



Restarting Flying

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Its been a while since the last safety newsletter, but between the weather early in the year and the Lock-down period, there has unfortunately not been as much flying this year.

I am very happy to report that we have had no accidents and only a few minor incidents since we have restarted flying after the lockdown.

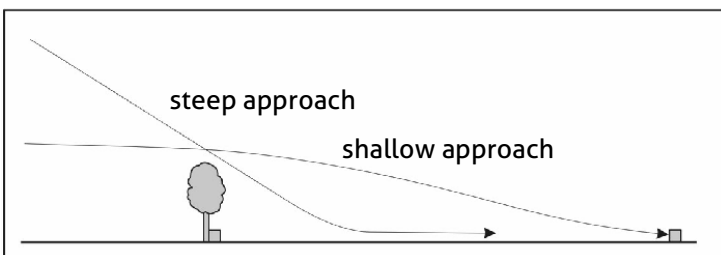
You have all been adhering to the guidelines set out by the restart group and kept the operations safe. Lets continue like that when we can get back to 2 seater flying and instructing and everyone who has not yet been able to fly can get into the air.

Two items I would like to mention to be mindful of:

1. There have been a number of low and shallow approaches. Luckily none of these caused an accident, but please don't

do it. Particularly if you want to practise short field landing, you should remember that to land short you need to come in steep - see the diagram. That way you have more margin, better clearance of obstacles on the boundary, an easier round-out, and a shorter ground run.

2. While some days have been very busy, there has also sometimes been a lack of help at the launch point. Having one person acting as lock keeper, launch point controller and retrieve vehicle driver increases the overall risk at the launchpoint. If you are booked in to fly your own glider, please also reserve some time to help out at the launchpoint.



Review of Incidents

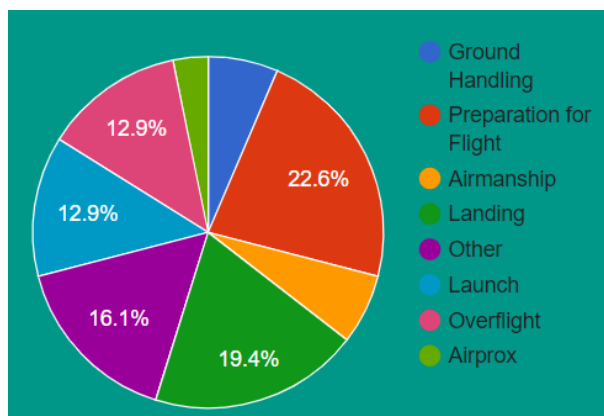
If you haven't looked at Flysafe for a while why not take the time to review it now? We can all learn from the incidents reported.

Over the last year there have been fewer incidents than previously, but we have been flying a lot less.

Overall, we had 31 incidents, but 4 of these were Overflights, so not really caused by us.

As you can see from the graph (ignoring the overflights), half of these were in the categories

"Preparation for Flight" and "Landing".



If you want to see the full details, log in to Flysafe at <https://flysafe.scottishglidingcentre.com>. Register, if you haven't done so yet. Looking at incidents that have happened may help you to think about what you need to be more mindful of.

Its also worth noting that there are quite a few unreported incidents. Please be honest and report when something that could have ended badly happens to you, even if nobody else saw it. We are collecting this to make flying at Portmoak as safe as possible, not to follow up on any individual.

Here are a few "Highlights":

Preparation for Flight

Loose items from damaged cushion found in Junior, Loose batteries found during HASSL checks, Wrongly set altimeter, ASI not working, using wrong stop for launch. Fire truck not at aerotow launch point.

Daily Inspections

You have hopefully seen the guide for first DI after lockdown at <https://restart.scottishglidingcentre.com/docs/FirstDI.pdf>.

This should be done whenever your glider has not flown for some time, whether its in the hangar or

Rodents

During the lockdown we discovered some rodents getting into the hangar. Some of them also managed to get into a trailer, possibly well before the lockdown.

The first picture shows what was found in the club's Junior (HHD).



And below you see what was found in a Pegase.



Landing

Low approaches by the tug resulting in rope picking up fence or items from the next field, shallow approaches in strong wind and heavy landings.

Airmanship and Airprox

Insufficient Lookout, tug upset (at release height, so fortunately nobody hurt).

Launch

Shock rope wrapped around parachute, air-brakes open, misaligned with tug or winch cable

Ground Handling

Luckily only 2 ground handling incidents, unfortunately one resulting in substantial damage.

Other

We had 3 rodent infestations, see below.

in a trailer. You can see in the article below what can happen, so take your time and be extra vigilant.

During the annual of an Astir the rudder was removed and grass was discovered. The picture below shows how much was removed (including the remains of a rodent). It is unclear how long this had been there, but possibly a long time

