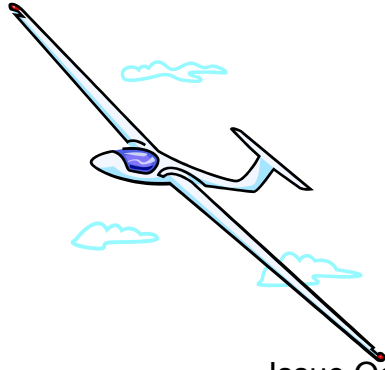


Adelaide University Gliding Club Inc.  
The Barossa Valley Gliding Club Inc.

# Hazard Log



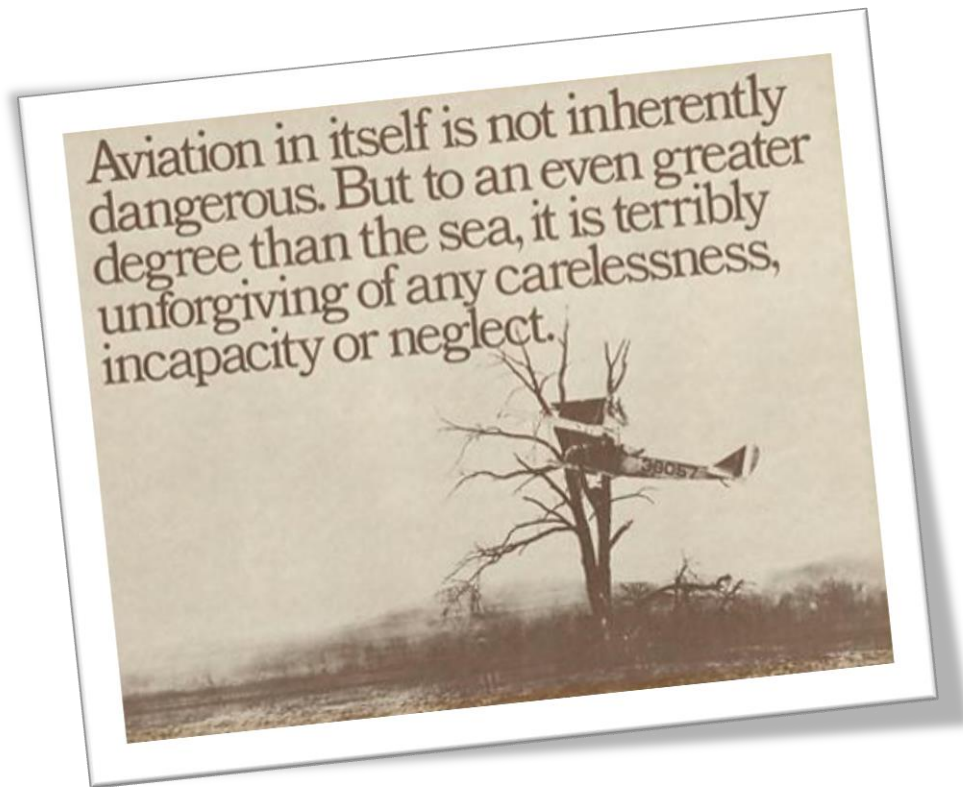
Issue October 2019

This Hazard Log is an important element in maintaining safety standards for AUGC & BVGC Operations.

If you see hazards not identified in this document then you need to advise fellow members and/or an instructor accordingly.

You can bring any hazard to the attention of the Club Safety Officer at any time.

For further information refer to the Club SMS manual.



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## DOCUMENT INFORMATION

### Document control

Changes to this document will be made by the Club Safety Officer as required.

### Distribution List

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# **1 Abbreviations & Definitions**

## **1.1 Abbreviations**

Refer to the current AUGC/BVGC Safety Management System document for a listing of abbreviations.

## **1.2 Definitions**

Refer to the current AUGC/BVGC Safety Management System document for a listing of Definitions.

## 2 Hazard Log

Each hazard identified will have the following information recorded.

Reference	A unique reference identifier.		
Risk	A description of the risk that creates the hazard.		
Date Entered	Date first entered into the hazard log.		
Existing Controls	A list of the controls currently applicable to the risk.		
Likelihood	As per 6.10.1	Seriousness	As per 6.10.2
Risk Assessed as:	Risk assessment using the Risk Tolerance and Assessment matrices based on existing controls.		
Mitigation	The mitigation actions to be undertaken to address the risk.		
Residual likelihood	As per 6.10.1	Seriousness	As per 6.10.2
Residual Risk	Risk assessment using the Risk Tolerance and Assessment matrices based on implementation of listed mitigations.		
Action & Owners	Actions required to implement mitigations and their respective owners.		
Monitoring/Review	Person/organisation responsible for ongoing monitoring or review of the risk mitigations.		

