

## ARE YOU PREPARED TO OUTLAND?

Every flight we take has is a possibility of an outlanding, even if it is our intention only to fly locally, there are times when thunderstorms, micro blasts, loss of lift on a hill site may alter our plans for a nice pleasant flight. Are you prepared?

I knew of a pilot who went for a ridge flight at during a wave camp. The ridge was in gliding range of the air field. It was winter but a nice day. Off he went in short sleeves for a pleasant flight. Whilst on the ridge the front came in and prevented him getting back home. He landed out and soon heavy rain, strong wind and dark arrived. It was not till nearly midnight he was found holding the glider down to prevent it blowing away. Suffering from hypothermia. He was obviously not prepared.

Of course we first of all think of the mandatory tie down kit, however this will not protect us from the weather or help us get to the nearest telephone. I would suggest a basic outlanding kit that could be kept in a sandwich container and perhaps wrapped up with some more bulky items, these would consist as follows;

Torch, notepaper, pen, signalling mirror, compass, emergency food, money, strobe light (can be obtained from people like Dick Smith and should be fitted with a plug to connect straight to the battery,) list of telephone numbers and radio frequencies for emergency I have quarter mill maps of the area I fly, sweat shirt light in colour to be seen on dark road, light weight water proof, space blanket, aspirins. For those who can afford it a hand held radio is very useful. A check list of procedures, Above all PLENTY OF WATER, assuming you have been flying all day will you have enough in reserve, see article on nutrition? Are you prepared if the glider has a flat battery at the end of the day, may be the glider should have a second smaller reserve one. This may seem a long list but I can assure you that all the above items take up little space, weigh little and are very useful.

Is your car or your crew car suitably equipped, full of fuel, I have a permanent note in the car giving, blue tacked to the dashboard, as shown. Cars peculiarities, the road map should not be million maps but country road maps available from RAC and good book shops. With the GPS there are instructions on how to use it. Naturally the trailer should be in good working order, it's your glider you are going to put in it. Naturally you should inform the duty pilot the course you intend to take, it is also advisable to call in each turning point you round and where you are going next.

**Trailer Rego PL 4175**  
**My Phone 042 999 2468**  
**Jenny's 9307 6481**  
**Sophie 0411145663**  
**To select reverse lift up ring under gear knob**  
**GPS between seats**  
**Country road map in back of passenger seat**  
**If fuel gauge shows empty tap.**

So what is the procedure when landing out. Consider when reading the article all the things that could and almost certainly will go wrong. Once you get to a height that you think it is probable that you will land out give a call on the radio, a call when you are on finals will probably not be heard, particularly early or late in the day as other gliders will probably be low or even have landed. Anyway your workload will probably be too high. A position on the GPS can be very useful, they will usually be giving a course and distance to the next turning point or to home, but make it clear. If you manage to get away give a call to say so. If you do commit to landing then a call "UKU landing out ." should be enough, you have enough to do. Once you are safe on the ground make the usual and often useless effort to contact another aircraft. If you are lucky enough to make contact give exact details. If you are not sure say so. Wait to see if the message gets through. Now make your intentions clear as to what you intend to do. If you can not get through on the radio or phone try to send a text message, this can go when the conditions are just right and when otherwise verbal contact is not working, it also is more accurate than the verbal taken and sent in a rush.

You may now be in a position to wait for the crew, you could be on your own without having made contact. Do not rush into making decisions, Australia is a hostile country and can bite those who make the wrong decision. It is not possible to give all the alternatives but you have to consider factors such as landing in the morning in 40 degree heat, landing in a winter evening with changing weather with inadequate clothing. One of the safest decisions may be to stay with the glider and may be even wait till the morning. You could always call up the commercial traffic on the international distress frequency.

If the decision is made to leave the glider go through your check list you keep in the glider permanently, a copy of the one I use is shown. Put strobe light in top of glider (it can be attached with a piece of blue tack you already have on the bottom of it, leave firmly fixed and adjacent to the strobe a note saying that you are OK and when and where you are heading, in addition leave a phone number to ring. Take a note of

your location and as you walk draw out a mud map. It is highly probable that after a long walk you may forget where you have come from and who you want to ring so write it down, you may arrive dehydrated.

Don't rush off, there may be a farmhouse just over the next hill, I have on a number of occasions found one after getting back to the glider and previously had a long walk, look on your ¼ mill maps if you have them. Don't go for a farm house only two K away without your water and kit, it may be that the farm is empty or derelict and you will have to carry on walking. Leave the glider fully equipped. Do not leave the glider in the middle of the day under hot conditions unless you can see where you intend to go, you could run out of water very quick and die. Better to walk in the dark, at least you can see farm houses from a greater distance if anybody is in. Stick to roads and lanes as they usually lead somewhere. Be prepared for a long walk, if your not don't. If you are in doubt and have no definite town or road to head for be prepared to go back to the glider.

Retrieve crew, If you are lucky you may have exact details where to go, however don't rush off. If the pilot has given his position and says he is going to a farm house, wait till he rings in, you will only get to the glider and then have to find the pilot, in addition he may not be 100% sure of his location. Once you have made the decision to go be sure you have suitable maps, the country road map should be in the car and if not grab one from someone else. If you can't find the glider immediately study the map to find the most suitable way of viewing the area with the roads available. Be prepared to ring the club if the search is proving useless. If you get to the glider and the pilot is not there do not start to de-rig, unless you are fully familiar with the glider and trailer, you could cause more damage than you expected and the pilot may turn feral.

*James Cooper*

**TEXT MESSAGE LAT & LONG  
BATTERY OFF  
RADIO OFF  
O2 OFF  
GPS OUT  
GPS FIX AND NOTE LOCATION  
TIE DOWN  
LOCK CONTROLS  
STROBE  
NOTE BY STROBE  
MONEY  
PENCIL & PAPER  
WATER  
FOOD  
COMPASS  
MIRROR  
SWEAT SHORT  
NOTE LOCATION  
WRITE LOCATION  
TORCH  
CANOPY COVER**

**CUNDERDIN 0896 351 023  
GCWA Mobile 041 799 806  
BEVERLY 0896 461 015  
NARROGIN 0898 811 795  
HOME 089 307 6186**