

BGA POST- ACCIDENT GUIDE

SEPTEMBER 2019

**MAJOR ACCIDENTS:
IMMEDIATE ACTIONS ARE LISTED ON PAGES 4 - 5**



**BRITISH
GLIDING
ASSOCIATION**

BGA Post-Accident Guide

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1. Introduction

KEY ACTIONS ARE ON PAGES 4 & 5

This document provides the people in charge in the immediate aftermath of a serious accident with information on how to handle the immediate tasks - calling the emergency services and police, taking care of the injured, avoiding a secondary accident, informing the AAIB, club officers, and the BGA, and preparing for the investigation that will follow.

2. The Scottish Gliding Centre – Local Information

Airfield Address

Scottish Gliding Centre
Portmoak Airfield
Scotlandwell
Near Kinross
KY13 9JJ

Airfield Telephone Number

01592 840543

Latitude and Longitude

OS Reference - X=318062, Y=700388

Lat/Long (WGS84)

N 56:11:21 (56.189038)

W 03:19:19 (-3.321831)

What3Words reference to the entrance of the site
spark.amounting.followers

Directions to Airfield/Accident site

The airfield is on the east side of Loch Leven.

Directions from the M90 motorway:

Take exit 5, follow sign Scotlandwell / Glenrothes. Turn left, then right, continue to follow towards Scotlandwell / Glenrothes. Keep following signs to Scottish Gliding Centre. The entrance to the airfield is on the B920, approximately 4 and 1/2 miles from the motorway exit.

Directions from Glenrothes:

Follow the A911 towards Leslie. Go through Leslie staying on the A911. Continue on the A911 to Scotlandwell. At Scotlandwell, turn left into the B920 towards Lochgelly / Portmoak Airfield. After 1 mile, the entrance to the airfield is on the right.

Off airfield Accidents

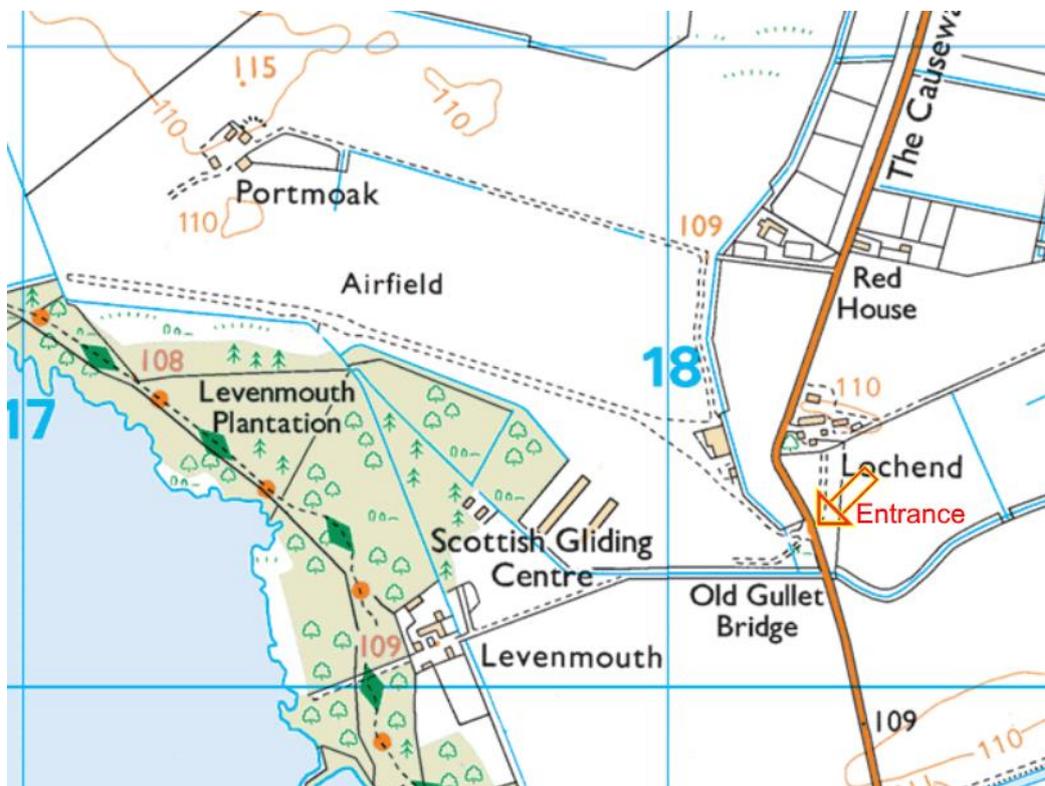
For off airfield accidents, use google maps or similar mapping service to describe how to reach the accident site, using clearly identifiable landmarks.

