



Some Issues since the Restart

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Many of us have now been flying again, with some check flights completed and some members resuming their path to going solo, including a first solo recently.

This is great and we are getting into the swing of things again. Including some epic flights, as reported in the last issue of *The Gliders*. But beware, most of us are still a bit rusty. We were all being really careful when we first restarted flying after lockdown. Don't relax that extra care!

While there have been few reported incidents, there have been reports of ground and air handling that cause some concern.

Here are some of the issues I have heard about:

- Unreported heavy landings
- Landing downwind in south field
- Thermalling on approach
- Ridge flying etiquette
- Very shallow approach
- Picking up a live cable
- Not enough care when towing a glider
- Dual flights without getting authorisation from the duty instructor

These are just a few items (some of which apparently happened not just once) which can easily lead to accidents. When you observe an incident like this or if it happens to yourself, please report it using Flysafe.

Lets have a look at each of these:

Heavy Landings

Heavy landings can cause damage that is not immediately obvious. Whenever a landing is a bit heavier than usual, ask an inspector to have a look. For private owners, the manual often tells you what to look for after a heavy landing. As you may have heard, I had a heavy landing in rain in the motorglider recently, which resulted in the undercarriage collapsing. Serious damage, but it did not feel particularly heavy (probably due to the collapse of the undercarriage softening the impact). So beware, you should know the difference between a normal landing and a slightly heavier one, and get it checked when it wasn't quite normal.

Downwind Landings

Always check the windsock. Especially, do not assume everyone else gets it right and follow another glider that just made a mistake. Downwind landings in emergencies only when there is no other option.

Thermalling on Approach

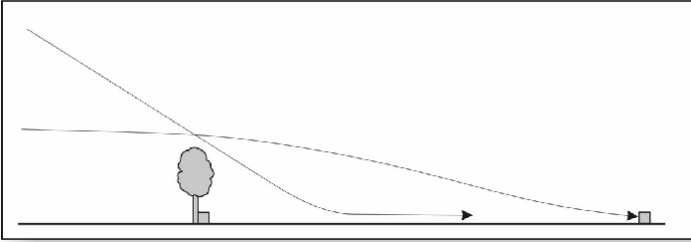
Definitely a no-no. Once you reached low key you are committed to land. Don't be tempted by any lift once you have passed low key.

Ridge flying Etiquette

I am not going to repeat the rules here, you should all know them. When you encounter a thermal, be specially careful that there are no other gliders using the ridge lift nearby when you start turning into the thermal. Avoid thermalling low on the ridge.

Shallow Approaches

This has been highlighted in the previous safety newsletter. Its better to fly a steeper approach and always adjust your final turn and approach to suit the day's condition.



Picking up a live cable

Never touch a winch cable when the winch is running. Wait until the yellow flashing light on the winch has gone out before touching the cable. In general, don't touch the cables unless you need to.

Covid-19

This is unfortunately still with us and we need to continue to be vigilant.

While restrictions have been eased slowly, we need to continue to follow all the government's and our own rules.

So please, continue to keep your distance on the airfield and around the gliders. Wipe all surfaces and controls between flights by different members or when changing use of a mule.

The Restart team continues to look at what can be changed. As you have seen, we started 2 seater

And finally, some reminders

Same words about parking and handling gliders on the ground and landing.

Remember not to leave club gliders unattended unless they're properly parked for the conditions. If it's windy they need a tyre behind the tail at the least, to stop them weather-cocking into wind. Lighter gliders should have the into wind wing down and weighted.

Always keep the canopy closed and locked when unattended and hold it when open. We had to replace a few canopies at high cost to the club 2

Just leave them on the ground until it's time to move them or hook on.

Glider Towing

Always keep a good lookout when towing a glider. Keep half an eye on the glider you are towing and the wingman in case they give a stop signal or shout directions to you. There should be mirrors in all mules, but some may have gone missing again. Don't get distracted by using your phone or talking to a mate (once we are allowed to have more than one person in a tow vehicle).

Dual Flights

And a reminder that any mutual flights or Friends and Family flights need to be authorised by the duty instructor.

flying and instructing again and may soon welcome some visitors to the airfield again.

But we must continue to adhere to all our rules and guidelines to avoid any outbreaks in which could result in a total stop to all flying activities again.

Also, if you have any symptoms or had a positive test, notify the office immediately so we can trace and notify anyone who may have been in contact with you. And don't come back to the airfield for at least a week until after the symptoms have gone.

years ago and don't want to repeat this expense.

Using the wheel brakes when landing was covered in an earlier newsletter, but just a reminder: please don't use the wheel brakes on club aircraft unless you have to. Unnecessary usage means more replacement of the pads and also chews up the field, especially if the ground is soft. The brakes should be checked as part of the DI but keep them for emergencies.