### **Risk Controls**

Actions to control risks should be provided in accordance with the 'hierarchy of controls' as shown below:

<b>Elimination</b>	Eliminating the hazard—physically removing it—is the most effective hazard control.
<b>Substitution</b>	Substitution, the second most effective hazard control, involves replacing something that produces a hazard (similar to elimination) with something that does not produce a hazard.
<b>Engineered controls</b>	These do not eliminate hazards, but rather isolate or guard people from hazards.
<b>Administrative controls</b>	Administrative controls change the way people interact with the hazard, such as procedure changes, training, and installation of signs and warning labels.
<b>Personal Protective Equipment (PPE)</b>	PPE is the least effective means of controlling hazards because of the high potential for damage to render PPE ineffective. Persons using PPE need to be trained in their correct use.

## 2.1 Personal Hazards

### 2.1.1 Dehydration

Reference	P.1		
Risk	People can become dehydrated when on the airfield, even when not actively engaged in flying operations. Dehydration can adversely affect judgement and can lead to serious health consequences.		
Date Entered			
Existing Controls	Potable water available on field.		
Likelihood	Possible	Seriousness	Moderate
Risk Assessed as:	Medium		
Mitigation	<ol style="list-style-type: none"> <li>1. Pilots advised in training about need for water consumption.</li> <li>2. Regular newsletter items on dehydration.</li> <li>3. Advice on dehydration incorporated into the visitor briefing sheet.</li> <li>4. Pilot use of IMSAFE judgement.</li> <li>5. Discussed at daily briefing.</li> </ol>		
Residual likelihood	Rare	Seriousness	Moderate
Residual Risk	Medium		
Action & Owners	Briefing sheet to include dehydration advice.		CSO
	Daily briefing to include dehydration discussion.		TP
Monitoring/Review	Review of reported cases by SC.		

### 2.1.2 Heatstroke / Sunburn

Reference	P.2		
Risk	People can become injured due to UV and heat exposure, both inside and out of aircraft cockpits. Heatstroke is a potentially lethal condition that can incapacitate pilots.		
Date Entered			
Existing Controls	Shade provided by pie-cart and fold-out window covers. Sunburn cream available on field.		
Likelihood	Unlikely	Seriousness	Major
Risk Assessed as:	High		
Mitigation	<ol style="list-style-type: none"> <li>1. Pilots advised in training about need to maintain adequate clothing to reduce UV exposure.</li> <li>2. Sunscreen available at Clubhouse.</li> <li>3. Regular newsletter items on heat stroke.</li> <li>4. Pilot use of IMSAFE judgement.</li> <li>5. Pie cart with opening panels to provide shade at the launch point.</li> <li>6. Discussed at daily briefing.</li> </ol>		
Residual likelihood	Rare	Seriousness	Major
Residual Risk	Medium		
Action & Owners	Briefing sheet to include dehydration advice.		CSO
	Daily briefing to include dehydration discussion.		TP
	Sunburn cream supplied on field.		AUGC Exec
Monitoring/Review	Review of reported cases by SC.		

### 2.1.3 Personal Injury

Reference	P.3		
Risk	People can become injured when lifting heavy wings, tail booms or other equipment whilst on field, in the workshop or when participating in retrieves.		
Date Entered			
Existing Controls			
Likelihood	Possible	Seriousness	Moderate
Risk Assessed as:	High		



Mitigation	1. Pilots advised in training about the need to assess the item to be handled and to practice safe lifting practices.		
Residual likelihood	Unlikely	Seriousness	Moderate
Residual Risk	<b>Medium</b>		
Action & Owners	Safe lifting advice to be included in member induction pack.		CSO
	Safe lifting advice to be promulgated in newsletter.		CSO
Monitoring/Review	Review of reported incidents by SC.		

