

SAFETY BRIEFING



19th FAI EUROPEAN GLIDING CHAMPIONSHIPS
Club, Standard & 20M Classes



Introduction

- SAFETY FIRST!!!
- Safety matters violations will be resolved strictly according with FAI Sporting Code
- Safety Committee

Chairman	Tomáš Zemánek (CZE)
Members	Vladimír Machula (CZE)
	Patrick Pauwels (FAI)
Club Class	Mario Schupfer (AUT)
STD Class	Juha Sorri (FIN)
20m Class	Tomáš Rendla (CZE)

Documents

- Valid Pilot license, MEDICAL and ratings
- Documents on board
 - Personal ID card / passport
 - Personal medical insurance (card, letter)
 - Pilot license and MEDICAL
 - For glider – CoA (PtF), Registration cert., Third party insurance and Log Book



Aircraft

- Parachute – valid periodical check
- Glider checked and ready to fly?
- Do you have all equipment?
- ...So you can focus to flight only!



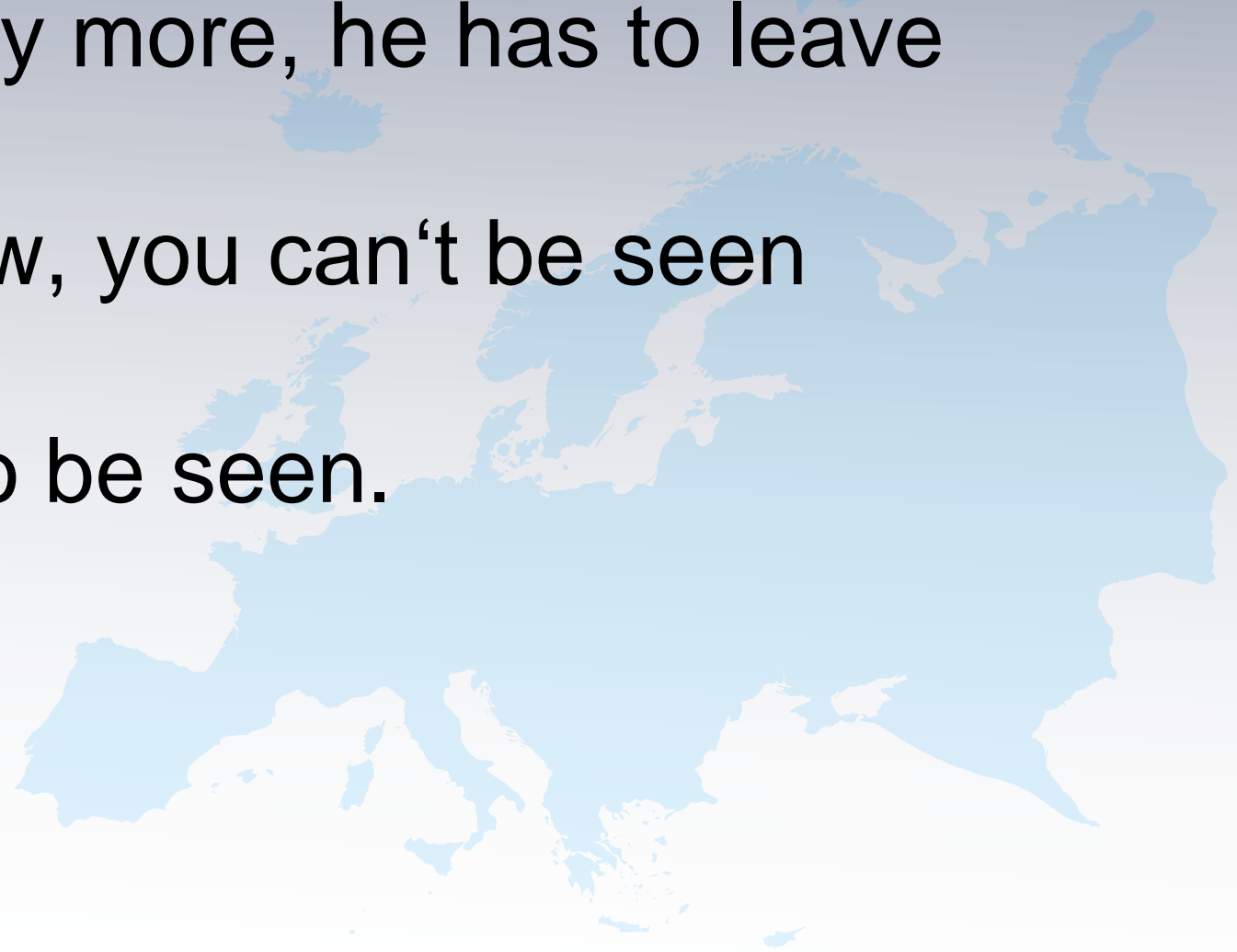
Pilot's attention

- TAKE OFF
- BEFORE START
- DURING START
- ENTERING AND EXITING THERMALS
- WHEN FLYING IN GROUPS
- WHEN GLIDING
- AT THE ARRIVAL
- IN GROUP LANDING



