



Safety Briefing

FL 2019 Adrenalin Grand Prix



IT

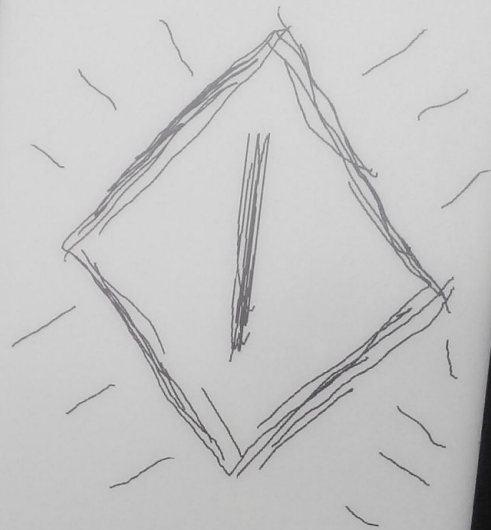
Don't look at the avionics too long time
Set the avionics only when it is safe
Do all the preparations before the flight





TX
D-3758

Sketch Pad

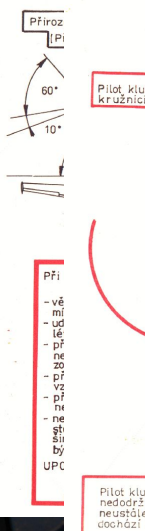


kobo

Thermalling

3 rules - look out, look out, look out!

Always look to the direction of banking!

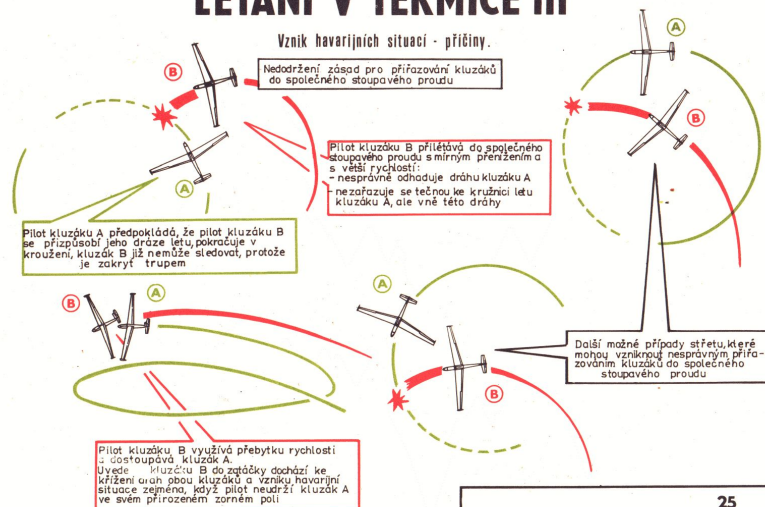


LÉTÁNÍ V TERMICE

LÉTÁNÍ V TERMICE I

LÉTÁNÍ V TERMICE II

LÉTÁNÍ V TERMICE III



Thermalling

Don't stay at the dead man's angle or fly above/below without being sure others are aware of you.

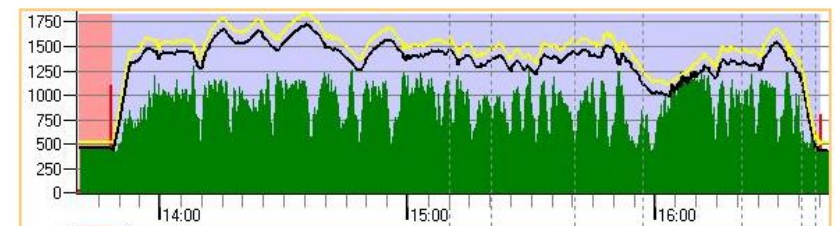
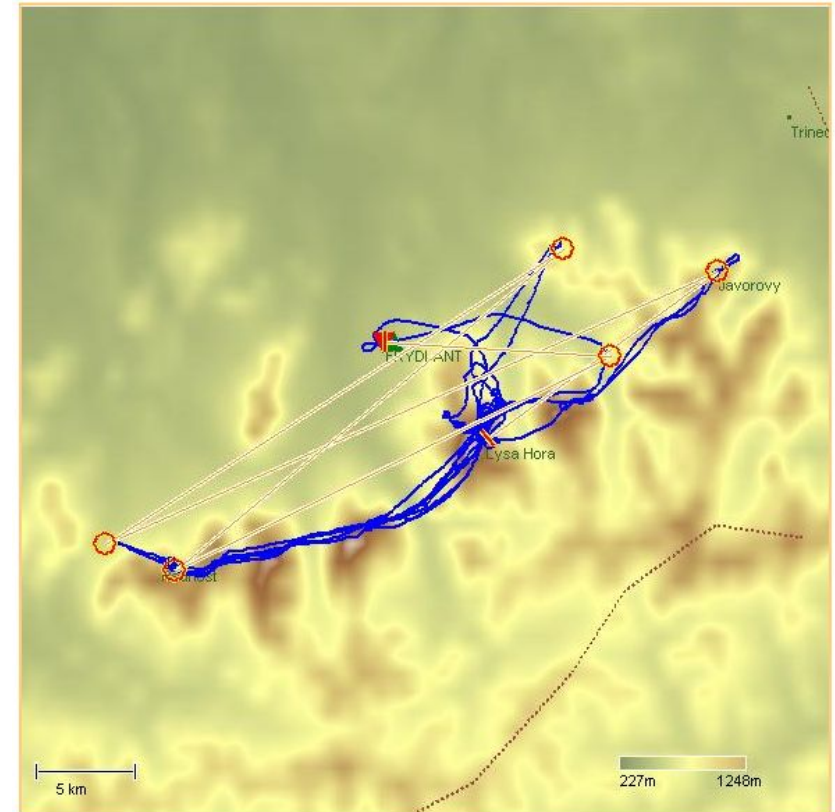
Don't pull or push up if not sure there is room for you.