## 2.2 Transport Related Hazards

### 2.2.1 Towing Aircraft Trailers

Reference Risk	T.1 When inexperienced drivers tow aircraft trailers there is potential for an accident which may be caused by the effects of the tow vehicle / trailer combination; wind/roads; and other traffic.		
Date Entered			
Existing Controls	None.		
Likelihood	Possible	Seriousness	Major
Risk Assessed as:	High		
Mitigation	<ol style="list-style-type: none"> <li>1. When towing aircraft trailers for the first time, members are required to obtain a briefing on the trailer's operation and handling from an experienced Club member.</li> <li>2. Member to consider suitability of tow vehicle for trailer; road rules relating to towing; effect of x-winds on stability.</li> <li>3. Prior to towing a trailer, the member must ensure tyre pressures are correct.</li> </ol>		
Residual likelihood	Rare	Seriousness	Major
Residual Risk	<b>Medium</b>		
Action & Owners	Advice in x-country course		TP
	Information in Newsletter		TP
Monitoring/Review	Review by TP.		

## 2.3 Environmental Hazards

### 2.3.1 Bushfire

Reference Risk	E.1 A fire on field could be started by a variety of causes and may cause damage and injury to personnel in its path.		
Date Entered			
Existing Controls	Smoking prohibition statement on sign at gate.		
Likelihood	Unlikely	Seriousness	Severe
Risk Assessed as:	High		
Mitigation	<ol style="list-style-type: none"> <li>1. Smoking is banned on the airfield during the CFS fire ban season.</li> <li>2. No smoking signage at pie-cart.</li> <li>3. Grass around movement areas and launch points is mowed.</li> <li>4. Members advised to consider potential for the vehicle exhaust system igniting vegetation when driving on the airfield.</li> <li>5. Airfield vehicles should have exhaust systems elevated above vegetation.</li> </ol>		
Residual likelihood	Rare	Seriousness	Major
Residual Risk	<b>Medium</b>		
Action & Owners	Consider issue when planning changes to airfield vehicles.		SAA

## Monitoring/Review

**2.3.2 Hanger Injury or Damage**

Reference Risk	E.2 Hanger doors generally have large surface areas and can catch the wind, moving uncontrollably and potentially injuring personnel or damaging equipment in their path.
Date Entered	
Existing Controls	None.
Likelihood	Unlikely                      Seriousness                      Moderate
Risk Assessed as:	Medium
Mitigation	<ol style="list-style-type: none"> <li>1. Signage on doors warning personnel regarding the operation of doors in high wind conditions.</li> <li>2. Warning provided to members via email and newsletter describing correct handling and securing procedures.</li> <li>3. Members instructed to ensure aircraft not left within the swing arc of doors.</li> <li>4. Incorporate sliding doors in new hangars.</li> </ol>
Residual likelihood	Rare                      Seriousness                      Moderate
Residual Risk	Medium
Action & Owners	Signage on hanger doors.                      CSO Instructions to members via Newsletter                      CSO
Monitoring/Review	SC

**2.4 Hazards at AUGC's West Beach Facility****2.4.1 Fire**

Reference Risk	W.1 Hot work (any process that can be a source of ignition such as cutting, welding or grinding) is regularly conducted at West Beach. There is potential for this ignition source to ignite flammable materials in the facility.
Date Entered	
Existing Controls	Spark curtains and fire extinguishers available at West Beach.
Likelihood	Possible                      Seriousness                      Major
Risk Assessed as:	High
Mitigation	<ol style="list-style-type: none"> <li>1. Charged and serviceable fire extinguishers are available in accessible locations prior to any hot work being commenced.</li> <li>2. Area surrounding hot work is cleared of flammable substances.</li> <li>3. Egress points are unlocked and a clear path is available.</li> <li>4. Advice from experienced members is sought prior to operation of oxy-acetylene or power tool equipment.</li> </ol>
Residual likelihood	Unlikely                      Seriousness                      Moderate
Residual Risk	Medium
Action & Owners	Check extinguisher recharge/expiry.                      AO Egress points available                      Repair Supervisor
Monitoring/Review	CSO

**2.4.2 Chemical Exposure**

Reference Risk	W.2 Glider repairs require the use of chemicals that are potentially dangerous on contact or inhalation (MEK for example). Personnel conducting maintenance may be exposed.
Date Entered	
Existing Controls	MSDS available at West Beach.
Likelihood	Possible                      Seriousness                      Moderate