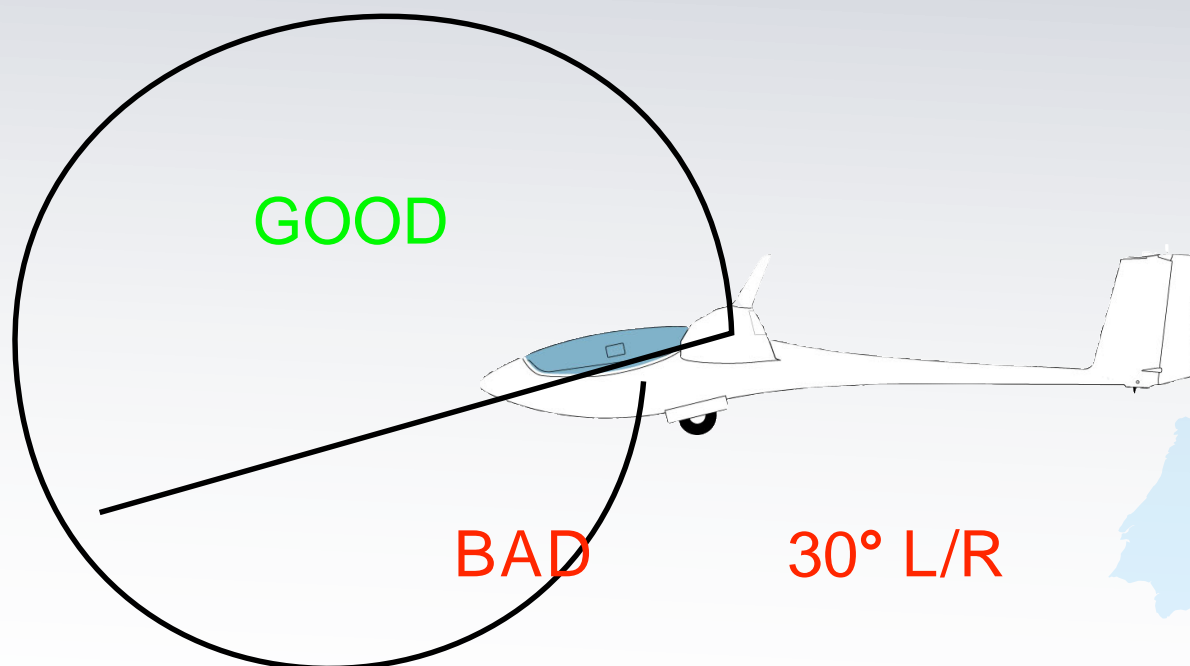
Rules of thermaling

- The first pilot inside the thermal sets the turn direction.
- Gliders arriving and/or leaving must not endanger those already in thermal.
- If a pilot can't see another glider previously thermalling close to him any more, he has to leave the thermal immediately.
- Do not fly in front and below, you can't be seen there.
- Always watch others! Fly to be seen.
- Do not fly in clouds!



View from the cockpit

- Canopy is transparent – to allow pilot to see outside ...obviously.
- PDA's, GNSS's, Smart phones ...can reduce your usable view angle significantly.



