

Take-Over Guidelines

1. Take over **IMMEDIATELY**, even if you are a very experienced instructor, if P2 makes a potentially dangerous error, for example:
 - on a simulated winch launch failure, does not lower the nose to the appropriate attitude, allows the speed to fall below the minimum approach speed, turns in the wrong direction, opens airbrakes before establishing adequate speed
 - fails to release on a launch with wing drop
 - low final turn
 - shallowing approach
 - fails to round out at an appropriate height
 - takes spin recovery action in a spiral dive
2. Demonstrate safe handling / manoeuvring
3. If near the ground, do not give control back to P2

In some of these circumstances the instructor's limit may be far away. *Immediate* take-over is nevertheless essential because allowing P2 to fly in an unsafe way sends the message that what P2 is doing is acceptable.

In many late take-over accidents the instructor allowed P2 to continue to fly the glider beyond the trigger for take-over, to provide better 'value for money'. This is never the right course of action. Take over and demonstrate. *That* is good value for money.

Many of us have had to change our take-over practices from allowing P2 maximum handling time, which was taught some decades ago. If you have been following that guideline, please make the change today.

APPENDIX: ILLUSTRATIVE ACCIDENTS

The following three examples from accident reports show when instructor take-over could have prevented a serious accident.

In the first two examples, there were several opportunities to take over; in the third there was just one opportunity.

1. Winch Launch Failure at 400ft

P1 report

"The correct attitude was obtained (take over if the glider is not accelerating). P2 said he was turning right, which he did, with an airspeed of 42 knots (take over!!). P2 proceeded to fly downwind. No increase in airspeed had taken place which now showed 40kts (take over!!) when a right turn was initiated at far too low an airspeed (it is now too late to avoid the accident). At this stage I said I had control. As this action was taking place P2 over-ruddered right with the airspeed flicking back to 35kts. The glider spun causing serious injury."

2. Winch Launch failure at 150ft

P1 report

"I advised P2 that if a launch failure occurred the better option would be to turn left, if a landing ahead were not possible. At 150ft the speed decayed (take over!) and at 200ft P2 released (another opportunity to take over if the speed is unsafe). Without lowering the nose sufficiently (take over!!) P2 started a turn to the right. The glider spun causing serious injury. There was plenty of room to land ahead."

3. Winch wing drop

The wing dropped immediately the wing tip holder let go (take over instantly). The instructor was aware the wing had dropped but was waiting for the experienced P2 to pick the wing up. Groundloop and substantial damage.