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## Emergency Action Plan

After the recent incident of a landing in the carrot field resulting in major damage and injury to the pilot, we have been reviewing our accident procedures.

Overall it was handled very well, emergency services arrived quickly and the pilot is recovering well from his injuries. However, there were some items that could be improved, such as having a designated incident controller, availability of witness statement forms, keeping a detailed log of events, to name a few.

We have now updated the Emergency Action Plan as follows:

The flow chart is simplified and is called **Emergency Response**. It details what needs to be done immediately after an accident. Following on from

that is the **Emergency Action Plan** for serious accidents, which is a 2 page document with a check list to go through after the initial call to the emergency services.

Both of these and a set of witness report forms will always be available at the launch point caravan, the office and the clubroom.

The Emergency Response Flowchart bears the words **Incident Controller** at the back. This means that the person holding will be the central controller and delegating all other tasks as necessary.

The Emergency Response Chart and the Emergency Action Plan are also available for download from <https://pilots.scottishglidingcentre.co.uk/safety/start>

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## Lookout

Always do the Lookout from the HASSLL checks before each and every spin practice. If you are doing a couple of different spin practices don't assume there is no glider underneath in between your spins. In some recent

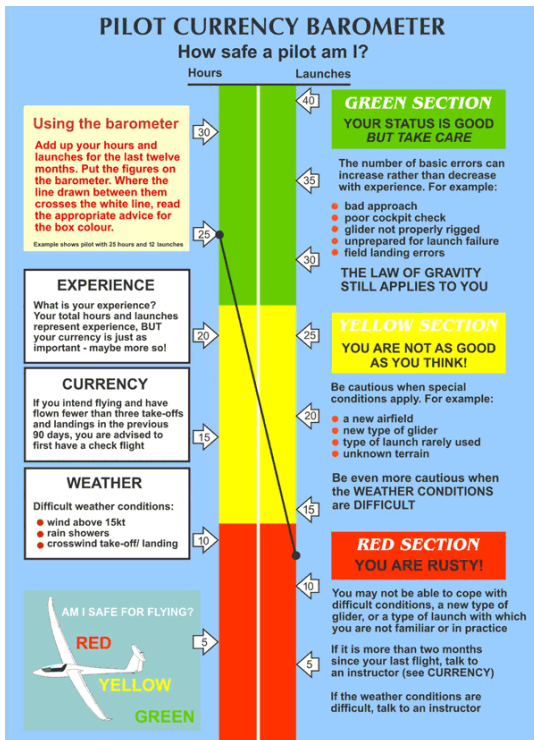
practices in the Perkoz, another glider had flown close to and lower to the Perkoz after an initial spin and was not seen until after the second spin.

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## Personal Currency Plans

What with COVID, and the weather, and this and that, some of us may have flown less than usual over the past year or so. It's easy for long-standing solo pilots to slide into lack of currency, which shows itself when flying situations become challenging – perhaps a launch failure, an engine not starting, the wave gaps closing below, or any number of instances when we suddenly require our skills to be sharp. None of us is immune to skill fade, however experienced.

If you think this might apply to you, then please have a look at the BGA currency barometer (<https://members.gliding.co.uk/library/safety-briefings/currency-barometer-pdf/>) and have a really good think about where you are on it and what you should do. Obviously asking for a check flight if you are rusty is a good plan, but perhaps there is more, particularly for the experienced pilots.



Why not develop a "Personal Currency Plan" for yourself? Work out what would be useful refresher work for you and either work through it yourself or discuss it with an instructor and enlist their help. For example, someone who always self-launches may not find doing winch failures particularly useful, but some EFATOs in a motor glider might be worthwhile. This wouldn't replace your annual or biennial checks but there's no reason why those can't be tailored to your requirements – chat to your friendly local instructor. The standard form is here ([https://pilots.scottishglidingcentre.co.uk/online\\_resources](https://pilots.scottishglidingcentre.co.uk/online_resources)) incidentally.

Stay current, stay safe.

Kate Byrne (CFI)



## Heavy Landings

Flysafe shows that we continue to have a lot of heavy landings. Often these are due to inattention during approach and landing or lack of currency compounded by unusual conditions (strong wind, cross wind, wind shear).

If your landing is heavier than usual, make sure there is no damage to the glider. You can check yourself, but unless you are familiar with how to do a heavy landing inspection on the particular glider type, get an instructor or inspector to do it for you. The photo above shows some damage

done to one of the club's Juniors during a recent heavy landing. This is only visible if you lie directly underneath the nose.

It is also important that you report the heavy landing in Flysafe, regardless of whether there was any damage or not, and what, in your opinion, caused it. We need to keep track of these to see if there is an underlying issue. If its not reported, the CFI and myself can not analyse any trends that we need to address.

## Launch Point

We continue to have issues at the launch point. New training is being planned but in the meantime the duty instructor will ask for a ground supervision volunteer who must hand over the job if they need to leave the launch point. Beware of getting distracted or expecting people to do jobs they haven't been shown.

The key people involved in launching a glider (wing runner and signaller) need to be sufficiently trained to perform all launching activities safely. If you are relatively new, ask someone to help and make sure your ground training card is signed off for the appropriate tasks before you do it on your own. If there is nobody experienced to help, do not launch a glider. Some of the issues we have

seen recently were:

- Use of incorrect weak link (esp. Perkoz, which takes a red, rather than a black link)
- Continuing launch when glider on final
- Communicating wrong glider type to the winch driver
- Too many people in launch caravan, distracting the signaller

All of these can lead to accidents, so please be vigilant when launching a glider.

If you are not involved in the launch, do not distract those who control it.