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Covid Updates

Although the Covid restrictions have been reduced we still need to be aware and follow the procedures set out by the government, SportScotland and our own club. Remind yourself by checking restart.scottishglidingcentre.com.

The clubroom is open again as a tuckshop and with some limited availability to stay inside for your tea and lunch. But if the weather is fine, use the splendid tables and benches built by our own volunteers. Always follow the guidance posted on the entry to the club room.

It is still necessary to sign in every day you want to come to the airfield.

Masks must be worn indoors.

We still need cleaning materials (soapy water) at the launch point and bring your own if you prefer. As the risk through contaminated surfaces is much reduced, its up to each individual to clean before they

touch any surface or take the risk and thoroughly wash your hands afterwards. The exception to this are air experience flights when it is important that the cockpit is disinfected between each flight by the BI or helper (see also the procedure for voucher flights on the restart pages).

The government has made lateral flow test kits available free of charge, These are self test kits that



give you a result in 30 minutes. I recommend you all get yourself one of these and test yourselves regularly. They can be picked up at test centres or ordered [online here](#).

Safety at the Launch Point

We recently had a number of incidents at the launchpoint which indicate either a lack of training or just general thoughtlessness.

As the wing holder / runner always keep a good lookout. Make sure there is no aircraft approaching. Wait or stop an ongoing launch if you spot an aircraft. Remember, anyone can stop a launch by shouting **STOP**. So even if you are not directly involved in the launch but spot something, make sure the launch is aborted.

It is important for a launch to proceed safely that those involved (wing runner, logger, signaller) have good visibility of each other and can

hear each other. This means there should be no large gatherings or loud conversations near the launch point. Otherwise the person in the caravan may miss signals from the person on the wing.

Never pick up a cable when the other cable is live. It can sometimes be difficult to see the flashing light on the winch. If the winch light is not visible always wait some time after the parachute has landed before picking up the other cable.

On aerotows check there is no knot in the rope. We now have some cover at the end of the rope which hopefully reduces the incidents of knotted ropes.

Safety on the Airfield

Please take care when driving on the airfield. Whether you are towing a glider or not.

Always drive slowly and keep a good lookout. Keep your hands on the wheel, don't use your phone when driving and don't make any sudden turns. A member recently injured themselves falling out of a mule.

When you tow and stop, make sure the mule is in neutral with the brakes on before getting out. If you leave it unattended, make sure the glider is detached. If you are taking over from another driver, make sure no glider is attached and the tow-rope is wound in.

At a recent driver changeover the glider was still attached with an unfortunate result for FFY. Luckily nobody was injured.



And finally, **DON'T WALK ACROSS THE SOUTH FIELD**. Gliders may be landing when least ex-

Winch Launch Failures

There have been two recent winch launch accidents in the UK that could easily have been fatal.

PLEASE remind yourselves of the key messages, which include:

- *Land ahead if it is safe to do so* after a launch failure
- *Release immediately* if you cannot keep the wings level on the ground run

Everyone involved can contribute to a wings level take-off. A great starting point is short grass on the takeoff areas.

Please re-read the [safe winch launching guidance](#), available at the BGA website (the leaflet was updated this January). It is also helpful to look again at the [safe aerotow launching guidance](#).

A fatal accident report from the Netherlands highlighted how a winch launch failure can go disas-

trously wrong if you don't follow the standard procedure for a cable break.

In this case there were a number of circumstances lining up, such as:

- Pilot not current on type and not current flying single seaters
- Problem with the release hook not communicated (glider should have been grounded)
- And always **lower the nose to the recovery attitude and wait** for the airspeed to increase sufficiently before turning

You can read the full report [here](#).

If you haven't seen it yet there is also a YouTube video here showing what's happening when a wing drops complete with an instructor's commentary. Well worth watching. You can find it [here](#).

Incident and Accident reporting

As a gliding club we are required to record all incidents and accidents and report certain types of accidents to the appropriate authorities.

The table shows what needs to be done in all cases. For accidents involving aircraft where there was an injury or substantial damage, follow the guidelines posted in the club room and launch caravan and also available [here](#).

| Type of incident or accident | | What to do |
|------------------------------|-------------------------------|---|
| Aircraft involved | No injury and/or minor damage | Record via Flysafe |
| | Injury or substantial damage | Call AAIB and BGA, record details on Flysafe (SO or CFI will follow up with BGA / AAIB) |
| No aircraft involved | Injury to club member | Record in accident book at office or via Flysafe |
| | Injury to staff | Also report to HSE (will be done by club manager or SO) |