



The Scottish Gliding Centre

Safety Newsletter

April 2019

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Currency

An analysis of incidents over the last year showed that some are due to currency issues. These incidents could have resulted in serious and potentially fatal accidents.

While the club's currency rules (see the Airfield Manual at scottishglidingcentre.com/wp-content/uploads/2017/03/portmoak_airfield_manual_Marc_h2015.pdf page 23)

are there to help you stay current, they are not necessarily enough. A flight every couple of

months may be ok according to club rules, but it is not really enough to stay current. Some members had less than 10 launches during the year. Have a look at the BGA's currency barometer (previous newsletter or at members.gliding.co.uk/library/safety-briefings/currency-barometer-pdf).

If you haven't flown for some time, take a couple of flights with an instructor, not just the obligatory check flight.

Cable Retrieves

You may have noticed a change at the launch point with cable retrieves.

If the cable tow car inadvertently moves off with cables still attached there is a risk of damage to gliders and people when driving between the gliders. The new procedure is to turn the tow out vehicle in front of the glid-

ers. If you are towing out cables, stop in time to turn before the cones but close enough so the cables reach the glider. It may take a few attempts to judge the distance correctly, but don't worry about that.

If you are setting up the cones, put an extra one in the middle.

DIs and Checks

There have been occasions where items have been missed, or not recorded during DIs and pre-flight checks. If, for exam-

ple, Flarm or the radio are not working, then this may not be a reason to ground the glider, but you should still make a



note in the DI book and notify the Duty Instructor and the office, so that the fault can be remedied. This should be done regardless of when the fault is noticed.

Loose items can also cause serious problems. Our inspectors frequently find a variety of loose items at the annual inspection. These can have serious consequences, as shown in the AAIB report <https://www.gov.uk/aaib-reports/aaib-investigation-to-dhc-1-chipmunk-22-g-bcpu> where a PEN cause aileron restrictions and the pilot

only managed to recover 50ft off the ground.

Another item to watch out for are the straps. Make sure they are properly fastened. I have noticed that they can appear to be fastened, but are not properly locked. Give it a good tug to make sure. Its not nice (and potentially dangerous) having straps come loose in flight.

Aerotows on Centre Strip

Last year the procedures for concurrent aerotowing on the centre strip have been refined and documented. The following is a summary of the risk assessments and operational procedures for aerotowing on the centre strip. The full Assessment is available at the office in the Health and Safety folder.

Risk Assessment 22 - Concurrent Operation on centre strip

- *When safe aerotowing from the north field is marginal, parallel, but not simultaneous operations with winch launching on the centre strip are possible.*

- *The winch launch line must be a minimum of 50 metres to the north of the south boundary of the centre strip*
- *Tug pilot and winch driver must have radio communications and all relevant calls must be made by tuggie.*
- *Any station may call in reply with any information that may affect the anticipated aerotow launch*
- *If any of the winch, winch launch point, or tug radios are unserviceable then concurrent operations should be halted.*



- *If at any point during concurrent operations, weather conditions change such that North field operations are feasible then aerotowing should reposition to the North field.*

Hangar Doors

Take care when opening hangar doors. Make sure you are not inadvertently moving another door and potentially injuring someone

or damaging a glider that is halfway out of the hangar.