



Be prepared when flying cross country

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You have probably seen my recent email, which was aimed mainly at pilots flying their own gliders cross country into the mountains. But you may not be aware that there is a PLB (Personal Locator Beacon) available at the office to borrow if you plan a cross country flight in a club glider.



Make sure you carry it on your person, so its with you if you have to bail out. Also, make sure your phone is fully charged and in

your pocket.

As a reminder, the Sailplane Air Operation Rules state that *Sailplanes operated across land areas in which search and rescue would be especially difficult should be equipped with the following:*

- (a) at least one ELT, one PLB or one equivalent registered emergency locator;*
- (b) signalling equipment for making distress signals; and*
- (c) additional survival equipment for the route to be flown taking account of the number of persons on board.*

Towing gliders

When towing a glider to the launch point, always keep a good lookout. Not just for potential gliders landing, but also be aware of what's happening behind you.

There have been occasions when the person on the wing or walking at the nose of the glider kept shouting or signalling to stop, or indicating where to go, and was completely ignored by the driver.

Make sure a mirrors are adjusted so that you can see the crew at nose and wing-tip of the glider. Failing that, look around frequently. It can be impossible to hear someone shouting over the noise of the tow vehicle.

We are also planning to have better mirrors in all mules (similar to the mirror in the new mule).

Winter flying and low sun

It is beautiful flying in winter when the sun is out. But beware, it's very low. When soaring on the hill you are likely to look directly into the sun when going south in the afternoon. The chances are that you won't see any oncoming gliders, especially if you canopy isn't pristine clean. Any scratches in the canopy

make the visibility even worse.

So if the sun is at an angle that makes it hard or impossible to see an oncoming glider, its best to call it a day and get back on the ground.

If you are flying on the hill with the low sun behind you and a glider coming towards you, be aware that

Merry
Christmas
and
Safe Flying
in the
New Year

they may not see you. Flarm may direct them to turn in an unexpected direction or the glider may not be equipped with Flarm.

In addition, landing on a clear day in the afternoon towards the west can be fraught with dangers. The sun will be straight in your eyes and you end up

Daily Inspections

The Daily Inspection (DI) plays a key role in ensuring the continued airworthiness of our gliders and keeping our flying safe. The DI book is used to record the inspection, the serviceability state of the glider and any minor defects remaining. It should be reviewed before every flight to check that any outstanding defects will not compromise the safety of your flight. For example, a non-functioning turn & slip indicator would probably not bother most Club pilots but to someone intent on cloud flying, it would be a show-stopper.

Experience has shown that the quality of our Dis and the recording of defects in the DI book is not always as good as it could be. The content of a DI is described in the front of the DI book and also in GMP 2, which can be viewed on the BGA website. If you haven't looked at this for a while, it's worth reviewing what you are signing for. The Technical Officer is also working on a version of the guidance tailored to Portmoak, so keep an eye out for that.

Recently, 2 consecutive DIs were carried out on a Club 2-seater with the DI book showing "**None**" in

having to guess where the ground is. In that case its best to land before the sun is low or to land in a direction that avoids looking into the sun, e.g. diagonally or into the south field, as long as the wind direction allows this.

the Minor Defects Remaining column despite the glider having a glaring defect which limited the carriage of ballast weights. Also, the phrase "**As above**" is often seen. In one case, it was the first entry in a new book! Whilst this is an extreme example of inadequate documentation, how often have you had to go back several pages to find a defect? You should be able to see the list of outstanding defects on the current page. This relies on everyone who starts a new page bringing forward the previous entries. Please make sure that all entries are legible and in block capitals and, if you find a new defect, don't forget to raise a Defect Report Form so that the office and technical team are aware of it.

If you DI the DG505, you are legally required to carry out an inspection for canopy locking rod protrusion in accordance with AD 2019-0237-E, which mandates DG Technical Note 500/13. There is a copy of Technical Note stapled in the front of the DI book. When completing the Work Done entry in the DI book, as well as putting "**DI**", ensure that you also state "**TN 500/13 Instruction 1**". As always, if you are not sure, ask.

Wheel Brakes

We have a lot of rapidly worn out break pads on club gliders.

Don't use the wheel brakes when it isn't really necessary and make sure you don't have the wheel brakes engaged as you land.

When you really need the wheel brakes in an emergency you want them to work.

Another location finder

I mentioned the What3Words app to communicate your location when landing out in the last newsletter.

Another alternative that's easy to use and send your location as a text, so you don't even need data connectivity, is "my GPS Coordinates".

Thanks to Colin for finding this.



Android



Apple