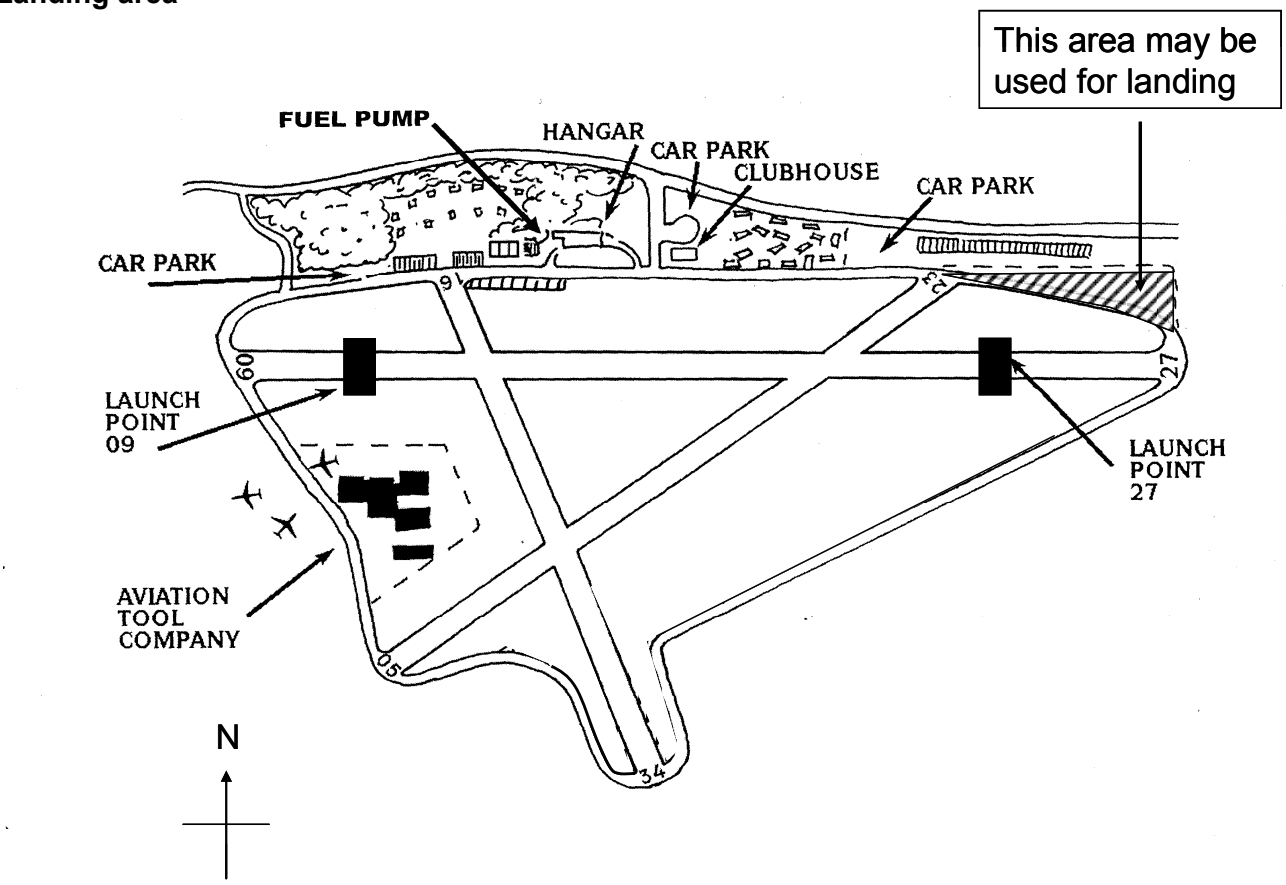
HEALTH AND SAFETY ON THE AIRFIELD

Introduction

This document contains the briefing that all people should receive before they enter the airfield unaccompanied by an experienced member. Pilots on trial membership and other new joiners should be escorted at all times until they receive this briefing. Further health and safety information for solo pilots is contained in the section "Responsibilities of pilots".

Children under the age of fifteen are only allowed on the airfield and premises if they are in the continual care and supervision of their parents or an adult nominated by the parents.

Landing area



In addition to the three concrete runways, aircraft may land anywhere on the grass within the perimeter track that runs around the airfield. In addition, the shaded area outside the perimeter track at the eastern end of the airfield is also used for landing. White markers delineate the landing area at this end of the airfield.

