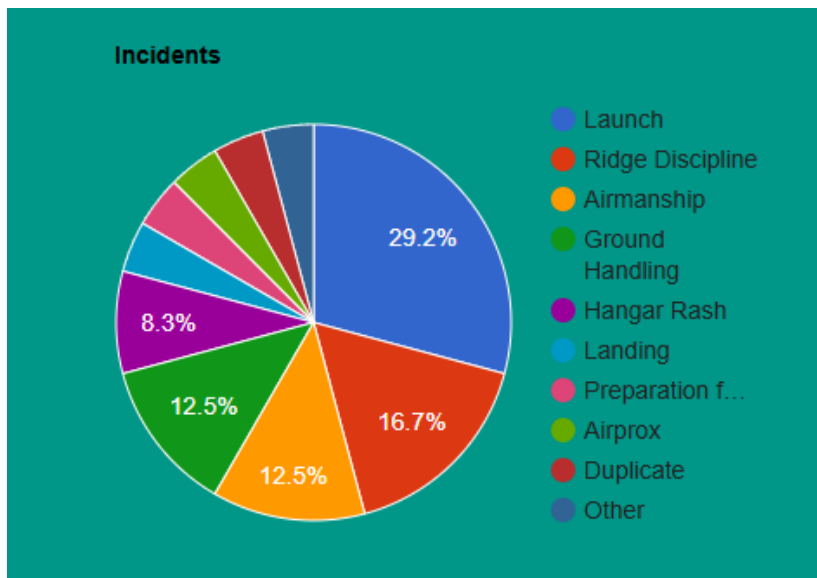




Incidents over the past month



Over the last 2 months we had 22 Incidents reported. A couple of wing drops that were handled ok but could have been done better. **Release immediately when a wing goes down and before it hits the ground.**

Notice that we also had 4 ridge discipline incidents. This is the first time in a while and may be because June's Safety TotM was all

about ridge discipline. Some pilots may have reported something that they wouldn't have normally. Whatever the case, please **follow the rules of the ridge**. The TotM is available on the website (as are all previous TotM and Safety Newsletters) at https://pilots.scottishglidingcentre.co.uk/_media/safety/topic_of_the_month_202406.pdf

Ground Training

We have become a bit lax in Ground Training. Ground Training is just as important as the flight training and more incidents and accidents happen on the ground than in the air.

It doesn't require an instructor to do the ground training. Any experienced solo pilot can train new members in all aspects of ground training and also sign off their green card for the tasks they have trained them in. But if you have some doubts about some aspects of a task do not hesitate to ask another pilot or instructor before you continue with the training. Alternatively hand the trainee over to another trainer and refresh your memory first.

Training some ground operations takes more than just a quick explanation and showing them once how to do it. When you train someone, you must be sure they are competent at the task before you sign it off.

For some safety critical tasks this will require repeated instruction and supervision before someone is competent. At the same time, when you are trained to do a task and are not quite sure about some aspect, please ask and make sure you understand the importance

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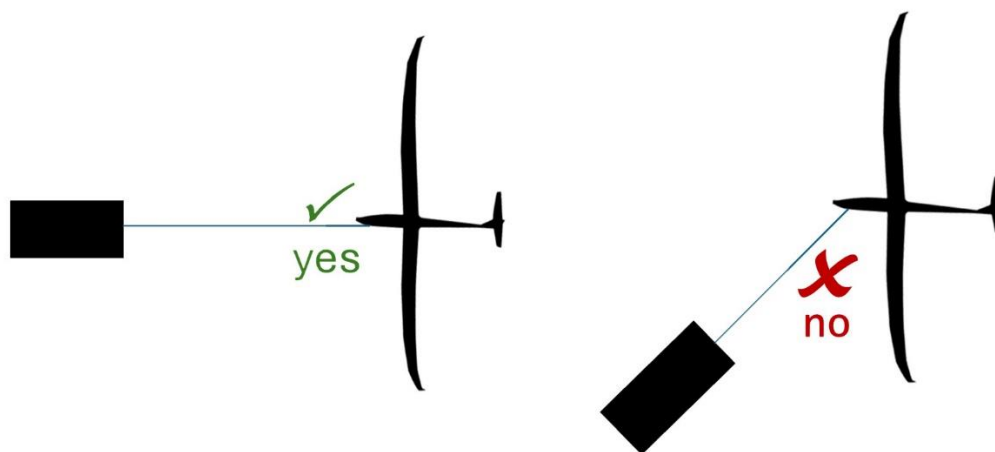
and how to do it properly. If you are asked to do a task but have not been fully trained and it is not yet signed off in your green card, then make that clear to whoever asked you and request some supervision while performing the task. That way you can hopefully get it signed off soon. Nobody should perform a safety critical task on their own if they have not been fully trained.

At the launch point all tasks are safety critical.

Note that the ground training card contains an item about Daily Inspections. This is just about understanding the concept, the importance and what not to do when someone does the DI. Having this signed off does not mean you can do a DI. You must be a qualified pilot or have been authorised (signed off in your logbook) before you are qualified to perform a DI on a glider. Authorization for DI of a club glider is specific to the glider type, as there are differences in performing DIs on K21, Perkoz and Junior.

Towing a glider

A reminder on how to correctly hook up a glider to tow: Always tow in as straight a line as possible. Pulling at an angle of more than 30° can damage the hook. When you hook up a glider (especially on retrieve) drive straight in front of the glider. Move off in that direction and if you need to turn, start turning when the glider is moving. As wing walker always follow the tow vehicle in as straight a line as possible. I.e. the rope should be pulling straight rather than at an angle.



Defect Reporting

There is a new feature in Flysafe to record defects. This is to make sure you can report a defect when you have forgotten to fill in the paper defect reporting sheet. An automatic email goes to all inspectors to inform them and they can mark the defect as fixed when its complete. More instructions can be downloaded from the Flysafe home page. Note that this feature is only available if you are registered and have logged in. If you aren't registered yet I recommend you do that at

<https://www.scottishgliding.com/flysafe.php?club=1> and click on **REGISTER**.

Safe Flying

Wolf