



Safety Newsletter

July 2019

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Mobile Phones

I know, everyone likes looking at their phone. If not checking emails or Facebook, you want to see where all the gliders are and who is staying up or going cross country.

But please, don't use your phone when you walk on the airfield. Too often I see members wandering about the airfield and

looking at their phone, instead of looking where they are going and what is around them.

Wait until you are in a safe place (caravan, club house, car park) before you use your phone. When walking anywhere on the airfield, keep it safely in your pocket.

South Field

Apart from walking on the airfield and looking at your phone, the habit of walking or driving straight across the south field is again on the increase.

Please follow the signs and drive around the field. When driving, stop and **look** first.



New Flysafe

You may have seen my recent email on membersinstant about the new Flysafe Incident logging system. While the system using Google forms worked well, it had some shortcomings. It was very difficult to update an incident after it had been entered, only a few instructors had access and could review the incidents and sometimes I got pictures of damage that I could not

keep with the incident.

Flysafe is not just for the Safety Officer and Instructors, everyone can and should put an incident on the system, if they are involved or witness something.

Its still possible to do it anonymously, but you can also register with the new system and this gives you more options.



You can add attachments, update details later and look at all the incidents on the system. I strongly recommend registering and logging in.

Reporting of incidents should also be done in a timely manner. I often have to wait some time to get information from witnesses or those involved in an incident. It is important to log the information before you forget it.

For some types of incidents, I have to send a report to the BGA as they are analysing trends across the UK. This must be done in a timely manner, normally within 24 hours, so it is important that the information is passed to me and the CFI as soon as possi-

Use of Radios

When you use your radio on the Portmoak Frequency (129.980), remember that this is only for use near the airfield, i.e below 3000ft and within a 10 mile radius. Outside use the glider frequencies (130.105) to talk to other glider pilots.

In the Launch Caravan

When you are manning the launch point caravan, you are one of the persons in charge of the launch.

You have many important tasks:

Communicate with the winch prior to launch. Tell the winch driver the glider type and correct cable in use shortly before the launch. Check that you get it correct. Make sure you get an answer from the winch driver.

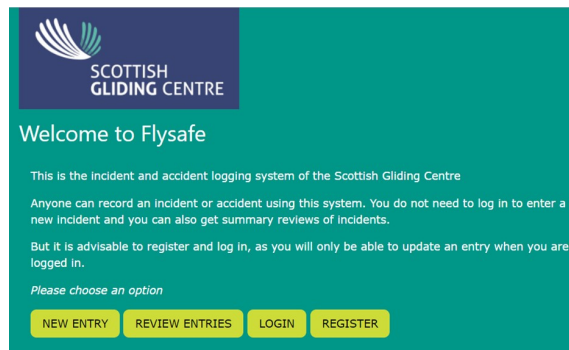
Signal the winch driver with the lights to take up slack, all out and stop, as appropriate. Make sure you see the signals from the wingman clearly. If you can't see them,

Don't upset the Tug

When you are on aerotow, remember to wait until you see the rope is detached and

ble.

The new website should be self explanatory at <https://flysafe.scottishglidingcentre.com>, but on the main page is also a link to the user guide.



But remember, when you are at height, your radio signal carries a long way, so keep your messages short and to the point and leave gaps for other users.

Also remember that you can be heard by many.

don't launch. And keep an eye and ear open if anyone stops the launch. Remember, if you see an issue, stop the launch, don't wait for anyone else to see it and tell you.

Keep the log. Don't launch if you don't know who is flying. Make sure you log gliders down when they land.

And for everyone else in the launch caravan:

Keep quiet when a launch is in progress

snaking away from the glider before you raise the nose and turn away.