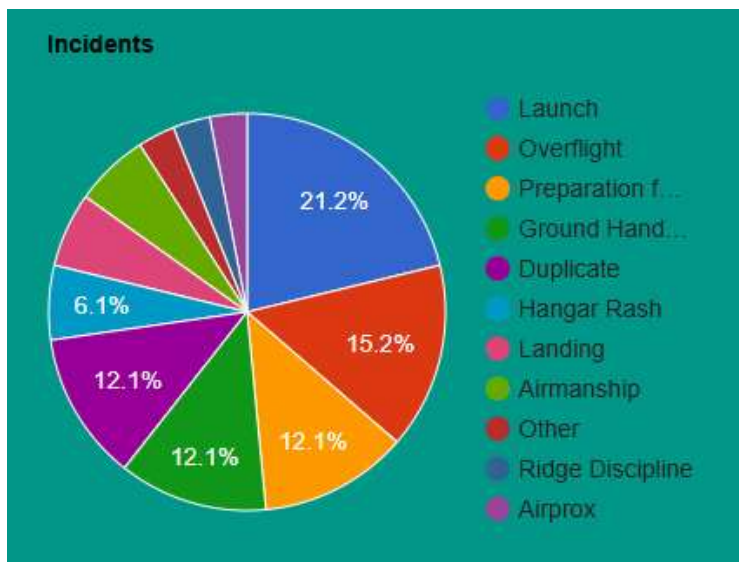




Issue 28 – December 2024

Incidents since September



Since the beginning of September we had a total of 24 incidents (ignoring overflights and duplicates). As you can see, the main incident types were **launch, preparation for flight and ground handling.**

Once again, half the launch incidents were wing drops when the pilot did not release. These recurring incidents resulted in yet another safety topic of the month to keep the wings level. **Release immediately if you can't keep the wings level. Release before the wing**

touches the ground.

Most of the **Preparation for Flight** incidents related to incorrectly threaded straps (both seat straps and parachute straps). Please always check the straps before flight.

When taking a club glider to the launch point from the hangar, please make sure it has been DI'd. If for some reason it is moved before the DI, the person responsible for the DI needs to go with this glider and DI it asap, otherwise someone may go and fly without the DI being done. Anyone else should not move the glider unless they are sure the DI was done.

New Deputy Safety Officer

As I am not getting any younger, we now have a second Deputy Safety Officer at the club. Please welcome Ollie Killean to this role and give him all the support you can. Thanks, Ollie, for accepting this important safety role.

Stop Signals on winch launch

There can be many reasons for stopping a winch launch, but the procedure is essentially always the same. When someone shouts STOP (and anyone can call STOP if they see a reason for stopping the launch) and raises their hand to visually indicate STOP, the following must happen:

Safety Newsletter 28 – December 2024

1. The pilot releases immediately. They should then keep their hand on the release until they are absolutely sure that the launch has stopped. Note that before there is a force on the cable, you may not know if it has definitely released.
2. The wing runner raises their arm and shouts STOP, STOP, STOP. Make sure this is different from raising the arm and moving it for ALL OUT. The visual ALL-OUT signal should be at right angles to the signaller.
3. The signaller signals STOP to the winch driver, using both signalling light and calling STOP, STOP, STOP on the radio. When going from TAKE UP SLACK to ALL OUT, make sure that you have heard the ALL-OUT call and/ or seen the visual ALL-OUT signal from the wing runner.
4. The winch driver cuts the power on the winch.

Briefings

The daily briefings in the morning are an important part of the flying day and should not be missed. However, not everyone can make it first thing. If you can't attend the morning briefing, you must get a briefing form from the duty instructor before flying. Check the Airfield Manual: *Any pilots who cannot attend (the morning briefing) are required to seek a personal briefing from the duty instructor before flying.*

Currency

We are all reminded every morning of the currency barometer and the duty instructor will check if anyone in the red or yellow needs check flights. There are also 2 other aspects to currency: Recency and Currency on Type.

For our recency rules, check the airfield manual at <https://pilots.scottishglidingcentre.co.uk/airfieldmanual/4. flying authorisation> and remember this applies to each launch method.

Currency on Type means: when did you last fly this type of glider. If you are new to the type or haven't flown it for a long time, make sure you get a briefing from an instructor or a qualified pilot familiar (and current) with the aircraft type.

Safe Flying

Wolf