Risk Assessed as:	High		
Mitigation	<ol style="list-style-type: none"> <li>1. Material Safety Data Sheets (MSDS) on chemicals used in the facility are available.</li> <li>2. Personal Protective Equipment (PPE) (such as gloves, air filters, eye protection) are available.</li> <li>3. Club members briefed to consult MSDS and employ appropriate PPE prior to conducting maintenance activities.</li> </ol>		
Residual likelihood	Unlikely	Seriousness	Minor
Residual Risk	<b>Medium</b>		
Action & Owners	MSDS to be available at repair locations		AO
	PPE to be available at repair locations.		AO
	Briefing to members on procedures prior to activity.		Repair Supervisor
	Advice in Newsletter on safe practices.		AO
Monitoring/Review	CSO		

### 2.4.3 Particulate Exposure

Reference	W.3		
Risk	Glider repairs (in particular glass-fibre repairs) require the use of grinding and sanding activities that generate fine particles. These particles may be inhaled on creation or after being disturbed. Personnel conducting maintenance may be exposed.		
Date Entered			
Existing Controls	None.		
Likelihood	Possible	Seriousness	Moderate
Risk Assessed as:	High		
Mitigation	<ol style="list-style-type: none"> <li>1. Personal Protective Equipment (PPE) (such as gloves, air filters, eye protection) are available.</li> <li>2. Club members are briefed to employ appropriate PPE prior to conducting any activity that may involve generation or disturbance of fine particles.</li> </ol>		
Residual likelihood	Unlikely	Seriousness	Moderate
Residual Risk	<b>Medium</b>		
Action & Owners	PPE to be available at repair locations.		AO
	Briefing to members on procedures prior to activity.		Repair Supervisor
	Advice in Newsletter.		AO
Monitoring/Review	CSO		

## 2.5 Operational Hazards

### 2.5.1 Airfield Collision

Reference	O.1		
Risk	Aircraft collision in flight due to pilot error.		
Date Entered			
Existing Controls	GFA Lookout training. Lookout section in AUGC Training Manual.		
Likelihood	Unlikely	Seriousness	Severe
Risk Assessed as:	High		
Mitigation	<ol style="list-style-type: none"> <li>1. Encourage FLARM installation in all gliders.</li> <li>2. Lookout specifically reviewed on all check flights and annual checks.</li> <li>3. Regular reminders in Newsletter regarding lookout practices.</li> </ol>		
Residual likelihood	Rare	Seriousness	Severe
Residual Risk	<b>High</b>		
Action & Owners	FLARM installation		AO
	Check flight reviews on lookout.		TP
	Newsletter reminders.		CFI
Monitoring/Review	TP		

### 2.5.2 Airfield Operations Areas

Reference	O.2		
Risk	Personnel on operational areas of the airfield may be injured by moving aircraft.		
Date Entered			
Existing Controls	Club member supervision at launch point.		
Likelihood	Possible	Seriousness	Major
Risk Assessed as:	High		
Mitigation	<ol style="list-style-type: none"> <li>1. Sign on entry road and airside boundaries indicating that visitors must not proceed onto airfield without escort or briefing.</li> <li>2. When new members or visitors contact the Club for a booking they are advised to remain at the Clubhouse until a member can escort them to the correct operating area.</li> <li>3. Appropriate movement across the airfield is included in daily briefings.</li> <li>4. Airfield map shows route to be taken to each launch point.</li> <li>5. Visitors &amp; new members are briefed to stay clear of movement areas and never to walk in front of a glider with wings level.</li> </ol>		
Residual likelihood	Rare	Seriousness	Major
Residual Risk	Medium		
Action & Owners	Airside signage		SAA
	Visitor briefing sheet		TP
	Visitor briefing		DI/IO
			TP
	New member induction package		
Monitoring/Review	CSO		

### 2.5.3 Winch Operation

Reference	O.3		
Risk	Personnel operating the winch are at risk of injury from cable fragments entering the cabin or the cable itself if external to the winch.		
Date Entered			
Existing Controls	SAA winch manual documents site operating procedures. GFA Winch manual documents general operating requirements.		
Likelihood	Unlikely	Seriousness	Severe
Risk Assessed as:	High		
Mitigation	<ol style="list-style-type: none"> <li>1. PPE for eye protection is available for the winch driver.</li> <li>2. Winch driver training emphasises the need for personnel to be inside the winch cage or cabin prior to launch.</li> <li>3. First aid kit is available at Launch Point and Winch.</li> <li>4. Unauthorised personnel (personnel who are not trained winch drivers, persons undertaking training to be winch drivers or GFA members inspecting or auditing winch operations) are not permitted on the winch.</li> </ol>		
Residual likelihood	Rare	Seriousness	Major
Residual Risk	Medium		
Action & Owners	PPE provided on winch		SAA
	First Aid Kit available on winch		SAA
	Authorised personnel only on winch		Winch Driver
	Winch driver training		TP
	CB in winch cab/tow vehicle on field channel		DI/IO
Monitoring/Review	SC		

