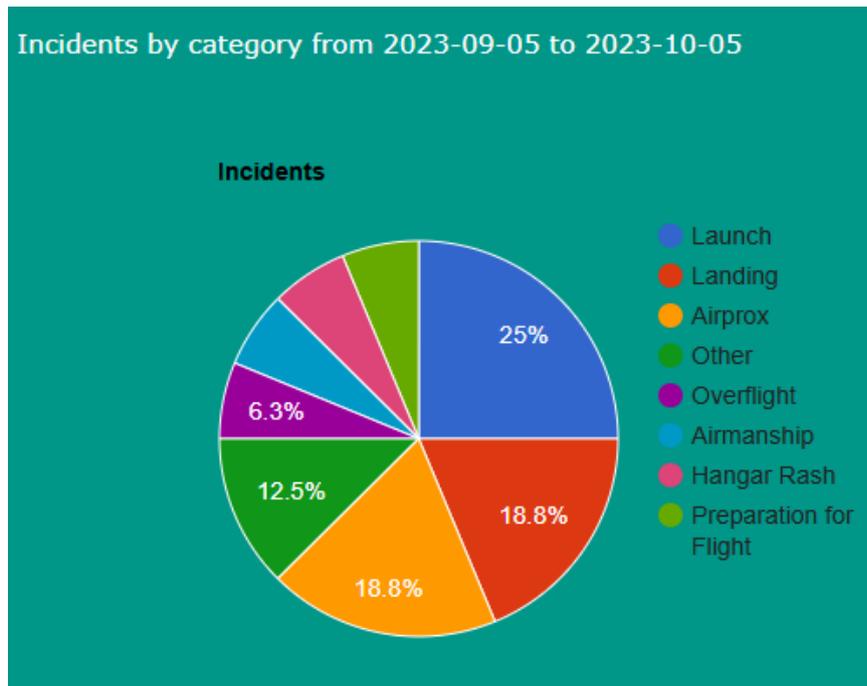




Issue 22 – October 2023

Incidents in the last month



As you can see launch and landing make up most of it, but we also had a couple of Airproxes, one with an overflying GA aircraft and one between 2 of our K21s. **Lookout** is important.

There are some issues with preflight checks. Please pay special attention to cockpit security in your ABCDE checks: no loose items left from a previous flight and check the batteries are secured properly. They can sometimes come loose.

When fitting winglets on the Perkoz make sure they are properly and securely attached, the pin is fully home. If you are unsure, ask an instructor or a pilot with experience of putting the winglets on.

Also, check the tyres when doing the ABCDE check. They may have been ok in the morning but can go down during the day if there is a slow puncture.

We are still having issues with wing drops and not releasing, especially on aerotow. Release before the wing touches the ground, don't try to pick it up and hope for the best. It may have worked before, but one day it will lead to an accident. See the safety newsletter from Feb 2022: https://pilots.scottishglidingcentre.co.uk/_media/safety/safety-newsletter-2022-02.pdf.

Ridge Soaring

Thanks to Lina, who provided the following article on ridge soaring. Lina is a relatively new member and this information is mostly for new members, but also a good refresher for our more experienced pilots.

Gliding, the exhilarating sport of soaring gracefully through the skies with only the power of the wind, offers a unique blend of freedom and adventure. While it's a pursuit that promises unparalleled thrills, it also demands a keen understanding of safety measures to ensure each flight is a secure and enjoyable experience. In this post, we will delve into essential requirements for flying on a ridge, exploring the key precautions and practices that help keep these it as safe as it is exhilarating.

1. All turns must be away from the hill.

If you catch another glider ahead, turn around to avoid overtaking. If one glider decides to overtake another on a slope, use extreme caution when overtaking. Remember that other gliders may suddenly change direction. Be always prepared for that. i.e. If you and another glider are flying from south to north on Bishop Hill, overtake on the right, taking in consideration that the other glider can turn to the left.

2. The pilot who has the hill on the left must give way.

By the rules, if approaching head on, both glider should turn right. Although, the glider with the hill on the right cannot do this, so the pilot with hill on the left has to give a way. i.e. If you are flying from north to south (you have Bishop hill on the left) and spot a glider coming ahead from south to north (they have Bishop hill on right), you should give way and put your glider in bank angle so that another glider pilot is able to see you.

3. In the air good look out is crucial.

We fly very close to other people on the hill, so it is very important to look out for this. And you cannot rely on FLARM will pick up another glider close to you. Lookout ahead and above during soaring the hill makes you and others safer. Never position your glider that you would get in their blind spot, or they are yours. This can be easily done when gliders fly in a "line astern" along the ridge.

4. On Bishop, northbound gliders fly closer to the ridge, while southbound gliders fly further away from the ridge.

5. Southern end approach in turn.

When you reach end of the southern end, with very good lookout, angle the glider towards the Southern end of the ridge, and only then turn to the right **looking out** away from the ridge and all the way around to bring pointing northern back along the ridge.

6. Do not fly below the required soaring conditions.



Picture courtesy Mason Maxwell

Never fly close to, towards or directly over any person on the ground. Locals and hikers may consider low altitude flying dangerous or intrusive.

7. **If you feel uncomfortable soaring on a busy hill, move to a less crowded altitude or area, or fly later.**
8. **Use hill thermals only when you are high above the hill and well clear of any glider soaring the ridge.**
9. **Never overfly the western end of Benarty when the red flag is on top of the hill.** This means rifle shootings are in place of Blairadam range and you must stay away from this area.

If you see something that does not feel right or poor hill discipline, tell the instructor in charge, with details of occurrence, the aircraft and the time. Alternatively, you can provide a report directly in Flysafe:

<https://www.scottishgliding.com/flysafe.php?club=1>.

Ridge soaring, a thrilling form of glider flying along mountain ridges, offers breathtaking views and challenges. To ensure safety in this exhilarating activity pilots must meticulously plan their flights, account for changing weather conditions, and maintain constant situational awareness to avoid potential risks.

As always, **LOOKOUT IS ESSENTIAL**. Your life and someone else's depend on it!

Have a look at the BGA guidance as well at <https://members.gliding.co.uk/bga-safety-management/managing-flying-risk-index/managing-flying-risk-hill-ridge-and-mountain-soaring/>

Lina Aleksandraviciute

And Finally

3 great days of gliding with many achievements during the Junior Winter Series at Portmoak last weekend. **And no incidents!**

Safe Flying

Wolf Rossmann