Mid-air collision

- GLIDER MUST LAND IMMEDIATELY AFTER COLLISION
- PROVIDE FIRST AID!
- Safety FRQ – 128,300 MHz
- Emergency FRQ – 121,500 MHz
- ELT/PLB on board
- Emergency phone 112

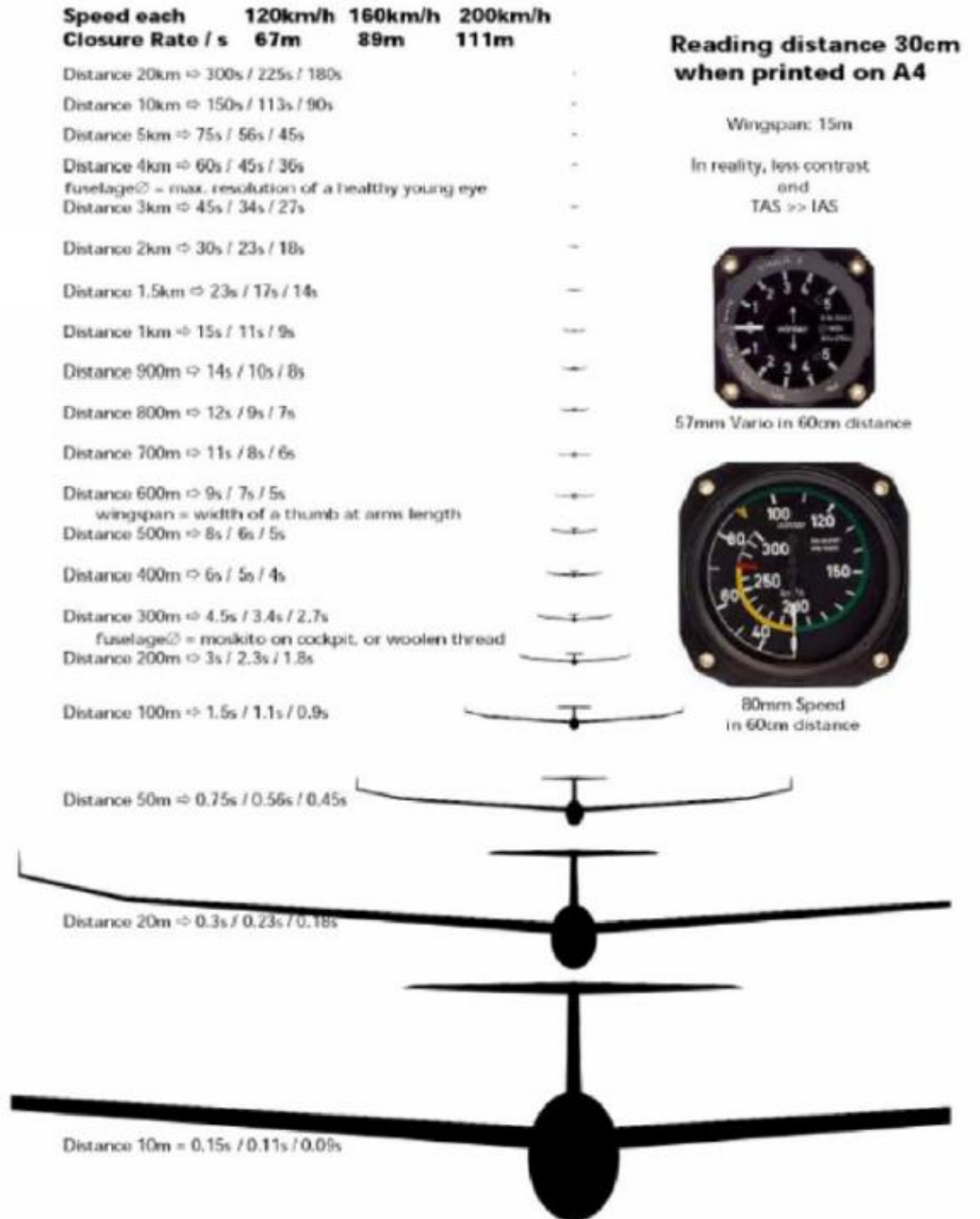


Mid-air collision

HOW TO AVOID

LOOK, LOOK, LOOK

During sky „scanning“
use proper technique.
Quick, flitting look will
not help you to find
other traffic.



