

Missing glider procedure

To help find a missing glider at the end of flying and also prevent false alarms, this is the procedure to follow. It is based on the BGA site operations manual with additional input.

1. Pilots should advise their crew as to the area they are likely to be flying in. Turbo glider pilots without a crew should make a note on the logsheet of their intentions. Motor glider pilots should do the same. Every pilot landing out must inform the club as soon as possible of the situation, and a note made on the logsheet.
2. If an aircraft is thought to be missing, ensure the glider is definitely not on the site. Check logsheets, search the hangar and trailer park. If the aircraft is still missing, inform the duty instructor.
3. Use an online Flarm tracking site to find the last known position. PureTrack for instance has a search facility.
4. The pilot's mobile number can be called. There is a list of numbers in the caravan and clubhouse
5. If this action is unsuccessful and the glider is not Flarm equipped, try calling the glider on 130.105 or 133.565 from the ground, and/or from the tug or motorglider.
6. Overdue action is to be taken on any aircraft by sunset or if there is good cause to believe that the aircraft is genuinely missing or to have been involved in an accident. D&D (Distress and Diversion) should be contacted on 01489 612406. The Duty Controller will ask for details of the aircraft, pilot, route, ETA and last known position and intentions, such as landing out.
7. Pilots should consider purchasing an emergency locator beacon working on 406 MHz.