Information for Air Ambulance

Airfield Frequency: 129.980

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Map of Area



Major Accidents – Immediate Follow-Up Actions

(see page 6 for a witness form)

KEY ACTIONS

<input checked="" type="checkbox"/>	Tick each box as the actions are completed
<input type="checkbox"/>	Secure the accident scene. Unless it is necessary to attend to injured persons or to prevent further accidents, do not move any wreckage until authorised by the AAIB or the BGA accident investigator. Turn off any webcams that the club has in use.
<input type="checkbox"/>	Note the names and contact details of all witnesses and ask them to make written statements. Brief a person to photograph the accident scene.
<input type="checkbox"/>	Brief the Chairman, CFI, and Safety Officer.
<input type="checkbox"/>	If an investigator is expected, consider arranging for lighting at the scene.
<input type="checkbox"/>	For fatal and serious injury accidents, when possible, obtain and secure the glider C of A / ARC and log book and the pilot's medical certificate, flying licence or certificate and log book, and obtain details of the next of kin.
Review	
<input type="checkbox"/>	Review the actions taken and ensure nothing essential has been omitted.
<input type="checkbox"/>	Gather all paperwork and hand it to the Investigator, Club Chairman or Safety Officer.

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Major Accidents – Witness Report Form

Name:
Profession or Club Position Held:
Address:
Telephone:
Email:
Flying Experience:
Statement: <i>(Please print or type)</i>
<i>Continue on a separate page if required</i>

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Major Accidents – Event/Message Log

Date:	Page:
Message No:	
Message From / To:	
Message Content:	
Action Taken:	
Signed:	Name:

Date:	Page:
Message No:	
Message From / To:	
Message Content:	
Action Taken:	
Signed:	Name:

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Major Accidents – Press Statement

The information below can reasonably be released to the Media in the event of a serious accident, with a view to establishing or maintaining a good relationship with representatives of the Press and other Media, ensuring, so far as is possible, accurate reporting of accidents.

In the event of a serious accident, a "Press Officer" should be appointed by the Club, who will deal with all enquiries and conduct any interviews.

Interviewing of Club Members by reporters should be actively discouraged in a polite but firm way. If reporters do interview members or witnesses, it should be emphasised that their opinions are not necessarily the opinions of the Club Officials, the British Gliding Association, the BGA Accident Investigators or the AAIB. **At no time shall the names of those involved be disclosed.**

Sample Statement

On < accident date>.at approximately < time>, a <aircraft/glider type aircraft / glider crashed whilst on a <local / training / cross-country...> flight.

The <Pilot / Pupil/Instructor> who <is / are / both> club members < were uninjured / Sustained minor / serious injuries >, <(optional) the extent of which are presently unknown>.

<They / He / She have / has> been taken to a local Hospital for medical checks.

The incident is currently under investigation by Air Accident Investigation Branch of the Department for Transport and the Police in conjunction with the British Gliding Association. Our club is co-operating fully with these bodies. At the present time there is no indication as to the cause of the accident.

<The pilot's name will be released by the police once the next of kin have been informed Our thoughts at this stage are with the family / families of the pilot(s). **(use only if a fatality has occurred)**. >

Ends.

