



Safety Briefing
33rd World Gliding Championships
Räyskälä, Finland
19th June to 6th July 2014

Heads up!

- Don't look at the avionics too long time
- Set the avionics only when it is safe
- Do all the preparations before the flight



Heads up!

- Always look to the direction of banking



In thermal



- Remember
 - Always circle the same center of the thermal. No crossing flight tracks.
 - No cut offs
- When flying less than 10 km from the home airfield, only circle left



During glide

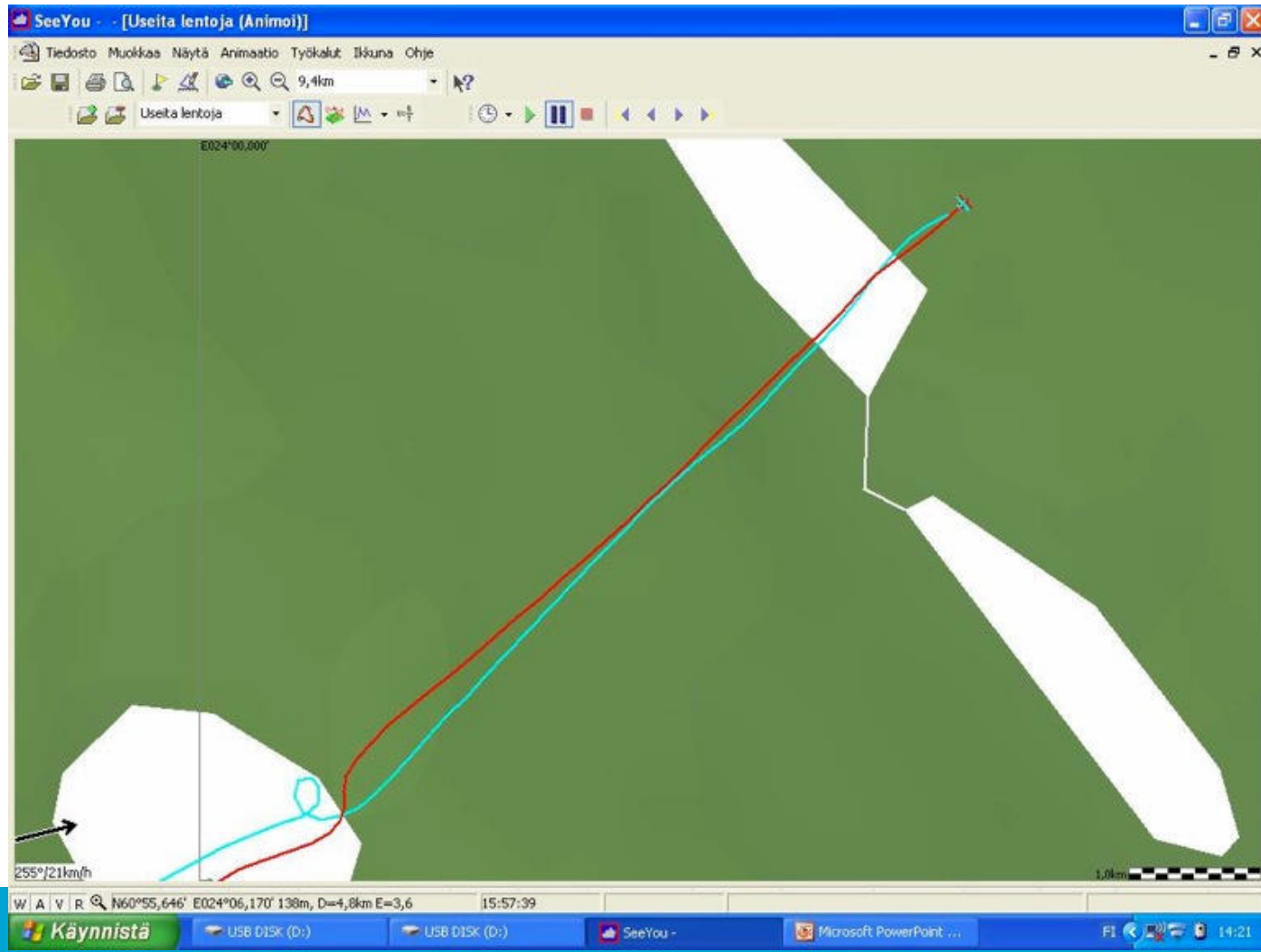
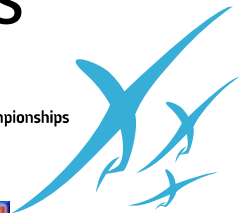


- Don't stay at the dead man's angle or fly above/below without being sure others are aware of you.
- Don't pull up if not sure there is room for you.