### 2.5.4 Winch Cable Injury

Reference	O.4		
Risk	Winch cables are pulled back to the launch point when the winch is not mobile. During this operation it is possible that either the winch personnel or the retrieve personnel could be injured if the other party moves the winch cable unexpectedly. Injury can also occur when cables are being prepared for launch if the cable is unexpectedly pulled in by the winch.		
Date Entered			
Existing Controls	SAA winch manual documents operating procedures. Safety bollards erected at launch point to ensure clearance from winch cable tie-down points. Pie cart located a safe distance from cable tie-down points.		
Likelihood	Possible	Seriousness	Major
Risk Assessed as:	High		
Mitigation	<ol style="list-style-type: none"> <li>1. Positive contact is to be established between the winch operator and the retrieve crew prior to retrieving cables to the launch point.</li> <li>2. Upon completion of the retrieve operation, the launch point shall advise the winch operator that the cable retrieve has been completed.</li> <li>3. Ground crew will be trained on how to connect and hold winch cables so that they will not incur an injury if the cable is pulled in.</li> <li>4. When launching aircraft winch operators shall not engage the winch transmission until a take-up-slack call is made.</li> </ol>		
Residual likelihood	Rare	Seriousness	Major
Residual Risk	Medium		
Action & Owners	Ensure Winch Manual contains mitigations.		TP
Monitoring/Review	SC		

### 2.5.5 Parachute Failure

Reference	O.5		
Risk	Parachute does not operate correctly.		
Date Entered			
Existing Controls	Chute packed by licensed parachute packer.		
Likelihood	Rare	Seriousness	Severe
Risk Assessed as:	High		
Mitigation	<ol style="list-style-type: none"> <li>1. Pilots to check parachute packing record prior to use for packing currency.</li> <li>2. Pilots will visually inspect parachute prior to donning for tears or other visible damage.</li> <li>3. Club ensures that parachutes in regular use are periodically repacked by an approved packer.</li> <li>4. Prior to first flight with parachute, member is to receive a briefing on correct fit and operation of parachute.</li> </ol>		
Residual likelihood	Rare	Seriousness	Severe
Residual Risk	High		
Action & Owners	Monitor parachute pack expiry dates. Develop briefing to pilot on parachute usage. Briefing on conversion re parachute usage		AUGC Exec TP Instructor
Monitoring/Review	Ensure parachutes inspected regularly.		AUGC Exec
	SC		

### 2.5.6 Propeller Injury

Reference	O.6		
Risk	Personnel can be injured by contact with rotating propellers on powered aircraft.		

Date Entered	
Existing Controls	Clear prop call included in pilot pre-start check. Visitor safety briefing includes warning of propeller injury.
Likelihood	Unlikely                      Seriousness                      Major
Risk Assessed as:	High
Mitigation	<ol style="list-style-type: none"> <li>1. Pilots in command of powered aircraft will check visually and call 'clear prop' prior to engaging starter motor.</li> <li>2. When taxiing powered aircraft, pilots will ensure the area they are about to enter is clear.</li> <li>3. Visitors and new members will be briefed on safety around propeller driven aircraft when they are operated on the airfield.</li> </ol>
Residual likelihood	Rare                      Seriousness                      Major
Residual Risk	<b>Medium</b>
Action & Owners	Power glider training notes to incorporate safety advice. TP
	Visitor briefing sheet includes item on propeller safety. TP
Monitoring/Review	SC

### 2.5.7 Foreign Airfield Operation

Reference Risk	O.7 When conducting operations from an airfield other than YSFG, accidents may occur due to the condition of the airfield (surface, obstacles etc.).
Date Entered	
Existing Controls	RM/Ops approval of foreign airfield.
Likelihood	Unlikely                      Seriousness                      Major
Risk Assessed as:	High
Mitigation	<ol style="list-style-type: none"> <li>1. Prior to operations, a nominated pilot will be responsible for inspecting the movement area surface condition and checking for obstacles.</li> <li>2. Where a wind indication device is available, this will be made operational.</li> <li>3. Pilots will be briefed on the airfield characteristics and requirements.</li> <li>4. Pilots that have not operated at the location previously may be required to undertake a site check.</li> </ol>
Residual likelihood	Rare                      Seriousness                      Major
Residual Risk	<b>Medium</b>
Action & Owners	Setup wind indicator IO / Instructors
Monitoring/Review	SC

