Risk Management Plan –
NorCal Cross Country League and Sprint League

Rev 6-8-2018

Sprint League

All pilots are vetted before they can attend by me contacting their instructor to assess if they are skilled enough for the event. P2 pilots can not attend.
All pilots are required to have a serviceable reserve, radio and wear a helmet. Should a pilot turn up with an old glider they are strongly encouraged not to fly it during the league meet.

Before heading out for the weekend, all pilots are required to register for the league. This involves filling out an online form which contains key information such as USHPA number, name, glider make, model and color, next of kin details, car details, date of birth, medical conditions, and health insurance details. Details on this form are accessible by me online and via a paper copy in my car.

Pilots will meet at the designated meeting point to congregate before heading up to launch. Gliders are placed into and on vehicles in order to get to launch. No vehicle is allowed to carry the maximum permissible number of pilots.

During the vehicle loading phase all pilots flying the task are required to check in against the register.

On launch, pilots are expected to check their equipment thoroughly.

During the pilot briefing weather for the day is discussed using all know weather sources. At this time it is decided if it is safe to fly for the day. Assuming it is safe to fly the task is set. At the end of the task some strategies are suggested to help pilots fly the task such as noting know thermal triggers and possible routes based on wind conditions. The turn direction for pilots around launch is also set during this time. Possible areas for turbulence are indicated based on the weather forecasts.

Those pilots not familiar with the site are given a thorough site briefing from launch where all important land marks are visible. The site briefing indicates bad landing areas, known thermal triggers and the main landing field.

Typically there are no non flying pilots on launch, so there is no need to discuss with these people safe places to view. In the unlikely event there are non-flying people around, they are encouraged to sit in the shade of the house to the right of launch out of the way of launching pilots.

Pilots landing in the main LZ are not required to radio in that they have landed safe. They are required to sign in as being safe. Pilots landing out are required to report where they have landed and if they need assistance. Those requiring help are assisted by pilots who have packed up.

Should any pilot get hurt on launch, there is a vehicle available to get them to professional medical help with the assistance of any pilots who have not yet launched.

Should a pilot get stuck high in a tree, the pilot is required to radio for help indicting what help is needed. A call is made to emergency services requesting help. League pilots are not to provide assistance in getting the pilot out of a tree but assist in helping rescue services and any comfort for the pilot.

Should a pilot get injured landing, the pilot must radio for help if possible. If a pilot lands and does not move any equipment after landing it is assumed that the pilot is injured. When any pilot is injured all pilots are required to land as soon as possible and assist the injured the pilot. The call for assistance is made by either me, the injured pilot or any first responder.

In the case of an injured pilots all pilots are required to assist. Tasks involved include:

- calling 911,
- helping comfort the injured pilot,
- taking notes from the injured pilot of any medication, condition, next of kin, health insurance details etc
- providing shade for the injured pilot
- setting up pilots to help guide emergency services to the injured pilot

If conditions in the main landing field are starting to get strong and gusty it is recommended that all pilots land. Any pilot who has landed in the main LZ and feels that conditions are getting strong or gusty is required to radio to other pilots about conditions in the LZ. Strong means winds of greater than 15mph and difference in wind between max and min of 15 mph.

At the end of the day all pilots are accounted for by matching the names of those who have paid for the day with those who have indicated by text, email or call to me letting me know that they are safe. Only when all of the pilots have been accounted for do we declare the day over.

This risk mitigation will be sent via email to all pilots and read to pilots on launch.

Cross Country League

All pilots are vetted before they can attend by me contacting their instructor to assess if they are skilled enough for the event. P2 pilots can not attend. All pilots will be screened for suitability to fly the XC league based on number of hours logged, type of flying (coastal vs inland), rating sign offs, instructor recommendations, glider type, pilot age, number of years of flying, number of sites flown, glider loading, previous competition experience, NTSS points and US rankings, recommendations from flying friends and another criteria deemed suitable to determine pilot suitability to fly in the XC league.

All pilots are required to have a serviceable reserve, radio, wear a helmet and have a satellite tracking device.

Should a pilot turn up with an old glider they are strongly encouraged not to fly it during the league meet.

Before heading out for the weekend, all pilots are required to register for the league. This involves filling out an online form which contains key information such as USHPA number, name, glider make, model and colour, next of kin details, car details, date of birth, medical conditions, health insurance details. Details on this form are accessible by me online and via a paper copy in my car.

Pilots will meet at the designated meeting point to congregate before heading up to launch. Gliders are placed into and on vehicles in order to get to launch. No vehicle is allowed to carry the maximum permissible number of pilots.

During the vehicle loading phase all pilots flying the task are required to check in against the register.

On launch, pilots are expected to check their equipment thoroughly.

During the pilot briefing weather for the day is discussed using all know weather sources. At this time it is decided if it is safe to fly for the day. Assuming it is safe to fly the task is set. At the end of the task some strategies are suggested to help pilots fly the task. The turn direction for pilots around launch is also set during this time. Possible areas for turbulence are indicated based on the weather forecasts.

