing**
- **Checking and interpreting the soaring weather**
- **Obtaining standard briefings online from Leidos**
- **Thermalling techniques**
- **Finding the next thermal**
- **Etc.**

Step 4 of AOPA's return to flight plan:

- **At the airport, reacquaint yourself with your airplane and avionics.**
- **Do a walkaround and preflight as you normally would, including critical assembly check and positive control check.**
- **Then, put on a parachute, sit in the cockpit, seat belts on, rudder pedals adjusted and simulate pre-flight checklist including canopy closed and locked, takeoff, aerotow, flying the pattern, and landing, using the checklists. Think thru your roll-out after landing, getting plane off the runway and back to tie-down.**
- **Touch switches, knobs and microphone as if you were actually flying.**
- **You might simulate flying some basic maneuvers, cross wind take-offs and landings.**
- **Don't forget to fly the avionics as well.**
- **Finally, pay extra attention to your checklist's critical items so you can instantly recall them when needed.**

Step 5 of AOPA's return to flight plan:

- **Consider that you may be legally "current" but not proficient.**
- **Before you take passengers, regain your proficiency and your confidence.**
- **Go up with another pilot who can act as PIC or, if it's been an extended period, go up with a qualified and proficient flight instructor.**
- **First flights in fairly benign conditions**

Notes-

- **NSA rules require a non-current pilot to get current by flying with an instructor**
- **ASI's Standard Operating Procedures are silent on currency requirements**
- **You must have passed a 61.56 Flight Review within the past 24 calendar months to act as Pilot In Command**
- **Air Sailing instruction by mutual arrangement**
- **Williams is currently offering instruction**

Step 6 of AOPA's return to flight plan:

- **Stay sharp, stay proficient.**
- **Once you've knocked off the rust, be sure to stay proficient by flying and training regularly**
- **Find new ways to expand your skills**
- **Further your knowledge—check out the variety of safety topics and material**

Once you've knocked off the rust, be sure to stay proficient by flying and training regularly

Final words from “UH” on rec.aviation.soaring

- **We do have to recognize that we are more rusty than usual and take extra care with assembly tasks and check lists.**
- **These are things we rely on out of habit and we do lose them without practiced reinforcement.**
- **Also wise to fly on some benign days and take an extra practice flight to get back to proper form.**
- **The IMSAFE checklist can be a very valuable tool.**