### 2.5.8 Refuelling Fire

Reference Risk	O.8 Personnel can be injured from fires started when refuelling aircraft or vehicles.
Date Entered	
Existing Controls	No smoking signs installed at fuel bunker.
Likelihood	Unlikely                      Seriousness                      Major
Risk Assessed as:	High

Mitigation	1. No smoking is permitted within 30m of the fuel bunker.		
	2. Grounding wires are connected between aircraft and refuelling bunkers prior to fuelling.		
	3. Fire extinguishers of appropriate type are available during refuelling operations.		
	4. When refuelling, pilots are briefed to keep the fuelling hose in contact with the metal rim of the fuel tank inlet.		
Residual likelihood	Rare	Seriousness	Major
Residual Risk	<b>Medium</b>		
Action & Owners	Enforcement of smoking ban.		Members
	Inspection/replacement of ground wires.		CSO
	Supply of fire extinguisher equipment.		
	Pre-refuelling briefing of participants.		Instructor/IO
	Pre-positioned fire extinguishing equipment.		Instructor/IO
	Newsletter advice on refuelling.		TP
Monitoring/Review	SC		

### 2.5.9 Adverse Weather

Reference Risk	O.9 Adverse weather (gusts, strong thermals, strong winds, storm fronts, microbursts, hail) can damage aircraft by blow over, blow around or other accidents and potentially injure people in the aircraft or nearby.		
Date Entered			
Existing Controls	Assessment of weather by pilots on field.		
Likelihood	Possible	Seriousness	Major
Risk Assessed as:	High		
Mitigation	1. Pilot assessment of conditions prior to removing aircraft from trailer, hanger or tie-down.		
	2. Briefing will include expected weather and likely adverse weather events that could be expected.		
	3. Aircraft will not be left unattended without a form of security appropriate for the weather conditions.		
	4. The pilot in command (or under instruction) remains responsible for the aircraft until relieved by the next pilot.		
	5. Aircraft that cannot be adequately secured will be tied down at wing and tail.		
	6. Pilots and ground crew perform ongoing assessment of local weather conditions, such as local wind strength and thermal conditions.		
Residual likelihood	Rare	Seriousness	Major
Residual Risk	<b>Medium</b>		
Action & Owners	On-the-day monitoring of conditions.		DI or IO
	Inclusion of weather component into daily briefing template.		TP
	Reminder in newsletter to all members to monitor weather & assess conditions.		CFI
Monitoring/Review	TP Review		

### 2.5.10 Injury from Collision with Aircraft or Towing Cables

Reference Risk	O.10 Moving aircraft during ground movement, can collide with personnel. Ground tow cables can injure personnel.		
Date Entered			
Existing Controls	Briefing for visitors		

Likelihood	Possible	Seriousness	Moderate
Risk Assessed as:	High		
Mitigation	<ol style="list-style-type: none"> <li>1. Visitors and inexperienced members briefed on need to remain off movement area unless needed.</li> <li>2. Visitors monitored at launch point to ensure that they do not move onto movement area without need.</li> <li>3. Tow driver must not proceed without positive 'clear' signal and visually sighting disconnected cable.</li> <li>4. Briefing prior to towing aircraft to ensure knowledge of path, signals and emergency stopping procedures.</li> </ol>		
Residual likelihood	Rare	Seriousness	Moderate
Residual Risk	<b>Medium</b>		
Action & Owners	Monitor visitors at Launch Point		Members
	Avoid being on movement area unless preparing for launch or retrieving aircraft		Instructor / IO
	Tow driver does not proceed after aircraft disconnection until positive clear signal received.		Members
Monitoring/Review	SC		