Those pilots not familiar with the site are given a thorough site briefing from launch where all important land marks are visible. The site briefing indicates bad landing areas, known thermal triggers and the main landing field.

Typically there are no non flying pilots on launch, so there is no need to discuss with these people safe places to view. In the unlikely event there are non-flying people around, they are encouraged to sit in the shade of the house to the right of launch out of the way of launching pilots.

Pilots landing in the main LZ are not required to radio in that they have landed safe. They are required to sign in as being safe. Pilots landing out are required to report where they have landed and if they need assistance. Those requiring help are assisted by pilots who have packed up.

Should any pilot get hurt on launch, there is a vehicle available to get them to professional medical help with the assistance of any pilots who have not yet launched.

Should a pilot get stuck high in a tree, the pilot is required to radio for help indicting what help is needed. A call is made to emergency services requesting help. League pilots are not to provide assistance in getting the pilot out of a tree but assist in helping rescue services and any comfort for the pilot.

Should a pilot get injured landing, the pilot must radio for help if possible. If a pilot lands and does not move any equipment after landing it is assumed that the pilot is injured. When any pilot is injured all pilots are required to land as soon as possible and assist the injured the pilot. The call for assistance is made by either me, the injured pilot or any first responder.

In the case of an injured pilots all pilots are required to assist. Tasks involved include:

- calling 911,
- helping comfort the injured pilot,
- taking notes from the injured pilot of any medication, condition, next of kin, health insurance details etc
- providing shade for the injured pilot
- setting up pilots to help guide emergency services to the injured pilot

If conditions in the main landing field are starting to get strong and gusty it is recommended that all pilots land. Any pilot who has landed in the main LZ and feels that conditions are getting strong or gusty is required to radio to other pilots about conditions in the LZ.

When pilots land out they are required to leave their satellite tracking device on until a retrieve vehicle has picked them up.

At the end of the day all pilots are accounted for by matching the names of those who have paid for the day with those in vehicles or those who have already been picked up. Pilots can text, email or call me to let me know that they are safe. Only when all of the pilots have been accounted for do we declare the day over.

This risk mitigation will be sent via email to all pilots and read to pilots on launch.

Site Specific Briefings
In addition to the pilot briefing for the days of weather and cross country topics above, the following site specific details will be discussed.

Tollhouse:

- Reference Chapter 36 Toll House Risk Assessment

Potato Hill:

- Watch out for wind over the back.
- LZ can be gusty and thermic
- Do not get low in the canyon between launch and Snow
- Do not transition to St John if below 7000ft
- Do not tank up on lift at Diamond Peak
- Do not leave St John below 9000ft
- Do not land on the west side of Gravely Ridge
- Pilots need to fly with enough survival gear to spend the night if they happen to land up in the mountains and can't walk out in time.
- Watch out for gust fronts
- Do not scratch below 500ft AGL
- Do not dive into canyons
- Cross canyons diagonally from high ground to low ground
-

Herd Peak

- Watch out for rocks on launch
- Do not launch if there is a south wind
- Do not launch if there is a north wind
- Watch out for sagebrush in the LZ.
- Carry O2 if you are getting over 15000ft
- Thermals are usually strong and big and active flying is crucial.
- Landings are high altitude, desert affairs, with the potential for strong winds.
- Dust devils are common in the valley.
- Conditions moderate by September but still offer the potential for great cross country flying.
- Pilots need to fly with enough survival gear to spend the night if they happen to land up in the mountains and can't walk out in time.
- Watch out for gust fronts

- Do not scratch below 500ft AGL
- Do not dive into canyons
- Cross canyons diagonally from high ground to low ground
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Whaleback

- Strong launch required
- Shallow hill angle so watch out for that
- Head to LZ early since it is a long way away.
- Do not follow ridge north unless you are over 11000ft since it is a very shallow ridge with no easy bailouts
- Set up gliders far back
- Keep an eye on wind streamers to understand what the wind is doing.
- Carry O2 if you are getting over 15000ft
- Thermals are usually strong and big and active flying is crucial.
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- Dust devils are common in the valley.
- Conditions moderate by September but still offer the potential for great cross country flying.
- Pilots need to fly with enough survival gear to spend the night if they happen to land up in the mountains and can't walk out in time.
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-

Slide Mountain

- Flat field launch needs aggressive pull up and committed launch
- Airspace directly in front of launch by 5km. Watch out
- Watch out for rotor behind hills
- Watch out for airspace to the west of Reno
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Paiute

- Carry O2 if you are getting over 15000ft
- Keep in eye on gust fronts to the west and south
- Throw the flight away early in order to avoid a long walk out
- Watch out for sage brush when you land
- Be aware of density altitude when you land
- Extreme thermic turbulence in the height of summer.
- High winds! Winds typically run along the valley floor and form strong rotor behind spines and in canyons.

- Strong prevailing west winds can spill over the tops of the Sierras. Check the weather carefully before flying there.

- Bishop has a small airport, with class E airspace, a couple miles east of town.