Mid-air collision



Airspeed $185 \text{ km/h} = 50 \text{ m/s}$

Closing speed 100 m/s

$100 \text{ m} = 1 \text{ s}$

$200 \text{ m} = 2 \text{ s}$

$500 \text{ m} = 5 \text{ s}$

$1\,000 \text{ m} = 10 \text{ s}$

Sky „scanning“ technique

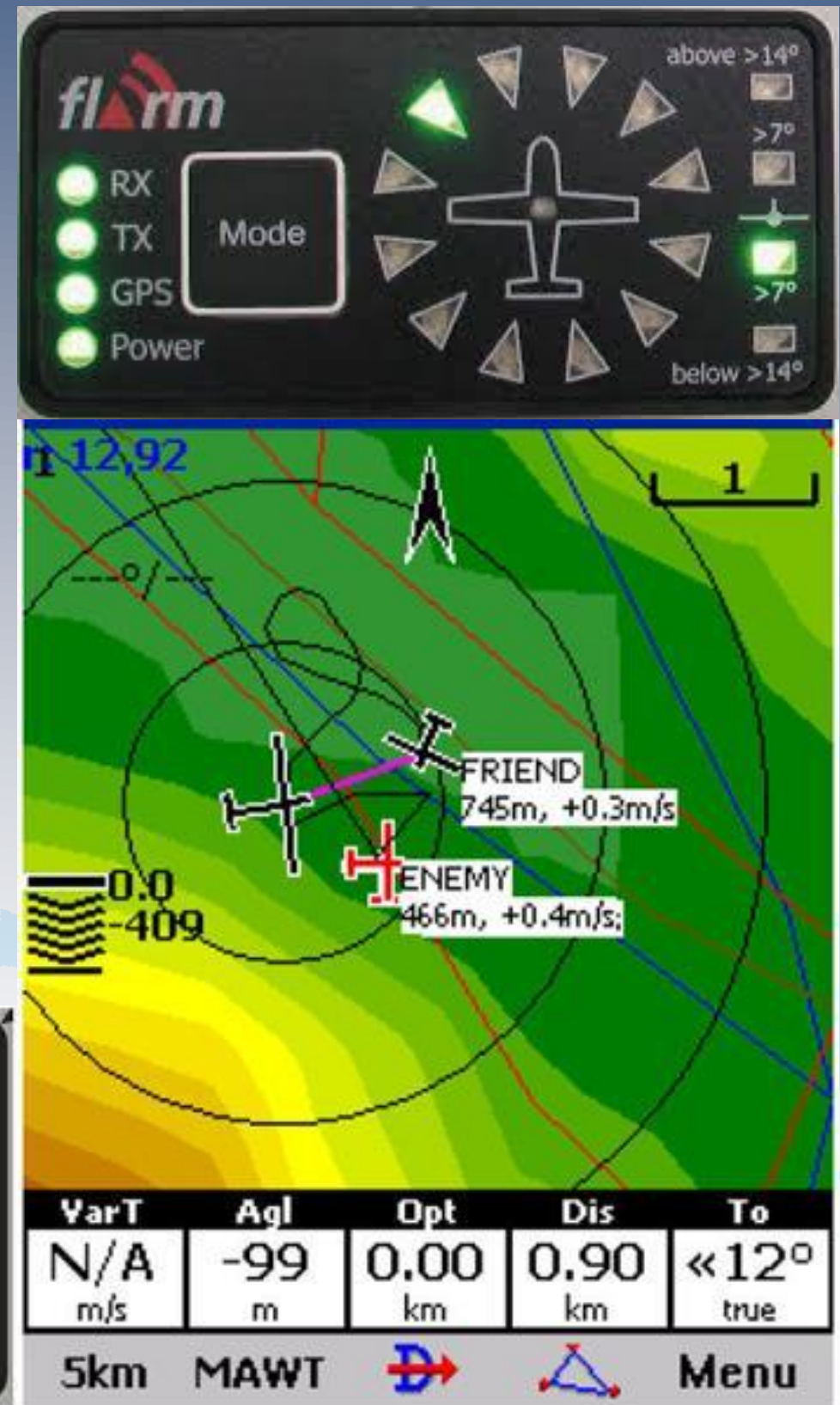
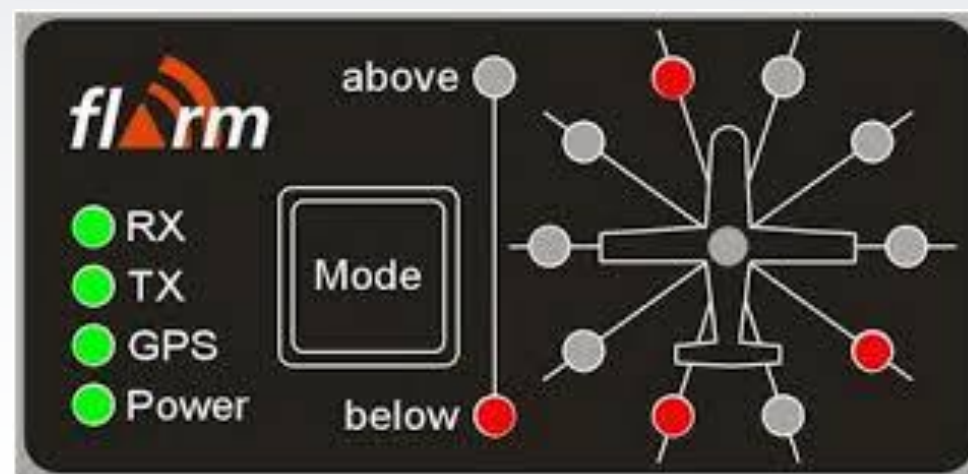


FLARM

Keep FLARM ON all time.
Can save your life.

