



Wycombe Air Park, Marlow, Bucks SL7 3DP
t 01494 442501
e info@bookergliding.co.uk
w www.bookergliding.co.uk

SAFETY NOTES

SAFETY CULTURE AND TAKING RESPONSIBILITY

An airfield can be dangerous if you are unaware of the way they operate. Aircraft have the right of way. Be sure to get a briefing on where you can go safely before you step onto the field.

If you see something that looks wrong, tell the duty instructor. Sometimes people will assume that you know what to do. Do not guess, always ask for a briefing. Remember that by doing something incorrectly you could be putting a life in danger.

AIRFIELD LOOKOUT

Tow planes and gliders can and DO land from ANY direction. NEVER assume that an aircraft has seen you. Do not assume that a glider or tow plane is going where it 'usually' does. If you are unsure where an aircraft is going it is usually best to stand still and watch it.

Do not walk or drive in front of a glider after it has been hooked on to a rope for launching. Wait or go round the back.

Shout STOP or GLIDER LANDING in order to alert someone to a hazardous situation.

By all means bring your mobile phone with you, but there is a TIME and PLACE when it is safe to talk. Talking on your mobile when launching, hooking, towing out or retrieving gliders, does NOT square with good look out or safety. If you get a call and you are busy airside, leave it. If it is urgent or important they will leave a message. Deal with it at the launch point or off airside.

POWERED AIRCRAFT AND PROPELLERS

Walking into a stationary propeller can hurt. Walking into a moving propeller will kill you.

Flashing lights on parked aircraft mean the engine is running or just about to start - avoid it

If you need to talk to the pilot of the tow plane, it is best to approach from behind the wing. NEVER EVER walk up to the tow plane in front of the wing unless the propeller is stationary AND you are sure that the pilot knows you are there and will NOT start the engine.

Avoid standing directly in front of the tug when it is within 15m and taxiing towards you. Never assume the pilot has seen you.

Walking across the apron can be hazardous, look out for aircraft moving, aircraft starting engines, objects caught in propwash.

STATIONARY AIRCRAFT CAN HURT AS WELL

Powered aircraft and gliders have lots of sharp edges and bits that stick out - propellers, wing tips, trailing edges – be careful not to walk into or stand on them. Take extra care in the hangar where aircraft are often parked in an unusual pattern.

Do not pick up the wing on a glider without looking at what is happening with the opposite wing. CHECK, someone might be standing underneath it.

Do not walk close to or underneath the raised wing of a glider if you can avoid it, someone will probably pick the opposite wing up just as you do.

TOW ROPES

Ropes can burn if handled carelessly. Do not try to pick the rope up until you are sure that the tow plane has come to a halt. Do not run whilst allowing the rope to slide through your hands.

Remain fully aware of what the tow plane is doing if you are untangling a rope that is still attached to the tug. If in doubt DROP the rope.

Check that the tow rope is not looped around objects or people when hooking on a glider.

When repairing ropes, use the tools correctly. For example, when trying to undo a broken link do not hold the weak link in the palm of your hand, use a stable surface.

DAMAGE TO GLIDERS AND LOOSE OBJECTS IN GLIDERS

By helping out around the club you may find something broken, or break something yourself. For example, gliders can be pushed into one another, canopies can be cracked by being blown shut or slammed, or a heavy landing may cause damage. Objects also get dropped in the cockpit, like pens, coins or keys, which could get jammed in the controls. These things happen.

Please do not ignore it and walk away, as whatever is wrong may prove to be dangerous to the next person to fly the glider. Safety is much more important than laying blame, so report any damage or lost objects to the duty instructor immediately and make sure no-one flies the glider until it is cleared.

GETTING TO THE LAUNCH POINT

Operation on Runway 24

Walk or drive past Heliair and along the perimeter track through the gate. Do not take a short cut across the helicopter pad or park on the grass area between the yellow marker posts and the concrete apron.

Towing gliders to 24

From the trailer park: keep a good look out for taxiing tugs and launches. Park off the field.

From the hangar: look out for taxiing aircraft when crossing the apron and the taxiway, and for helicopters taxiing to and from their hangar.

Operation on Runway 06

Walk or drive past Heliair and along the perimeter track through the gate. Turn left and follow the fence to the other end of the airfield. Look out to your left for aircraft on approach, they will be landing either side of the launch point. Do not take a short cut across the field, you will be in the middle of the active runway. Park off the field.

Towing gliders to 06

From the trailer park: drive parallel to the runway until level with the launch point, then cross quickly, looking out for gliders and tugs landing.

From the hangar: follow the route described above to the 24 launch point area, then follow the route from the trailer park.

AIRFIELD LAYOUT