Risk from landing aircraft
Aircraft, especially gliders, make little noise on approach. They may also land from a completely unexpected direction. It is therefore vital to spend as little time as possible on the landing areas and to keep a good look-out while in these areas.

Note that tug aircraft trail ropes behind and below them that have metal rings at the end. It is therefore dangerous for anyone or any vehicle to be in the path of these aircraft. The greatest risk is on the perimeter track at the east and west end of the airfield.

If crossing the landing area to and from the launch point, always take the shortest possible route. Do not cross diagonally and always keep a good look out while crossing. Be prepared to run if an aircraft is about to land. Standing next to another glider that has just landed is safer because this presents a landing aircraft with the fewest obstacles to avoid.

If you are flying and see a person, glider or vehicle on the airfield where you were planning to land, over-fly it by a good margin, or land well to one side of it.

Propellers
Propellers can do a great deal of damage and injury very quickly. Do not approach a tug aircraft from in front of the wing. Always approach the tug from behind the wing. Do not touch the propeller of an aircraft, even if the engine appears to be off. Aircraft magnetos are designed to stay switched on if they fail. A slight movement on the propeller could cause the engine to start, even if the engine is switched off.

Winch cables
A cable runs between the winch and the glider being launched. Another cable runs from the end of the winch cable to the retrieve winch. Both of these cables are dangerous. Do not approach the cables, and certainly do not pick them up, until all the flashing lights on the winches are off. Do not walk, taxi, land, drive or push gliders across any cables. If holding the wing tip of a glider being launched, hold the wing on the side opposite from where the cables came. Otherwise there is a risk that you might stand in the loop of one of the cables and be swept off your feet

When the cable-retrieve truck is being used instead of the retrieve winch, two cables will be brought from the winch. Do not touch or cross either of these cables unless you are attaching it to a glider. Even if the first cable is being used on the winch launch, do not touch the second cable. It is possible that the wrong cable will be winched in. Hold the wing tip on the side opposite from where the retrieve vehicle dropped the cables to avoid getting near either cable.

Attaching winch cables
The main launch cables have weak links which protect the glider from over-stressing. It is vital that the correct weak-link is used for each type of glider. Ask an instructor how to attach a winch cable and how to change the weak link. It is important that the same person who attaches the cable, also is the person who holds the wing. Otherwise there is a risk that someone may still be attaching the cable, when the launch point controller signals to the winch to start the launch. It is permissible to ask for other wing to be lowered to improve access to the hook.

Running with a wing
Ask someone to show you how to run with the wing on a winch launch or aerotow. It is important not to hold back the wing. Run as hard as you can until the glider accelerates away from you. In

the case of an aerotow, get out of the way of the next launch. It may be due to occur only a few seconds afterwards. Check that you are not wearing a loose ring or clothing that might get caught in the wing tip skid of the glider.

Cable-retrieve vehicle
On occasions the cable-retrieve vehicle will be used to pull the cable from the winch to the launch point. It must travel at a steady speed and it is important that it is not obstructed. As the driver approaches the launch point, he/she may not be able to react in time if someone steps in front of the vehicle. It is recommended that "Cable truck coming" is shouted if someone has not noticed its approach. Anyone can do this.

When the cable-retrieve truck is being used, ensure that the wing tips that are nearer to the track of the truck are raised to reduce the chance of the truck driving over a wing-tip.

Standing in front of a glider
A glider that is about to be launched by the winch or a tug will accelerate quickly. It is also possible that the pilot will abort the launch and swing away in a different direction. Standing in front of a glider, or even to one side of the track of a glider about to launch is highly dangerous. It is also dangerous to stand close to the fuselage behind the wing of a glider because you may be hit by the tail-plane. The glider may suddenly yaw as it launches so even standing beside the tail-plane is risky. Stand well clear behind any glider being launched, or well to the side.

Speaking up
Several airliners have crashed because the co-pilot did not feel able to point out a mistake to the captain. Similarly, always express any doubts that you may have. Even if you are a pupil pilot, if you think someone has chosen an unsafe course of action, or failed to notice something, speak up loudly and quickly.

If you see something amiss such as a wing about the hit another glider during ground-handling, alert everyone by shouting "Stop!". Similarly, anyone can stop a launch and should always do so if he/she suspects something is wrong, even if the pilot in the glider is the Chief Flying Instructor.

If you see other members who appear not to be following safe procedures, tell them your concerns. They may be new members also and so may be unaware of the risks or just forgetful.