Example of a mid air collision. 3 minutes without seeing each other !

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Don't count on Flarm!

- "FLARM is designed and built as a **non-essential 'situation awareness only'** unit to support the pilot, and cannot always provide reliable warnings."



In the case of accident



- **Accident at the airfield**
- Typically tow plane or glider... or both crashed on runway.
- Crash landing.
 - Chief Field Marshal (CFM) or Competition Director executes the necessary procedures
 - Everybody is **not** calling to 112, due to the blocking of phone lines
 - Competition Officials make the call
 - Everyone joins the first hand rescuing procedures



In the case of accident - General

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- Keep your car keys available in the car.
- Nowadays nearly every car holds a first aid kit.
- When an accident occurs, keep your focus on flying and airspace monitoring to avoid more accidents.
- CFM/ Competition director leads the procedures, keep radio frequencies available.



In the case of accident

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- **Accidents during task / outside the airfield.**
 - Typically a collision or outlanding damage / -accident.
- Alarm is started by the person who can see/hear the accident.
- Inform other pilots and the competition director immediately.
- Remember to use frequency 122.750 MHz



In the event of an accident during the competition

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- The Area Control Center (ACC) is informed by the person who first hand sees the accident or by the person who has the best knowledge of the accident.
- Others listen and forward information when asked or e.g. the competition officials can't hear.
- Log your observations and location for possible search and rescue–operations.
- The informant remains on the frequency (ACC/ competition frequency) until the emergency message has been acknowledged and permission to leave the frequency has been granted.

