



The Scottish Gliding Centre

Safety Newsletter February 2019

Checks before flying

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We have all learned the pre flight checks (now CBSIFTBEC) and do them regularly before each flight. But do you do any other checks? Do you check the straps are securely fastened to their anchors before you get in the glider? Do you check wing and tail dollies are off? Have you checked the safety cushions are tied down (especially in a Junior)? Have you checked there are no loose articles?

These are some of the items pilots have forgotten to check recently. Luckily, none of them led to an accident, but they could have easily resulted in injury and damage.

Please remember to check everything. The glider may have already flown but you can't be sure that nothing has changed since the DI. As you have been reminded recently by the CFI, the BGA laws state:

All pilots are advised that a signed DI does not necessarily mean that at the time of launching the aircraft is fit for flight. A walk-around inspection by the pilot in command immediately before flight is good aviation practice.

8.33 Radio Frequencies

You will have all seen the messages about changes to the new gliding frequencies. Make sure you have updated the radio in your own glider. For reference, here is a list of frequencies programmed in the club glider radios. If

you are travelling further afield make sure you checked all the latest relevant frequency allocations and do not use the local frequency.

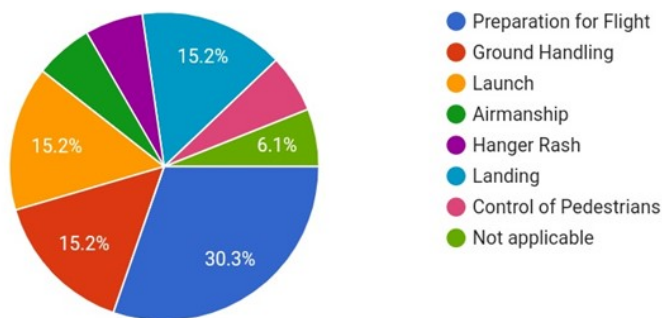
Station	Frequency
PORTMOAK	129.980
GLID_XC	130.105
XC Spare	130.130
GL_CLOUD	130.405
ABOYNE	130.105
FESHIE	130.105
PERTH	121.080
STRA_ALN	129.905
ERROL	129.905
FIFE	130.455
BALADO	135.480
SCOT_E	124.500
SCOT_W	127.275
SCOTINFO	119.875
EDI_ATIS	131.355
DUNDEE	122.905
LEUCHARS	126.500
HUSBOS	127.580
SAFECOM	135.480
EMERGENCY	121.500



Update on Incidents and Accidents

The online incident reporting system has been running for almost a year now and a total of 33 incidents have been recorded during this time. When you look at the types of incidents, almost half are related to preparation for flight and ground handling. These are the types of incidents that are very easy to avoid by taking more care handling and moving gliders

on the ground and giving some more thought to the preparation for a flight (see above *checks before flying*). Let's aim to at least half these type of incidents this year, but preferably eliminate them altogether.



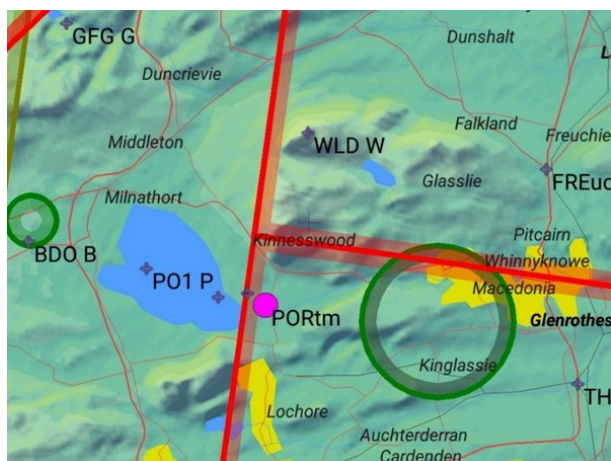
Moving Maps

There have already been some great xc flights from Portmoak this year. When you plan to go further afield, or even just flying locally, remember there is restricted airspace all around us. Always carry a moving map. If you haven't installed it on your phone yet, there is excellent guidance produced by Kate on how to use XCSOAR available on the club website (see <https://drive.google.com/file/d/18TFI8d2H89-GFzF9RvsWst80AajIPbED/view> and https://scottishglidingcentre.com/wp-content/uploads/2019/01/HOW-TO_download_airspace.pdf).

If at first this is too daunting for local flying, use *EVFR basic UK*, free to download from the Apple or Google

appstores. Although this is mainly targeted at power flying, it will warn you when you stray too close to restricted airspace.

Remember, if you get into wave locally, you will soon be close to N864, the flight path above Portmoak.



There has also been an interesting analysis of airspace infringements in 2017, which determined that 85% of infringements could have been avoided by the correct use of moving maps. The full analysis is available at <https://airspace-safety.com/wp-content/uploads/2019/01/CausalFactorAnalysisofAirspaceInfringements.pdf>.

The good news is that only 2% of the 1165 infringement in 2017 were by gliders.