But do not rely on FLARM. It will
not avoid collision for you.
You have to act.

Only your awareness is the major
key.



Outlandings

Watch out for

- Invisible obstacles
- Soft terrain
- Wind, sinks,...
- Power lines
- Large areas without landing option



Own decision?



If they go then I go



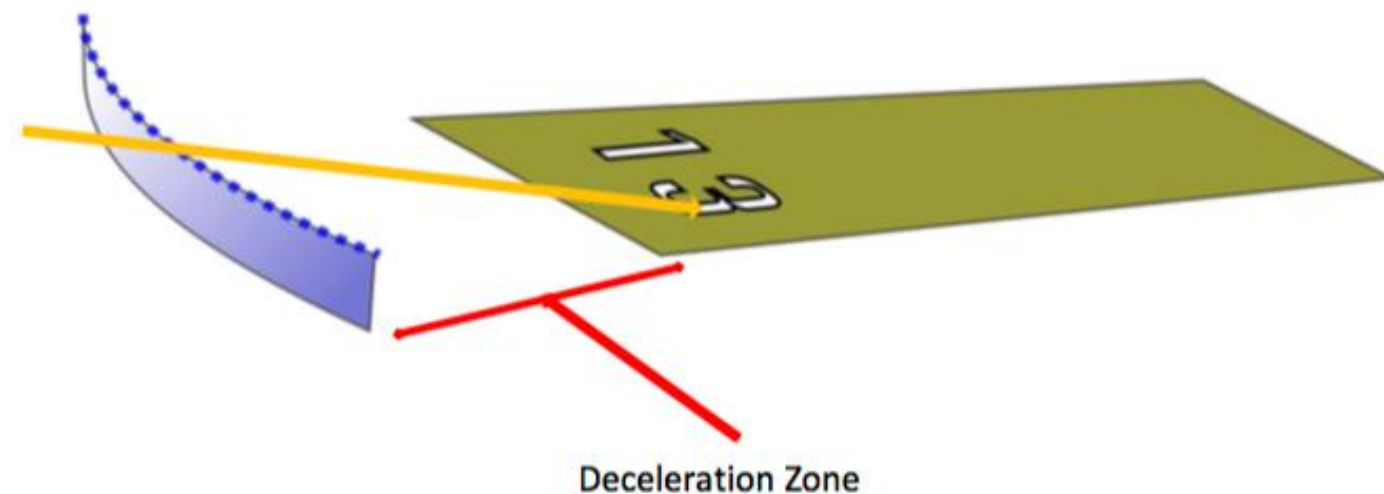
Make **your own** decision!

Arrivals

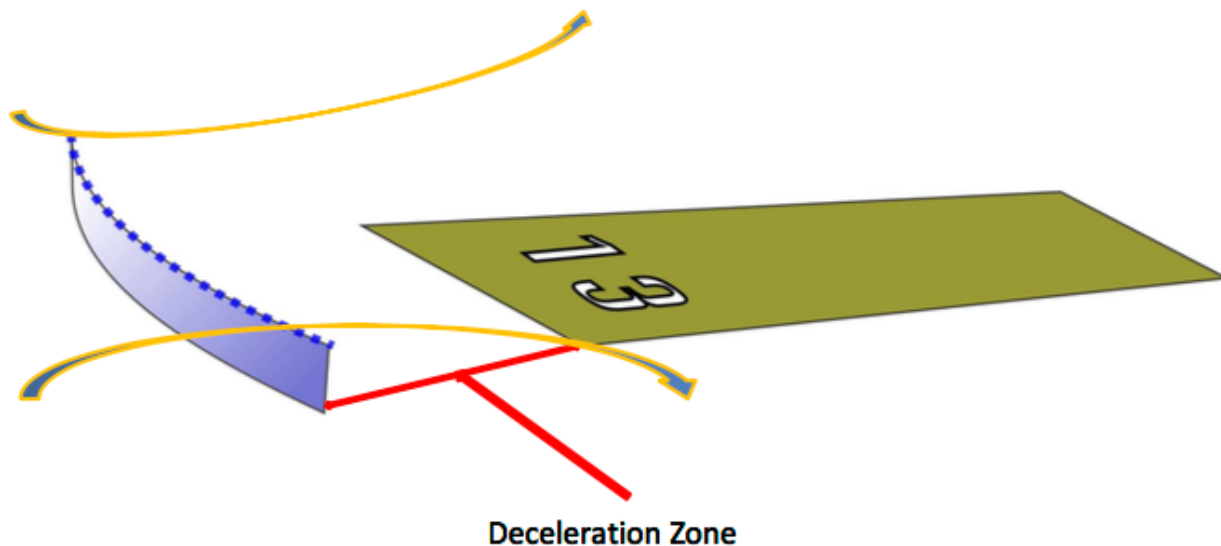
Never climb steeply after passing the arrival circle. You never know who is behind you.