- The valley wind can be strong, particularly in late afternoon.
- Thermals are usually strong and big and active flying is crucial.
- Landings are high altitude, desert affairs, with the potential for strong winds.
- Dust devils are common in the valley.
- Conditions moderate by September but still offer the potential for great cross country flying.
- Watch out for gust fronts
- Do not scratch below 500ft AGL
- Do not dive into canyons
- Cross canyons diagonally from high ground to low ground

Flynns

- Carry O2 if you are getting over 15000ft
- Keep in eye on gust fronts to the west and south
- Throw the flight away early in order to avoid a long walk out
- Watch out for sage brush when you land

- Be aware of density altitude when you land
- Extreme thermic turbulence in the height of summer.
- High winds! Winds typically run along the valley floor and form strong rotor behind spines and in canyons.

- Strong prevailing west winds can spill over the tops of the Sierras. Check the weather carefully before flying there.

- Bishop has a small airport, with class E airspace, a couple miles east of town.

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- Dust devils are common in the valley.
- Conditions moderate by September but still offer the potential for great cross country flying.
- Pilots need to fly with enough survival gear to spend the night if they happen to land up in the mountains and can't walk out in time.
- Watch out for gust fronts
- Do not scratch below 500ft AGL
- Do not dive into canyons
- Cross canyons diagonally from high ground to low ground
-

Gunters

- Carry O2 if you are getting over 15000ft
- Keep in eye on gust fronts to the west and south
- Throw the flight away early in order to avoid a long walk out
- Watch out for sage brush when you land
- Be aware of density altitude when you land
- Extreme thermic turbulence in the height of summer.
- High winds! Winds typically run along the valley floor and form strong rotor behind spines and in canyons.

- Strong prevailing west winds can spill over the tops of the Sierras. Check the weather carefully before flying there.

- Bishop has a small airport, with class E airspace, a couple miles east of town.

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- Landings are high altitude, desert affairs, with the potential for strong winds.
- Dust devils are common in the valley.

- Conditions moderate by September but still offer the potential for great cross country flying.
- Pilots need to fly with enough survival gear to spend the night if they happen to land up in the mountains and can't walk out in time.
- Watch out for gust fronts
- Do not scratch below 500ft AGL
- Do not dive into canyons
- Cross canyons diagonally from high ground to low ground
-

McGees

- Carry O2 if you are getting over 15000ft
- Keep in eye on gust fronts to the west and south
- Throw the flight away early in order to avoid a long walk out
- Watch out for sage brush when you land
- Be aware of density altitude when you land
- Watch out for rocks on launch
- Extreme thermic turbulence in the height of summer.
- High winds! Winds typically run along the valley floor and form strong rotor behind spines and in canyons.

- Strong prevailing west winds can spill over the tops of the Sierras. Check the weather carefully before flying there.

- Bishop has a small airport, with class E airspace, a couple miles east of town.

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- Landings are high altitude, desert affairs, with the potential for strong winds.
- Dust devils are common in the valley.
- Conditions moderate by September but still offer the potential for great cross country flying.
- Pilots need to fly with enough survival gear to spend the night if they happen to land up in the mountains and can't walk out in time.
- Watch out for gust fronts
- Do not scratch below 500ft AGL
- Do not dive into canyons
- Cross canyons diagonally from high ground to low ground
-

Walts Point

- Carry O2 if you are getting over 15000ft
- Keep in eye on gust fronts to the west and south
- Throw the flight away early in order to avoid a long walk out
- Watch out for sage brush when you land
- Be aware of density altitude when you land
- Need aggressive launch from the flat car park
- Extreme thermic turbulence in the height of summer.
- High winds! Winds typically run along the valley floor and form strong rotor behind spines and in canyons.

- Strong prevailing west winds can spill over the tops of the Sierras. Check the weather carefully before flying there.

- Bishop has a small airport, with class E airspace, a couple miles east of town.

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McCellan

- Carry O2 if you are getting over 15000ft
- Keep in eye on gust fronts to the west and south
- Throw the flight away early in order to avoid a long walk out
- Watch out for sage brush when you land
- Be aware of density altitude when you land
- Watch out for rocks on launch
- Thermals are usually strong and big and active flying is crucial.
- Landings are high altitude, desert affairs, with the potential for strong winds.
- Dust devils are common in the valley.
- Conditions moderate by September but still offer the potential for great cross country flying.

- Pilots need to fly with enough survival gear to spend the night if they happen to land up in the mountains and can't walk out in time.
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- Do not scratch below 500ft AGL
- Do not dive into canyons
- Cross canyons diagonally from high ground to low ground
-

Peavine

- Carry O2 if you are getting over 15000ft
- Keep in eye on gust fronts to the west and south
- Throw the flight away early in order to avoid a long walk out
- Watch out for sage brush when you land
- Be aware of density altitude when you land
- Watch out for rocks on launch
- Thermals are usually strong and big and active flying is crucial.
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- Watch out for gust fronts
- Do not scratch below 500ft AGL
- Do not dive into canyons
- Cross canyons diagonally from high ground to low ground
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