Ridge Flying

Pilot, who has got ridge on his right hand has **right of way!**

Always turn **OUT** from ridge!





Starting the engine

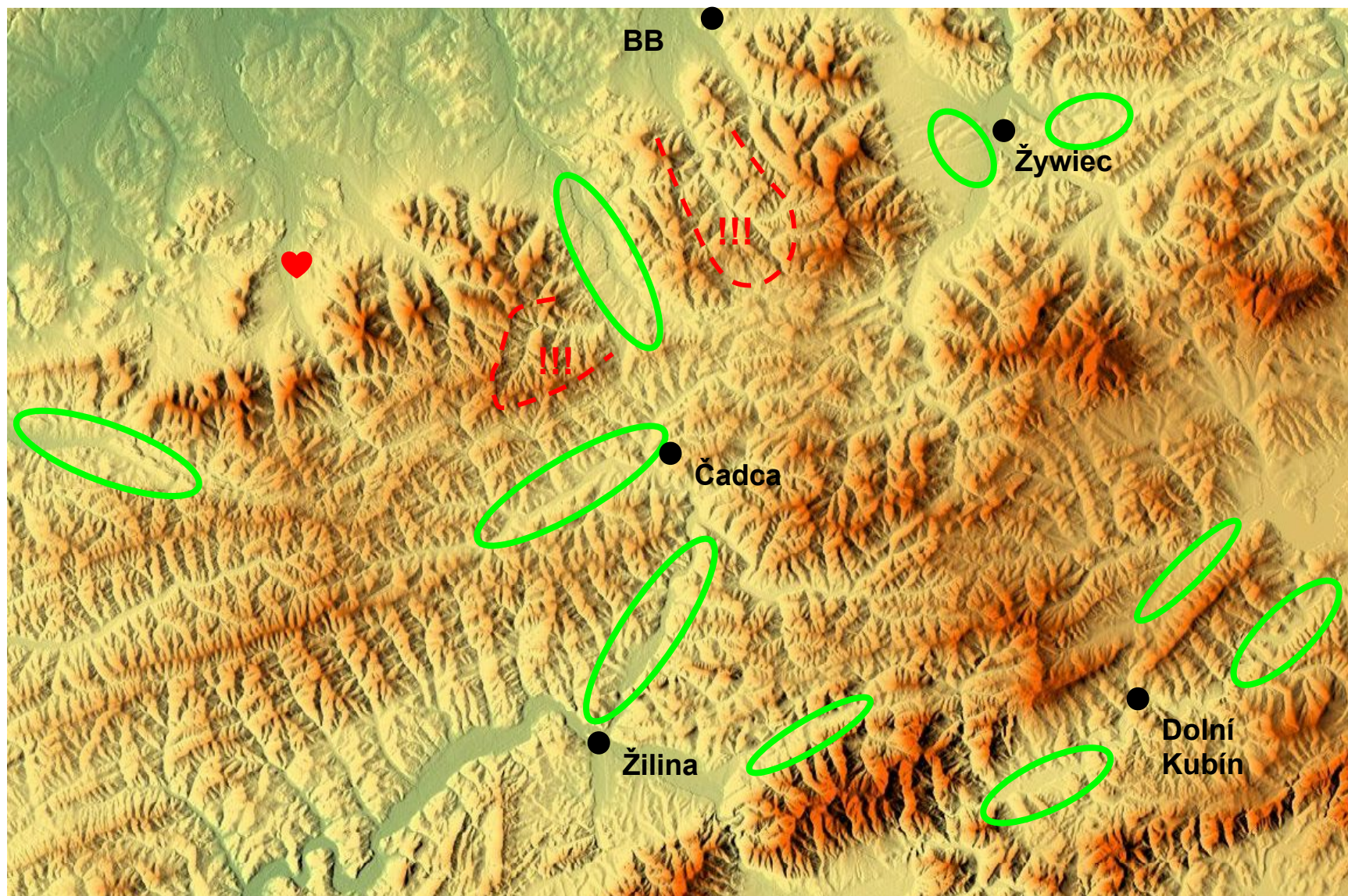
Starting the engine always with enough height

Starting the engine always with emergency field for landing

Expect with engine failure!!!