Continue arrival in continuous descend.

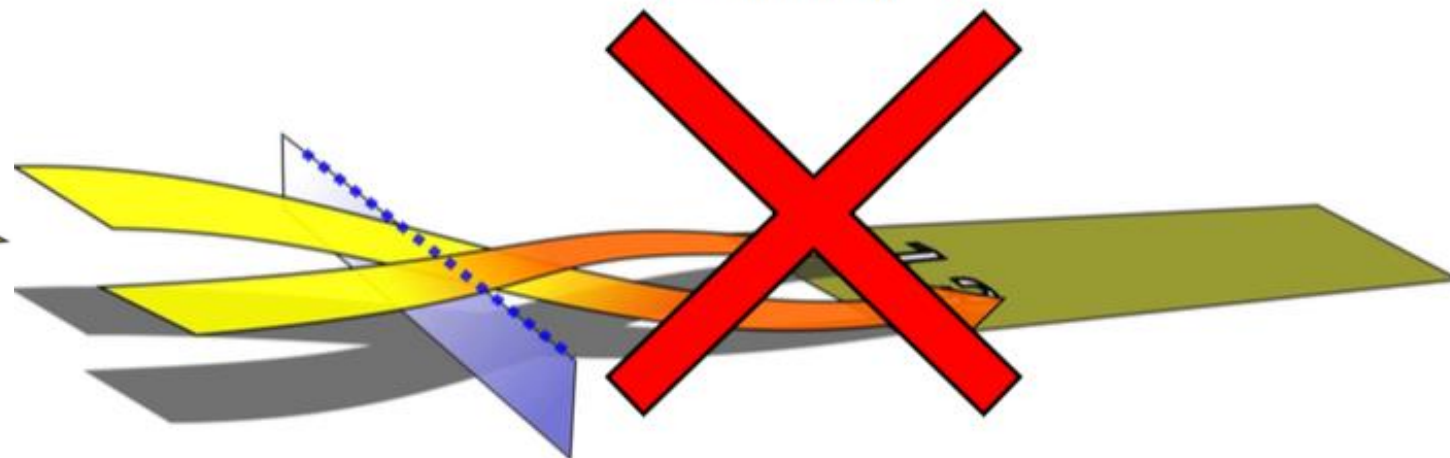
Normal Method for Arrival
DIRECT LANDINGS



HIGH SPEED ARRIVALS – Join Circuit Left or Right



Crossing runway centre line and pulling up after finishing is considered a
“Hazardous manoeuvre”



Landing

Airport 900x150 meters.

You are not alone in the air.

Avoid arrival euphoria.

Land as long as possible to the end of RWY.

Remove glider from RWY ASAP.

Be considerate to other landing gliders.



Landing

Probability of engine startup is 50:50.
YES or NO.

Always startup in safe altitude with
option to land.

Test the engine properly before every
departure.

Check the propeller area before
starting the engine on the ground.



Airspace

Avoid controlled, prohibited and active restricted areas.

It's not just about points.

Respect other airspace users.

Maximum FL95, infringement = outlanding → task DSQ
→ DSQ



Summary

Observe, watch other traffic.

Enjoy the flight.

Drink...and eat. Dehydration increase fatigue and reduce attention.

Observe, watch other traffic.



Questions

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Sponsors

PARTNERS



SPONSORS



ALWAYS A
BETTER WAY

MEDIA PARTNERS

