

## ***Pittsburgh Soaring Club***

### ***Memo***

**To:** Officers, Board and Members of the Pittsburgh Soaring Club  
**Fm:** Les Dutka, Chairman, Safety Committee  
**:** Uli Neumann, Tony Hovenden, Steve Boshmer, Ken Strack, members  
**Subj:** Recommended Safety Procedures  
**Date:** March 23, 1994

### ***Safety Item 1 -- Need for a Line Captain/Safety Officer/Officer of the Day***

#### **WHY?**

- o Hook-ups either too hurried or too slow.
- o 50% of pilots do either no or an incomplete pre-take off check ✓
- o Landing conflicts occur which could be resolved by a line captain with radio.

**WHO?** All club members except pre-solo students are required to serve as line captain (LC) after undergoing LC briefing. ✓

**HOW?** The basic philosophy is that a an LC must be on duty at all times during the operational day. The rotation should be 2 hours but may be longer or shorter but dependent on the circumstances of the day. The hand off must be accompanied by clear protocol involving exchange of the hat/vest/etc and a verbal briefing as required to communicate all pertinent information. ✓

#### **Setup requirements**

##### **Minimum**

1. Radio
2. Signup roster ? ? ? ✓
3. Megaphone and
4. Visible LC accoutrement e.g. (hat/vest/etc)

##### **Recommended**

1. Raised platform with swivel chair and small umbrella, ✓
2. Binoculars
3. Water container

#### **Responsibilities of the LC**

- o Monitor and expedite hook up and launch activity.
- o Keep launch area free of obstructions: people, objects, animals, etc. ✓

- Ensure proper pre take off check list procedure.
- Monitor pilot rotation *Should not be bothered by this 'saby-sitting'-duty !*
- Ensure proper launch: wing runner, proper signals, line clear, airspace / area clear
- Advise via radio transmission if he/she perceives radio transmissions.
- Observe landing sailplanes and monitor their radio transmissions for possible conflict.
- *Should be able to change run way direction in conjunction with tow pilot.*

*Note: the LC is not an air traffic controller; responsibilities for collision avoidance lies with the pilots in the landing pattern.*

### **Authority of the LC**

The LC of the moment has complete authority as to the above. He/she must pay no attention to seniority, ratings, and/or personalities of the particular pilots involved. ✓  
• Terminate launch, ground pilots for the particular flight or for the day and in general to stop all operations if he/she deems the situation to be unsafe. Grievances against his/her actions may be brought before the board after the fact.

### **Safety Item #2 -- Ground School and demonstrated flight ability.**

The safety Committee recommends that significantly stricter standards be implemented in regards to ground school type of knowledge--airspace, FAR's, pattern procedure, radio procedure, club standards--as well as flying ability including recovery from unusual attitudes and ability to judge altitude and gliding distance to the field without reference to altimeter. ✓

### **Safety Item #3 - On Going Education**

The safety committee recommends that a minimum of three safety briefings per season be instituted. Attendance should enforced via a monetary or work penalty ✓

### **Safety Item #4 -- Radio procedure**

1. The existing procedures of RADIOS ON in the landing pattern must be enforced. Gliders without working radios will not be permitted to be launched. CFIG's or pilots with power ratings. Should give briefings or prepare memos on accepted radio usage. ✓
2. Bob Bandel needs to be encourage to have the 123.3 frequency shown on the sectional. It now shows only 122.9 CATF which is of no use to anyone. The officers should speak to Bob as soon as possible concerning this matter. ✓

### ***Safety Item #5 -- Low Level Rope Break***

The Safety Committee recommends that all club members should be able to demonstrate specific courses of action they would take after a rope break, taking into account the following variables:

- Type of ship
- Wind direction and strength
- Altitude in increments of 25 feet

For example: If I am taking off in the 2-33 with a 200 pound passenger on an 80 F day, 90% humidity day with wind at 2310 and my rope breaks at an estimated altitude of 50 feet, where would I go, what would I do. At 25 feet? At 75 feet? At 100 feet? etc.

This proficiency must demonstrated to a CFG at the beginning of each season.