



The Scottish Gliding Centre

# Safety Newsletter

November 2018

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## Introducing the new Safety Newsletter

As a reminder on a variety of safety issues I plan to send out the occasional newsletter highlighting these.

While any urgent safety issues will continue to be passed on through the duty instructors and

sent out via the mailing lists, the newsletter will remind you of safety items that you may not always think about.

I will try and keep it short (no more than a couple of pages at a time) so you can read it and keep

it as a reminder.

If you have any questions, comments or suggestions for future topics, please let me know at [safety@scottishglidingcentre.com](mailto:safety@scottishglidingcentre.com)

## Canopies - breaks and misting

We have had a lot of canopy breakages recently. Not only are they very expensive to replace, it also takes the glider out of service for an extensive period.

A couple of these happened on the ground in strong wind. When parking a glider, make sure that the canopy is securely locked and that the glider is parked so the wind can not blow the canopy open.

When you open the canopy in strong wind, always hold it so the wind can't blow it shut or blow it over its hinges.

With the colder and damper weather over the winter months be extra aware of misting canopies.

Abort the launch, open the canopy and let it clear if it misted up while waiting for the all out.



## Ground Training

For all new or recently joined members we are introducing ground training progress cards. Similar to your flying progress card, it lists the ground handling items that you have been trained on.

In the past ground handling training given by duty instructors or duty pilots has not been recorded very well.

A number of gliding clubs have been using progress cards for

ground handling for some time and the BGA strongly recommend their use.

Keep the card with your logbook and get the duty instructor / duty pilot to sign the item you have been trained on.

If you have joined recently and been trained in a number of items already, talk to an instructor or duty pilot and tell them what areas you know already. They can check your knowledge and sign it off.

SGC Ground Training Progress Card

Club: Scottish Gliding Centre

Name: .....

Training may be provided by any instructor or duty pilot.

Item	Training carried out by		
	Name	Date	Signature
<b>Safety Procedures</b>			
Paragliding			
Card, checking before flight, putting on/taking off, storage			
Emergency equipment			
First aid kit location, fire extinguisher location			
Routes to and from the launch/park			
Driving and walking, lookout, what to do if an aircraft is approaching			
<b>Method of Training</b>			
Training given			
Briefings, instruction, handover/takeover protocol,			
Learning, approving objectives			
Training documents			
Personal record card, personal logbook, how to find club			
launch records			
<b>STUDENT SHOULD BE TRAINING</b>			
Self-study, being ready to fly, importance of asking			

## Currency

How current are you? Especially during the winter months, when the weather isn't very amenable to gliding, are you staying current?

Take a check flight with an instructor if you haven't flown for a while, even if you are still within the SGC currency

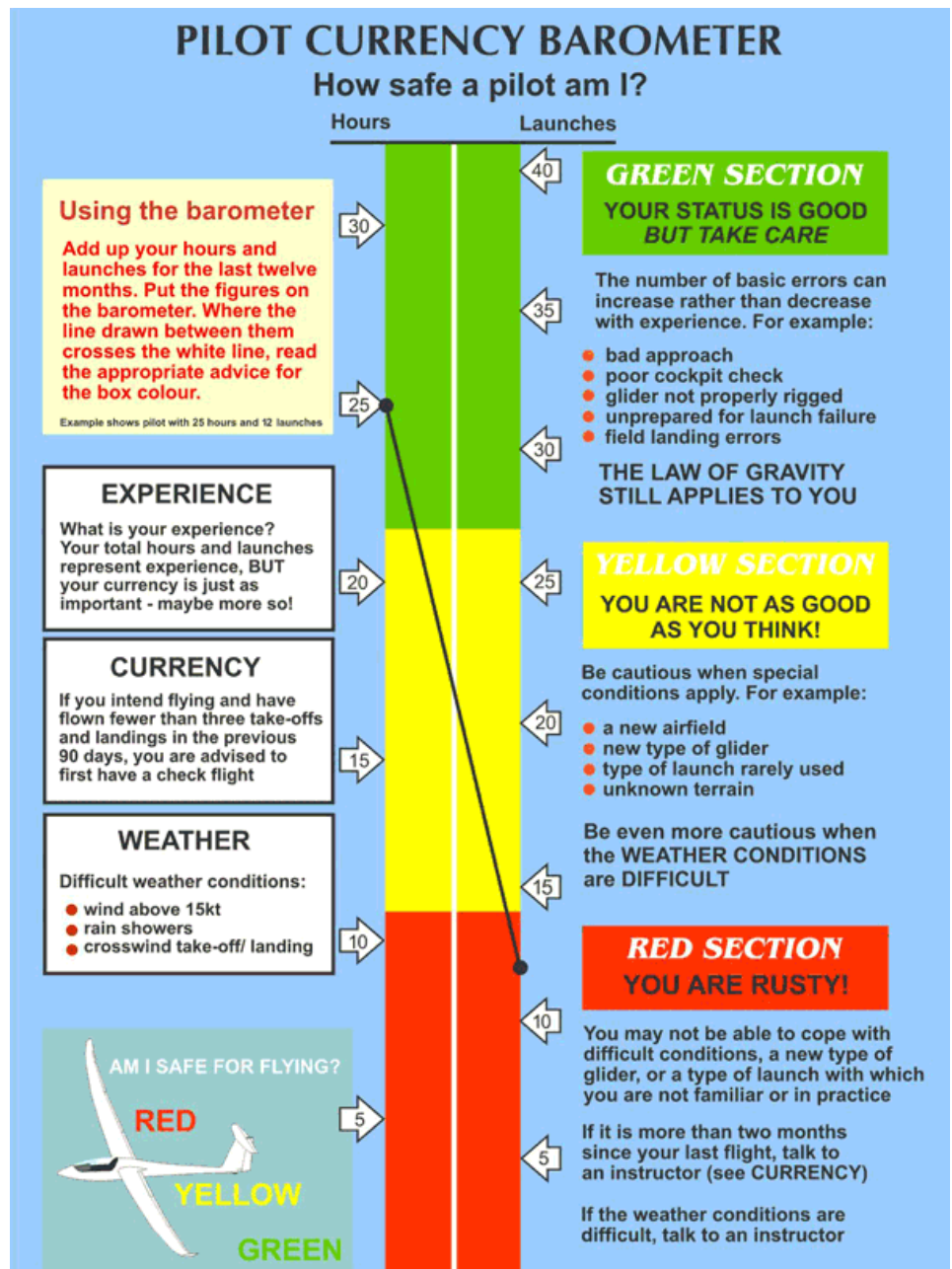
Pre Bronze	30 days
Bronze	60 days
Bronze + CC and above	90 days

limits. Do you remember what they are?

Have a look at the BGA's currency barometer.

If you are in the yellow or red area, take a check flight before your next solo.

Remember that currency also applies to the launch type. You may be current on winch launches, but if you haven't had an aerotow in the last 30 / 60 / 90 days, get an aerotow check.



## Safety Cushions

You probably have seen the BGA advice on safety cushion. Here is a link to have another look as a reminder:

<https://members.glding.co.uk/library/safety-briefings/safety-foam/>

It's important to use safety cushions in your own private glider and the club gliders. All club gliders are fitted with these, but there is a problem for tall

pilots in our Juniors. If you are tall you may have to remove the safety cushion to fit. But that means for all other pilots, check if the cushion is fitted and properly tied down. If not make sure to tie it down first before flying.

Include this in your pre-flight check when you fly a Junior.