Major Accidents – Further Actions

1. **Control** will initially be handled by the person in charge of operations at the time until the Club member who will finally handle the investigation takes over. They may eventually be replaced by the AAIB or BGA accident Investigator if ordered or requested to attend. There are several actions that must be initiated; the following are perhaps the most important but not necessarily in the order of action.
2. **Diary of Events.** A log of events must be commenced and maintained. This should start at the time of the accident and contain details of actions taken, communications made, arrival of key organisations or personnel, witness statements taken (with addresses and contact numbers) and any other information which may have the slightest bearing on the accident and its aftermath.
3. **Relatives of those involved.** Early consideration must be given to informing relatives of any persons involved in the accident. This is particularly important in the event of serious or fatal injuries and would normally be a police responsibility. Notifying relatives that the pilot is well can be handled by a senior club member but must be handled with care and compassion.
4. **Accident Scene.** Secure the accident area and its immediate surrounds. The Emergency Services will obviously need complete access, but do try to prevent onlookers trampling over any impact marks and picking up bits of scattered wreckage (if any). Do not move any wreckage (except as necessary to save the life of the occupant(s) if the situation demands it) unless under the supervision of Medics, Ambulance Service, Fire Brigade or Police, nor authorise its movement until cleared by the AAIB or BGA Investigator if attending. Turn off any webcams the club may have in use to prevent distress to onlookers or those with morbid curiosity.
5. **Witness statements.** Start getting witness statements as soon as possible. Statements from any injured pilots, pupils, passengers or third parties must of course be left until they are fit, but do talk to them as soon as is reasonable.
6. **Documents.** In the event of a Serious or Fatal accident the aircraft's technical records and log-book should be obtained and secured. It is also advisable to do the same for the pilot's medical certificates, licences (Certificates) and log-book.
7. **Lighting.** If you are anticipating the arrival of an investigator, consider the provision of lighting. The Investigator will want to see the site at his earliest opportunity and it may be dark when he arrives. Your local police or Fire Brigade should be able to assist. Talk to the AAIB or the BGA investigator if they cannot help.
8. **BGA Accident / Incident Report Form.** Start compiling this as soon as you can. The preliminary report form should be submitted on the day of the accident and in any case with 24 hours. The full report form should follow within 28 days. Try to make the report comprehensive but do not delay its transmission if awaiting certain statements. Forward these as soon as possible after the BGA Report Form has been submitted.
9. **Storage of Wreckage.** When the Investigator or yourself needs the wreckage moved you need to be ready. Start thinking about this as you will need an empty glider trailer or a flatbed if available, plus manpower and a container or hangar space for secure storage.
10. **Assistance.** You are not alone. The BGA Accident Investigation Team, the Regional Examiner team and Safety Committee can assist. They may decide to visit you if circumstances dictate, but even if they do not wish to or you do not require their physical presence, a sympathetic ear is very helpful. Those involved may suffer stress or anxiety after an accident. If this is suspected, seek medical advice.

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4. MINOR ACCIDENT / INCIDENT

How many of the following items apply will depend on the severity of the accident.

Tick each box as the actions are completed

Initial Actions

<input type="checkbox"/>	Firmly control the situation and take all necessary action to prevent a further accident.
<input type="checkbox"/>	In the event of injury, seek medical advice
<input type="checkbox"/>	Ensure the safe recovery of airborne aircraft.
<input type="checkbox"/>	Make notes of the essential details of the accident.

Notify the following:

<input type="checkbox"/>	Club Chairman Alastair Mutch	Tel: 07785 264511
<input type="checkbox"/>	Club Safety Officer Wolf Rossmann	Tel: 07534 240767
<input type="checkbox"/>	Club CFI Kate Byrne	Tel: 07855 456743

Follow-Up Actions

<input type="checkbox"/>	Note the names and contact details of all witnesses and ask them to make written statements. Brief a person to photograph the accident scene.
<input type="checkbox"/>	Provide the material that the Safety Officer requires for the accident report.

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5. SUPPORTING MATERIAL

Definitions

Major Accident: An Occurrence associated with the flying operations of BGA gliding clubs resulting in death or serious injury or substantial damage to an aircraft.

Serious Injury; Means an injury which is sustained by a person in an accident which either:

- Requires a stay in hospital for more than 48 hours commencing within seven days from the date of the accident on which the injury was received: or
- Results in a fracture of any bone (except simple fractures of fingers, toes or nose): or
- Involves lacerations which cause nerve, muscle or tendon damage or severe haemorrhage; or
- Involves injury to any internal organ.

Substantial Damage: Means damage or structural failure that adversely affects the structural strength, performance or flight characteristics of the aircraft that would normally require major repair or replacement of the affected component(s) and (or) if the damage or failure(s) render the aircraft un-flyable.

Minor Accident / Incident: An Occurrence not falling under the definition of major accident/ incident but where an accident has taken place or a potential hazard has been identified.

AAIB reporting requirements

All accidents in the UK involving gliders, self-launching gliders, microlight gliders, TMGs and tugs resulting in fatal or serious injury and / or substantial aircraft damage, where the accident is associated with the operation of an aircraft from embarkation with the intention of flight to disembarkation must be immediately reported to the AAIB (01252 512299) email; investigations@aaib.gov.uk. AAIB permission must be obtained before the aircraft is moved, except for the purposes of rescue.

Accidents resulting from, for example, falling winch cables, runaway tractors, vehicles or towing gliders behind a vehicle shall not be reported to the AAIB even if they are very serious, nor do the AAIB need to be informed about any accidents resulting in minor injury and (or) minor damage.

BGA reporting requirements

A summary of what should be reported to whom and when is available on the BGA website at <https://members.glidering.co.uk/library/safety/accident-reporting-requirements/>

BGA accident report form

Two versions of the form are available from the BGA Website at <https://members.glidering.co.uk/library/safety/bga-accident-report-form-ms-word/>

Accident investigation

Guidance is available in the Club Safety Officer toolkit at <https://members.glidering.co.uk/bga-safety-management/club-safety-officer-toolkit/>