If unsure, ask
Do not use any equipment until you have been shown how to use it. Even apparently simple machines such as the retrieve buggies, can cause damage or injury unless the user has been shown how to use them safely.

Driving on the airfield
To bring your car past the security barriers, you need to use an electronic key 'fob'. These are available to members only from the office on payment of a deposit of £10. Fobs provide access at all times.

At all times please drive with care and consideration. The speed limit for all vehicles on the airfield is 20mph. This is to protect the people who may be walking around while looking upwards and will also protect expensive equipment.

Note that most car insurance policies specifically exclude damage caused on the airside of an airfield. If a car were to drive over someone or the wing of a glider, the liability would be entirely the driver's. Airside would probably be held to mean the whole area within Lasham's barriers.

Exercise extreme caution when driving past the clubhouse and caravan areas as children may be playing.

Give way to any aircraft, whether airborne or on the ground. Take care at the east and west ends of the airfield, even on the perimeter track, that you do not cross the path of a glider or a tug. Note that the tugs trail ropes with metal rings. You may only drive on the grass areas if towing a glider. For some movements of gliders the driver should seek a special briefing on the direction to drive to avoid disrupting flying operations.

The perimeter track at the east end of the airfield is within the landing area. It should not be necessary for members to drive along this section of the perimeter track unless towing a glider. Access to the south side of the airfield should always be via the western perimeter track. If visiting the launch point, park in the eastern car park and walk across. Access to Lasham village or to the threshold of runways 05 or 34 is also achieved via the western perimeter track past the ATC hangars.

Only park your car within the designated parking areas. Do not take your car to the launch point unless towing a glider. If you have to leave your car momentarily at the launch point you must leave your keys in the car so it can be removed at a moments notice by anyone if required.

Near the main hangar it is possible to encounter a vehicle on the main grass area attached by a rope to a two seat glider that is still on the grass in front of the hangar. The rope stretched across the perimeter track may be missed by a speeding driver.

Anyone without a driving license is not allowed to drive any vehicle on the airfield.

Towing gliders with cars

You may only drive on the landing areas if you are towing a glider. Before crossing the landing areas, you must look for gliders or other aircraft about to land, and you must never drive near a glider about to launch. Check that no gliders are in the circuit. Wait until the circuit is clear before crossing a landing area. Use the perimeter track whenever possible. If you are not using a rigid towing arm, ensure that there is someone on the nose of the glider and on the wing-tip. Do not tow a glider faster than walking speed even with a "wing-dolly". Not only will the vibration affect the glider, but accidents may happen before you notice a problem. Always monitor the wings to ensure that there is adequate clearance from other gliders.

After leaving the glider at the launch-point, the car must remain outside the landing area when returning to the car-park.

Your health

Before your first flight you must have signed a medical declaration that you are fit to fly. This declaration must have been given to the Lasham office before the first flight. (If you are under 18 years of age, this should have been signed by your parent or a guardian. You need no further medical checks until you are due to fly solo. (See also "*Responsibilities of pilots"*)

Some people may try to fly with minor illnesses such as a slight headache, food poisoning, blocked sinuses or a blocked nose. These can reduce concentration severely. Apart from the

distraction, flying with a blocked nose can damage your hearing and can lead to worse infections. Decongestants are only partly effective. Do not fly with a cold.

Some medication can produce sleepiness, dizziness or other reactions that will affect your concentration. Be aware of the effect that any drugs, such as anti-histamines, can have. If in doubt, seek medical advice or read the instruction leaflet provided with the medicine. (Illicit drugs are totally incompatible with aviation.)

You should not fly for 24 hours after a local anaesthetic, for example at your dentist, and 48 hours after a general anaesthetic. Donating blood also debars you from flying for at least 24 hours.

Alcohol
Although skill is adversely affected by small amounts of alcohol, judgment is affected by even lower levels of alcohol and, as a result, higher risks than normal are accepted.

Even the most moderate drinker should be aware that the Railways & Transport Safety Act makes it an offence for pilots, including glider pilots, to fly whilst over the prescribed limit for alcohol. The law is very clear on this, and even as a student you may not consume ANY alcohol within the eight hours before flying. This applies to you EVEN for a trial lesson flight.

1. You must have consumed **NO** alcohol in the 8 hours before your flight.
2. You must not have consumed more than 5 units of alcohol in the 12 hours before your flight. (One unit of alcohol is a half pint of regular beer or lager, a single measure (25ml) of spirits, or a small glass of wine, or a small glass of “alcopop” such as Smirnoff Ice, Bacardi Breezer.)
3. You must not have consumed a substantial amount of alcohol (or “binged”) during the 24 hours before your flight.