Outlandings



Outlandings

Other possibilities - Martin, Rožumberok

Be careful with Grass strips (for crop dusting)

Big field is many times better

Always calculate glide ratio to a landable area

700m AGL - do not fly to the area without fields for outlanding

300m AGL - you have to see the field for outlanding

200m AGL - you go to final landing, **don't change your decision**

Rule for our beginners: Tomorrow is also a flyable day...

Outlandings

Outlandings - SMS to the +420 776 672 383

- GPS location or geographical position
- is everything OK?
- have transport from field?

Transport team - give message on TWR, that you are leaving!

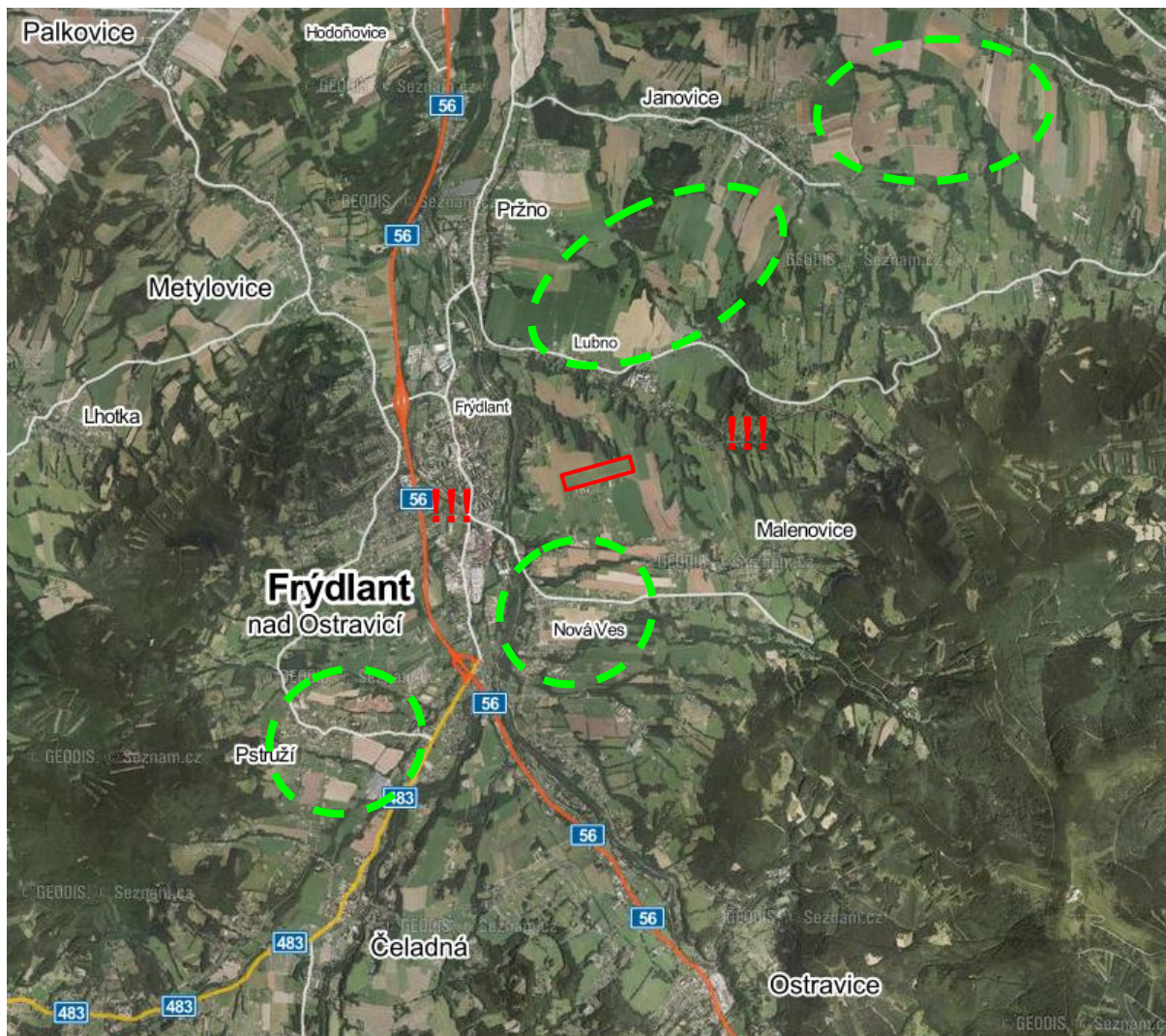
Final Glide

Near airport aren't big fields

Final glide on 080 - glide "to the hill"



Final Glide



[video](#)

Final Glide



Fly safely!!!

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." |

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