### 2.5.11 Approach into the Sun causes Landing Accident

Reference	O.11		
Risk	Aircraft landing on RWY 29 in late afternoon approaching the airfield with the sun in the canopy results in a landing accident.		
Date Entered			
Existing Controls	Briefing for pilots when RWY 29 is likely to be in use.		
Likelihood	Possible	Seriousness	Major
Risk Assessed as:	High		
Mitigation	<ol style="list-style-type: none"> <li>1. Ensure conflicting objects on airfield are removed.</li> <li>2. Ensure canopies are as clean as possible.</li> <li>3. Include potential for sun glare in briefing.</li> </ol>		
Residual likelihood	Rare	Seriousness	Major
Residual Risk	<b>Medium</b>		
Action & Owners	Ensure approach obstacles on property are removed.		SAA
	Ensure canopy cleanliness prior to flight if likely to encounter sun on approach.		Pilots
Monitoring/Review	SC		

### 2.5.12 Accident due to Fuel Contamination

Reference	O.12		
Risk	An aircraft that requires fuel has an engine failure due to fuel contamination resulting in an accident.		
Date Entered			
Existing Controls	Use of bulk delivered or drummed fuel at Airfield. Fuel drain sampling device kept in MotorFalke.		
Likelihood	Unlikely	Seriousness	Moderate
Risk Assessed as:	Medium		
Mitigation	<ol style="list-style-type: none"> <li>1. Water detecting paste should be available on field.</li> <li>2. Information on fuel contamination provided.</li> </ol>		
Residual likelihood	Rare	Seriousness	Moderate
Residual Risk	<b>Medium</b>		
Action & Owners	Obtain water detecting paste for field.		SAA
	Newsletter article on fuel contamination.		TP
Monitoring/Review	SC		

### 2.5.13 Aircraft Damaged by Taxying over Winch Cables

Reference	O.13
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Risk	An aircraft is damaged (e.g. in tail skid or propeller) when taxied over winch cables.		
Date Entered			
Existing Controls	Aircraft are not towed over winch cables if possible.		
Likelihood	Unlikely	Seriousness	Minor
Risk Assessed as:	Medium		
Mitigation	<ol style="list-style-type: none"> <li>1. Aircraft moved over winch cables can only be done if the winch is stationary and not in any stage of a launch. The tail skid must be lifted over the cable.</li> <li>2. Powered aircraft operators instructed not to taxi under power over a winch cable at any time.</li> </ol>		
Residual likelihood	Rare	Seriousness	Minor
Residual Risk	<b>Low</b>		
Action & Owners	Members reminded on information on aircraft ground handling.		TP
	Motorglider syllabus includes information on avoiding cables when taxiing.		TP
Monitoring/Review	SC		

### 2.5.14 Injury from Heavy/Wheels-Up Landing

Reference	O.14		
Risk	Personnel may be injured as a result of heavy or wheels up landing in an aircraft.		
Date Entered			
Existing Controls	GFA Training on landings. FUST check performed on circuit. GFA Maintenance regime for aircraft undercarriages. Check flights for early solo/inexperienced/visiting pilots.		
Likelihood	Possible	Seriousness	Moderate
Risk Assessed as:	High		
Mitigation	<ol style="list-style-type: none"> <li>1. Shock absorbing foam should be utilised in all Club aircraft and recommended for private aircraft.</li> <li>2. Undercarriage alarm fitted in aircraft with retractable u/c.</li> </ol>		
Residual likelihood	Rare	Seriousness	Moderate
Residual Risk	<b>Medium</b>		
Action & Owners	U/C alarm on all retractable u/c aircraft.		AO
	Purchase & cover absorbing foam cushions.		Clubs/Owners
Monitoring/Review	CSO		

### 2.5.15 Canopy Opens in Flight

Reference	O.15		
Risk	Canopy opens in flight, potentially damaging aircraft and/or injuring occupants.		
Date Entered			
Existing Controls	CARD check prior to hook on. Person hooking on visually checks Canopy check. GFA Maintenance regime on airworthiness (Annual & Daily inspections).		
Likelihood	Unlikely	Seriousness	Moderate
Risk Assessed as:	Medium		
Mitigation	<ol style="list-style-type: none"> <li>1. Ensure visual difference between canopy and other auxiliary controls in close proximity.</li> <li>2. Ensure canopy control is clearly marked.</li> </ol>		
Residual likelihood	Rare	Seriousness	Moderate
Residual Risk	<b>Medium</b>		
Action & Owners	Ensure canopy control is distinctive and clearly marked.		AO
Monitoring/Review	CSO		