IT IS AGAINST THE LAW TO FLY IN A GLIDER WITH AN ALCOHOL CONCENTRATION IN YOUR BLOOD EXCEEDING 20mg per 100ml. THIS IS ONE QUARTER OF THE DRINK/DRIVE LIMIT. One drink will take you over this limit. **It is effectively a zero tolerance limit!**

The Railways and Transport Safety Act applies to anyone involved in flying operations, even a wing-tip holder. If any alcohol is consumed, do not fly or even go to the launch point that day. Coffee has no effect in reducing alcohol in the blood.

Pregnancy
Consult your doctor, but expect that pregnancy will prevent flying for at least the first three months and the last three months of the term.

Spatial disorientation
On your early flights, especially if the instructor does some flying, your may feel slight nauseous. This passes after one or two flights for most people. If you think you are likely to have a problem, tell your instructor who will ensure that a paper sick-bag is available.

Dehydration
Many people do not routinely drink enough water, and should drink even more if they are standing in the sun for hours or sitting under a Perspex canopy. On hot days, take water with you to the launch-point.

Dehydration is an insidious condition. If you are dehydrated, you will start feeling tired, irritable and confused. You might also get a headache. Your flying abilities will then be seriously affected. Strangely, you will not feel thirsty initially. When you feel thirsty, you have been dehydrated for a while. You must, therefore, actively remember to drink a little and often.

Direct sunlight on your head will exacerbate dehydration, and can significantly reduce your ability to concentrate. NEVER take off without a narrow-brimmed hat in hot or sunny conditions.

Clothing
People at Lasham often have to spend long periods outside in all weather conditions. In cold weather, gloves, long underwear, a woolly hat and a heavy ski-jacket are essential if you plan to spend time on the airfield.

In summer, it is important to guard against sunburn using a sun-block. Wear a hat to protect your head from the sun, but do not wear hats with large brims or peaks such as baseball caps. These will obstruct your vision.

Eye-sight
Because of the restricted view from the rear seat of a glider, it useful if the pupil helps with the look-out to avoid collisions. If your eyes have not been tested within the past two years, get them checked, especially if you think your eye-sight has changed greatly since the previous check-up. The UK driving requirement is fairly lax, being based on the ability to read a number plate at only 20.5 metres. You should be able to see much better than that.

Sunglasses protect a pilot's eyes from glare and from ultra-violet radiation, which is more intense at altitude. UV can cause cancer, cataracts, degeneration of the retina and other unpleasant conditions. Always therefore wear sunglasses when flying in sunny weather.

Accident procedures

For the unlikely event of an accident, Lasham Gliding Society has well documented accident procedures. These are available in the bus at the launch point and on the wall in the corridor in the clubhouse. All members should familiarise themselves with their contents. However the procedures themselves are not suitable for publication on the Internet.

The procedures describe the action that should be taken in the event of serious injury or substantial damage at or near the airfield. Instead of reproducing these here in full, only a summary of the most urgent actions is given.

- Take control of the situation, including preventing any further events occurring by stopping further airfield activity if necessary. Maintain control until a senior member of staff arrives

- If injury is suspected, call ambulance - 999. Do not move pilot(s) if in pain unless there is further risk of injury, eg risk of fire.

- Station a responsible person at the main gate to direct and/or escort emergency services to accident site. This person should have a radio, switched on and tuned to 131.025 MHz for communication with those in charge of the situation

- The security gate should be locked open, either by contacting Lasham Office during working hours, or ATC security at other times. ATC security's phone number is 01256 356123.

- In the event of injury, identify any doctor, nurse or other first aid qualified persons on site. Deal with the injured parties. Dave Dripps, the Maintenance Engineer, is a trained first-aider.

- Appoint a responsible person to man the telephone and to keep a log of events.

- If visitors are present, appoint a member to deal with their needs. Remove them from the scene unless there is a useful member of the group such as a doctor, nurse or paramedic, though they will usually come forward without prompting

- Inform Chief Flying Instructor, Deputy Chief Flying Instructor, Executive Manager or Staff Instructor

- Consult Lasham's full Accident Procedures for further actions until LGS's senior staff arrive.

Additional procedures are documented in the procedures for dealing with reports of accidents elsewhere or for missing aircraft.