



## Issue 23 – November 2023

### Incidents in the last month

6 incidents were reported since 6<sup>th</sup> of October. Yet again, a wing drop without release. Another important point, make sure you always have 3 pilots including an instructor when moving the Perkoz in and out of the hangar. All 3 handlers should have some experience of handling the Perkoz. If not, find someone else to help.

While I often give a summary of incidents in this Newsletter, I strongly recommend that everyone look at Flysafe incidents. If you are registered, you can see most of the details and this can be very useful to know what happened and think about if this or something similar happened to you and how to avoid it. If you are not yet registered, please do it at <https://flysafe.scottishglidingcentre.com/>.

### Safety at the Clubhouse

Thanks to Mark and Eric who started the volunteer catering initiative on 21<sup>st</sup> November. This was greatly appreciated by everyone. During lunch service the fire alarm went off. While it was identified quickly that there was no fire and the reason for it was some excess smoke from frying bacon and sausages, nobody in the clubroom thought of evacuating the building.

**It is imperative that everyone leaves the building when the fire alarm sounds until someone competent has investigated the cause of the alarm.**

We will do some fire drills soon to make sure everyone knows what to do in the event of a fire.

### Ridge Soaring

*Thanks to Lina, who provided a second part of her article about safe ridge soaring:*

Gliding on a ridge is a thrilling adventure that offers a unique experience of flight. However, ensuring safety in this thrilling hobby is paramount. Navigating the delicate balance between the thrill of soaring and good airmanship is essential to for an unforgettable experience and a safe return. Remember, if you are unfamiliar with ridge soaring, please get a briefing from an SGC Instructor. Here are a few reminders about ridge soaring at Portmoak:

1. Hill approach heights are vital. For a safe return from Benarty you need at least 800-900ft. On Bishop, if you did not get any lift by 700ft return to the airfield.
2. Before your flight think about wind direction and which part of the hill might work. Keep in mind that as you head north along Bishop Hill with a notable southerly wind component, you will be moving farther downwind from the airfield. If the conditions are not favourable on the southwest slopes, the chances of success decrease

significantly as you continue towards the western and northwestern slopes. Consider turning back before you end up in situation where you have only a marginal glide back into the wind to reach the airfield.

3. Think about an aerotow if lift on the hill is marginal.
4. Keep your airspeed at a safe level below hilltop height. Fly 5-10 knots above usual gliding speed to have sufficient control capability especially in turbulent conditions. Keep this safe speed until you are well above the ridge.
5. Avoid venturing around the blind shoulder of Bishop Hill into the "bowl" at altitudes below the hilltop. You cannot see another glider coming from the other side. Flarm is not reliable to alert you to oncoming gliders.
6. Drift back behind the ridge only if you have enough height. Behind the ridge you may face turbulence and strong sink.
7. Don't count on the hill's lift always being present. If there are thermal or wave conditions, the hill lift can diminish rapidly.
8. Stay away from hang gliders or paragliders. Hang gliders and paragliders can be easily disturbed by turbulent wake of the glider, and they have limited visibility both upwards and backwards. Despite their quick manoeuvrability, their flight speed is considerably slower than that of a glider, making it challenging for them to avoid collisions promptly. Take responsibility for evasive actions.



If you see something that does not feel right or poor hill discipline, tell an instructor with the details of the occurrence, the aircraft, and the time. Or file a Flysafe incident report at <https://flysafe.scottishglidingcentre.com/>.

Prioritizing safety in ridge gliding is not only paramount for personal protection but also enables you to be a part of this great adventure to continue soaring to new heights.

*Lina Aleksandraviciute*

**Safe Flying**

**Wolf Rossmann**