**2.5.16 Loss of Directional Control on Ground**

Reference	O.16		
Risk	Aircraft taking off or landing loses directional control and impacts other aircraft, structures, vehicles or people.		
Date Entered			
Existing Controls	Existing GFA launch/landing training. Training includes requirement for 45° clearance from wingtips.		
Likelihood	Unlikely	Seriousness	Moderate
Risk Assessed as:	Medium		
Mitigation	<ol style="list-style-type: none"> <li>1. Utilise BGA recommendation of immediate release on winch launch if wingtip touches ground.</li> <li>2. When operating on RWY 11 with a Southerly cross-wind, consider landings on RWY 16.</li> <li>3. Advise members of issue when launching with cross wind on RWY 11 where wind is obscured by hangers.</li> </ol>		
Residual likelihood	Rare	Seriousness	Moderate
Residual Risk	<b>Medium</b>		
Action & Owners	Institute BGA recommendations into training. Include option for use of RWY 16 and turbulence from buildings in southerly cross-wind in operational briefings.		TP  Instructor/IO
Monitoring/Review	CSO		

**2.5.17 Missing Pilot**

Reference	O.17		
Risk	Aircraft when flying away from field may outland in remote area or suffer accident risking injury or life if there are excessive delays in conducting SAR operations.		
Date Entered			
Existing Controls	XC flight plan lodged with instructor prior to departure. SAR procedures included in XC course syllabus.		
Likelihood	Unlikely	Seriousness	Moderate
Risk Assessed as:	Medium		
Mitigation	<ol style="list-style-type: none"> <li>1. Include time to initiate SAR actions on flight note form with mobile contact number.</li> <li>2. Consider use of SPOT service to XC aircraft.</li> <li>3. Advise pilots of the ability to contact CENSAR via relay using area frequency or 121.5 MHz.</li> <li>4. Attempt 'ops normal' calls on area frequency or mobile contact number.</li> </ol>		
Residual likelihood	Rare	Seriousness	Moderate
Residual Risk	<b>Medium</b>		
Action & Owners	Ensure time for SAR actions included in flight notes. Consider sufficient SPOT devices for a/c. Remind members of ability to contact CENSAR via relay.		Pilots/TP  Exec TP
Monitoring/Review	CSO		

**2.5.18 Aircraft Collision with Winch Cable during Launch**

Reference	O.18		
Risk	Winch cables extend from ground level to 2,500', an aircraft could hit a cable during the launch of another aircraft.		
Date Entered			
Existing Controls	Pre-launch broadcast on CTAF. PIC check of airspace above prior to launch. ERSA guidance to GA community on presence of winch cables.		
Likelihood	Unlikely	Seriousness	Major
Risk Assessed as:	High		

Mitigation	1. Local requirement to avoid overflying active RWY BLW 3,000' AMSL.		
Residual likelihood	Rare	Seriousness	Major
Residual Risk	Medium		
Action & Owners	Ensure pilots are trained to avoid overflight of active runway.		Pilots/TP
Monitoring/Review	TP		

### 2.5.19 Landing Glider Collision with Glider on Winch Launch

Reference Risk	O.19 A fatal collision occurred between a landing glider and a glider on winch launch in NSW. That airfield consisted of a single strip and approach was over tall trees. The Coroner recommended winch launch signals be given over CTAF rather than UHF radio. GFA allows use of UHF, light, bat and wing signals for launch control.		
Date Entered	01-Jul-2019		
Existing Controls	Pre-launch broadcast by launching glider on CTAF. Circuit call by landing aircraft on CTAF. Winch maintains listening watch on CTAF. Wing tip runner check for approaching aircraft prior to launch. YSFG has clear visual approaches. 90% of glider landings are on a separate landing strip so potential conflict does not exist. CTAF at YSFG is very crowded when Truro Flats and other regional airfields are active. Accordingly considerable risk exists that an emergency "Stop, Stop, Stop" call won't be heard over CTAF during a winch launch. The UHF channel has virtually no conflicting traffic and local UHF calls will override calls from remote stations. Use of CTAF for winch communications would therefore incur a risk with a Possible likelihood of a Major consequence. This increase in risk would be untenable.		
Likelihood	Rare	Seriousness	Major
Risk Assessed as:	Medium		
Mitigation			
Residual likelihood	Rare	Seriousness	Major
Residual Risk	Medium		
Action & Owners	Ensure pilots continue to prioritise use of a separate landing strip if launching runway is occupied by another glider.		
Monitoring/Review	TP		