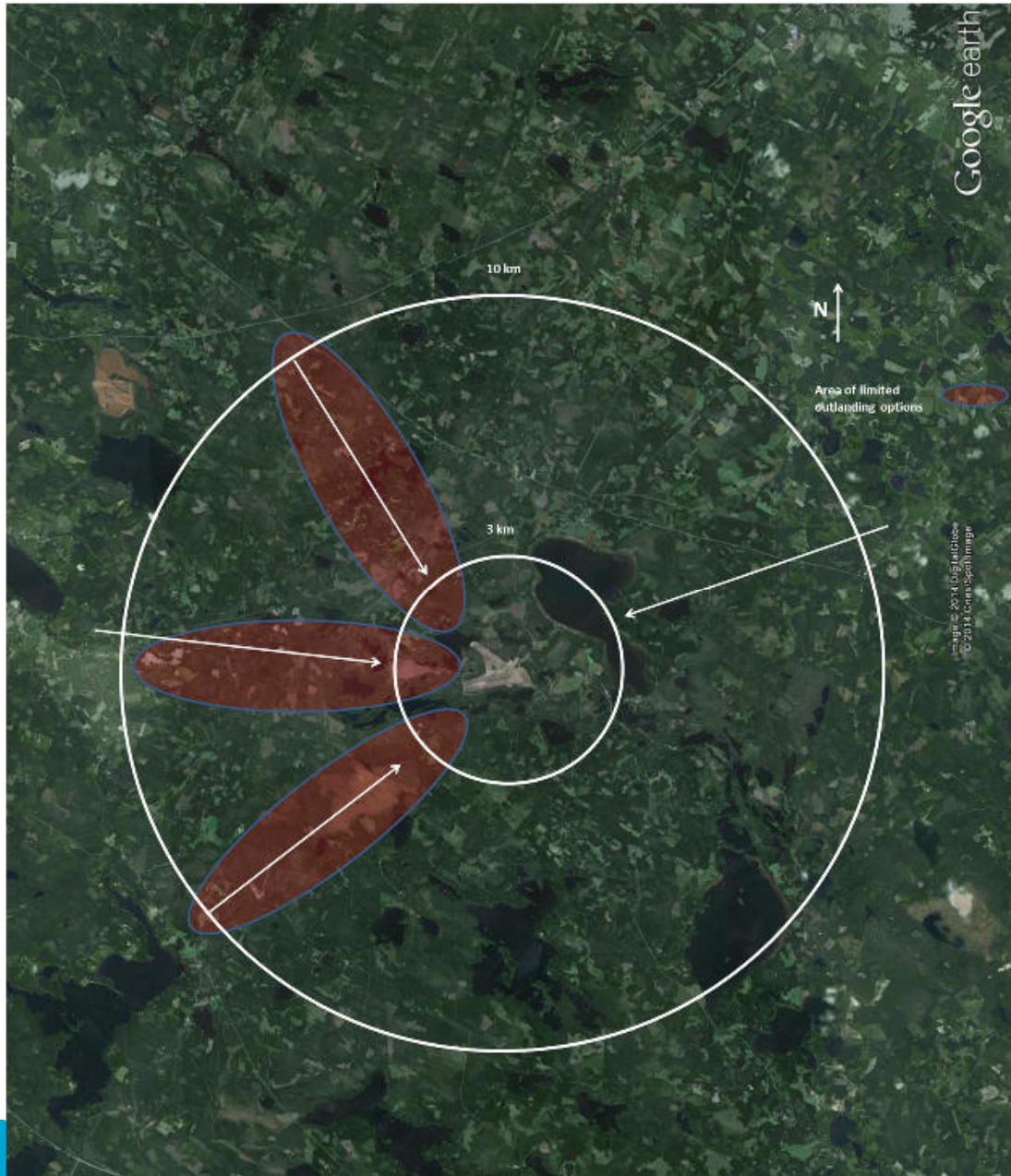


Media



- **Questions by the media are only answered by the competition director!**





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Outlanding

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- Report the outlanding to your Team Captain, who will inform the competition office
- Keep you radio on 122.750 MHz, as someone may want to land next to you or ask your status
- Keep your mobile phone turned on, it can be traced by the SAR
- Any damage to the glider has to be reported



Outlanding

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- Always calculate glide ratio to a landable area
- You need height for planning a good circuit
- The fields might be short and/or surrounded by trees limiting the effective landing area
- Always do your own decisions – don't fly with “If they go, I go” mentality



Lake landing



- Is not a normal option and can be dangerous
- Safer than to the forest or a clearing
- Choose a lake
 - Deep enough
 - Land along the shore
 - Land down wind side of the lake



Lake landing

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- Before lake landing
 - Call on the radio
 - Turn of master switch
 - Prepare mentally
 - Locate the seat belt lock
 - Locate the canopy emergency jettison
 - Gear down
 - Low speed, but main wheel first
 - Flaps in thermalling position
 - Airbrakes closed (if possible)



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THE FIVE HAZARDOUS ATTITUDES

- 1. Anti-Authority:**
"Don't tell me."
This attitude is found in people who do not like anyone telling them what to do. In a sense, they are saying, "No one can tell me what to do." They may be resentful of having someone tell them what to do, or may regard rules, regulations, and procedures as silly or unnecessary. However, it is always your prerogative to question authority if you feel it is in error.
- 2. Impulsivity:**
"Do it quickly."
This is the attitude of people who frequently feel the need to do something, anything, immediately. They do not stop to think about what they are about to do; they do not select the best alternative, and they do the first thing that comes to mind.
- 3. Invulnerability:**
"It won't happen to me."
Many people feel that accidents happen to others, but never to them. They know accidents can happen, and they know that anyone can be affected. They never really feel or believe that they will be personally involved. Pilots who think this way are more likely to take chances and increase risk.
- 4. Macho:**
"I can do it."
Pilots who are always trying to prove that they are better than anyone else are thinking, "I can do it –I'll show them." Pilots with this type of attitude will try to prove themselves by taking risks in order to impress others. While this pattern is thought to be a male characteristic, women are equally susceptible.
- 5. Resignation:**
"What's the use?"
Pilots who think, "What's the use?" do not see themselves as being able to make a great deal of difference in what happens to them. When things go well, the pilot is apt to think that it is good luck. When things go badly, the pilot may feel that someone is out to get me, or attribute it to bad luck. The pilot will leave the action to others, for better or worse. Sometimes, such pilots will even go along with unreasonable requests just to be a "nice guy."