

SafetyFirst

A kick in the butt – a wake up call - an incident that sharpens focus on an issue. Usually an issue that you just take for granted as a natural part of daily life on which you spend neither time nor energy - until something happens! And you realise that things don't just function by themselves nor update themselves nor do they repair themselves. Safety is an issue like that. When you mess around with airplanes, fuel, pilots and other seemingly well functioning and robust creations you can be very surprised when you are in trouble and it is revealed how fragile everything is including life itself. After such an incident where everything is tested in the effort of saving lives and goods you start thinking: what can be done to prevent this from happening again? If nothing can be done to prevent what can be done to minimize the damage? Are we prepared? Do we have the necessary equipment? Are we well trained to handle a situation?

After the trike incident the safety group got together and started analyzing:

First man on the crash site came empty handed! Only thinking one thing: get the pilot out of there! Next man on the site brought a fire extinguisher and turned off the ignition right away. Now, why did the first man not bring a fire extinguisher? Conclusion: we need to have fire extinguishers distributed along the runway, a suggestion already made by the board last fall. This decision was strongly supported by the Leksand fire department. Five dry powder fire extinguishers and five fire blankets were purchased a few days later and are all fitted on buildings along the runway – se the pictures below. When you walk by take a look, read the instructions so you know how to pull the ring and direct the spray at the fire.



The fire department was quickly on the site with their water tanks. But – if a building had caught fire had the aircraft crashed on a house would it work with the fire pond? When the connection to the fire pond was made some years ago the fire department tested and approved of it. But we have to face the fact that years have

passed and the little “house” with the connection has turned grey and is blending in with the surroundings. The fire department recommended that we paint it bright red with white corners and white BP (brandpost – fire hydrant) on the sides visible from the road. Also they will check if the water can enter freely into the hose and the suction part not blocked by seaweeds.



Pump house north face



Pump house south face

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Fredrik E's hangar

Klaus' house



Jocke's hangar

Traffic safety

There has been a lot of glider activity in the airpark lately due to the glider week, and this is very entertaining and renders life to the flying club. To make coexistence run smoothly between gliders and motorized aircrafts a document was written a couple of years ago by glider- and motor pilots in common to make clear the ground procedures for gliders. The crucial point is the waiting procedures at the end of the runway when gliders are queuing for towing. The runway must always be clear of anything but the landing or starting/towing aircraft. A recent incident where this procedure was not observed resulted in abrasion of the underside of the tail of a landing single engine because the pilot tried to avoid collision with the gliders and the towing airplane parked on the runway.

This document is available on the flying club website www.siljansnasfk.com in the right panel under the heading: Viktiga dokument (Important documents). It is important that visiting glider pilots are familiar with this document.

Meteorological safety



We have had strong winds lately on ESVS. The windsock gave up and slid down its pole. Too much apparently. But knowing how important a device this is makes anyone who sees it missing shiver and pray for not having to land in downwind. This is where you cannot have a runway that is too long.



And therefore it was remedied asap. The pole where the windsock is fitted doesn't look awfully tall but Rune confesses that although the view from the top of the latter is magnificent



he would rather be watching it from his glider. Thanks, Rune and Fredrik for bringing back the "finger" that points to runway in use. Mission completed!!

...safety



Nature has it's own way of reminding of it's strength. Asphalt is supposed to be a hard shell but look at the edges: if you let it do so moss starts spreading and building soil for weeds which soon make the asphalt crack with risk for breaking and you may continue for yourself if you by accident happen to come too close with your main gear. Not good! So - again thinking safety - a monster was

called in and as delicate and carefully as a ballet dancer it scraped off 30cms of the grass edges, and afterwards a motorized stiff brush took care of the rest! Impressive! And as an extra Alice got a transplant in front of the plot where the grass had suffered from the draught last summer. The turf was good, now it is up to Alice and Rene to see to it that it survives!



a propos safety

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from Gary Clark.