



It's been a while since the last safety newsletter. Apologies for not following up on various Flysafe incidents since the beginning of the year. The safety Committee finally got round to reviewing any open Incidents and, while none of these require any changes in our procedures, it is worth to highlight a few items that keep recurring. The following short articles should remind everyone to take care and think when flying or walking around the airfield.

### ***Safe Winch Launching***

We are all aware of the Safe Winch Launching Leaflet from the BGA. If you haven't looked at it for a while, go to <https://members.gliding.co.uk/safety/safe-winching/> and refresh your memory.

Some key points to remember:

- Keep wings level and **release immediately before a wing touches the ground.**
- After take-off, maintain a shallow climb until adequate speed is seen with continued acceleration. Then allow the glider to rotate at a controlled pace.
- If you are over the max winch launch speed at the early stages of the launch, wait and let it settle. Give the appropriate signal only if the speed does not drop. It is not a problem if the max winch launch speed is exceeded in the early part of the launch. It is only dangerous once you are about halfway up the launch.

### ***Launch Control***

It can sometimes get quite busy at the launch point. If the weather isn't very nice then there is a tendency to hang out in the caravan. Unfortunately, chat in the caravan (or just outside) is a distraction to the launch controller and the log keeper.

While launching is in progress, there must be an area of quiet around the launch point. Move away for chats and **don't distract anyone controlling the launch.** Don't use your phone in the quiet zone.

If you are the launch controller and there is too much distraction in the caravan, **throw everyone out.**

**If you are unsure about anything,** don't accept the responsibility as launch controller. Ask first and get help.

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### ***Straps***

In addition to the issue with the spring clips in some type of straps of which we are reminded in the morning briefings, we also end up with wrongly threaded straps at various times. Wrongly threaded straps do not work.

The most likely cause of this is that someone extended a strap and it needed to be re-threaded. If that happens to you and you haven't done it before or can't remember exactly how its done, **get advice from an instructor.**

### ***Tidiness and Cleanliness***

People regularly find odd items in gliders. Make sure you always take everything out of the cockpit that you put in. As part of the ABCDE checks take a good look that there is nothing left behind.

Its also important that the canopies are clean. There should be canopy cleaner and cloths in all club gliders (if not, speak to an instructor to remedy the situation if you can't do it yourself). At the DI check the canopy is clean and clean it if not. If you take over a glider and the canopy looks smudged or dirty, clean it before your flight.

### ***Approaches***

A reminder that we don't allow competition finishes at Portmoak. Always fly a proper circuit (unless of cause its an emergency). It is especially important to come in sufficiently high when landing in the south field. There is a new path directly next to our border fence and walkers, cyclists and horses use this and would be very frightened by a low glider coming overhead. It is also a legal requirement to be a minimum of 50ft above the path, but preferably higher.

### ***Radio Use***

A short reminder not to be over reliant on radios and radio calls. While you should always make the appropriate calls you should never assume that everyone heard you. For a time LOV had no working radio (still doesn't but now we always carry a portable in LOV) and sometimes batteries go flat.

We don't acknowledge radio calls (especially circuit or launch calls), so there is no guarantee everyone or anyone heard them. Always fly safely with good lookout and good safety margins.

*Safe Flying*

*Wolf*