BASIC AIRFIELD SAFETY BRIEFING

Please read the information about safe areas to drive and walk and how to report on arrival, which can be found on our web-site at https://shalbournegliding.co.uk/wp/wp-content/uploads/2014/10/visitors-information.pdf . [It's found at the end of our "Directions" page.]

Covid and Flu: Please don't come to site if unwell. Some instructors will ask for a valid negative Covid test in order to share a glider cockpit. (We have a stock of Covid tests) Face masks may be required, so please bring one.

ARRIVAL: Please turn right as you enter the airfield and follow the hedge until you reach either the yellow & blue winch or the red & cream Launch Point Vehicle (LPV). Ask for instructions. If no winch or Launch Point or people are there you are OK to drive up to the other end of the airfield following close to the hedge either side.

FIRST DAY: Make yourself known to whoever is in / at the Launch Point and ask to be shown how to sign in on the Flying List. Then make yourself known to the Duty Instructor when he/she is not in the air, so we can arrange your flights.
Ask to be shown the safe areas. Gliders can land at any time and without warning, so it is important that everyone remains vigilant when gliders are flying. You and your car must stay in the safe areas, except when accompanied by a club member. You must not drive up, down or across the airfield without checking with a club member that it is safe to do so. That includes when leaving to go home: You may have to wait if a glider is about to launch from the north end of the field.

EARLY DAYS: We want you to get stuck in, helping with the flying activities; but YOU NEED TO BE BRIEFED before doing anything. [Simply copying what others do without appreciating what might go wrong (and how to prevent or mitigate it) is NOT adequate training.] STICK TO THE BRIFING INSTRUCTIONS even if you see someone doing things differently. Briefing notes for ground crew activities are available.

SITUATION AWARENESS: Develop a habit of ALWAYS LOOKING UP AND AROUND before moving away from the safe areas. Whether driving or walking, check EVERY TIME.

Winch Cables can potentially start moving unexpectedly and will act like a cheese wire on flesh and bone. Leave well alone, until you have been trained.

ORGANISATION ON FLYING DAYS

Flying at SGC is operated by volunteer instructors and ground crew. There is a rostered duty team at weekends who should arrive at the airfield at around 9 am and start setting up the winch and the launch point, and get the gliders ready to fly. This takes about an hour depending on how many other members turn up to help. New members are encouraged to gradually get involved in setting up and shadowing members in these activities.

A daily briefing takes place at the launch point before flying commences.

Flying is generally on a first-come first-fly basis. The ground crew required to launch a glider are:

- **A winch driver**
- **A signaller/log keeper in the Launch Point Vehicle**
- **A Launch Marshall/Controller – generally the person who hooks the glider on**
- **A wing-tip runner**

The Launch Marshal is responsible for controlling the launch, from the time the pilot accepts the cable until the glider is in the air.

The tip runner holds the wing tip level until the glider is going fast enough for the pilot to control the wing with the stick. In cross winds it is helpful if the "into" wind wing is held slightly low.

Once both cables have been used, a cable retrieve vehicle draws the cables back from the winch, ready for two more launches.

Other key roles are:

- **Glider retrieve driver**
- **Glider brake person during glider recovery (but second pilot can do this)**
- **Cable retrieve driver (but the winch driver does this on quieter days)**
- **Duty Pilot. This is currently not a rostered role but we expect someone on the day to step up and assist the Duty Instructor by managing the flying list, glider retrieval, meeting and greeting visitors etc.**

You must have a valid UK driving licence to drive an SGC vehicle, or obtain the express permission of the Chief Flying Instructor.

SHALBOURBNE GLIDING CLUB TEMPORARY FLYING RECORD

Name:

Weight :

Weight with parachute: **kg** **lb (add 15 lb / 7 kg)**

All take offs and landings are at Rivar Hill from a winch-launch, as Pilot 2 (P2)

	Date	Instructor (P1)	Minutes	Flying Done / Remarks /Glider type
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				

Notes: Third column is for instructor's name
Minutes in the air can be copied from the flying log in the launch point vehicle
Flying done column can be filled in by the instructor or by you if no instructor comments

A BGA log-book will be issued before this sheet runs out, to those who join as members
A Flight Training Progress card is also available. Please ask your instructor.