

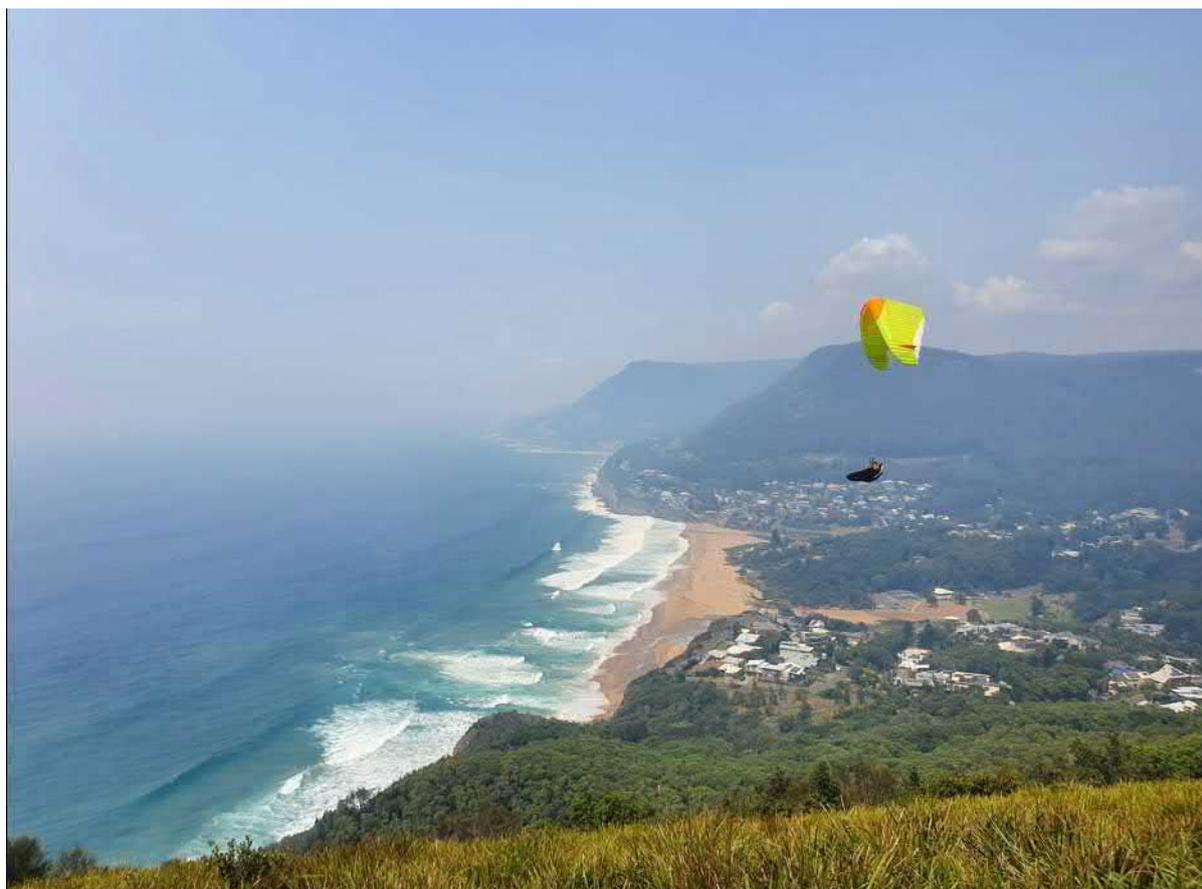


Hi \_\_\_\_\_

Welcome to the June edition of Airwaves, the bi-monthly e-newsletter of the Sports Aviation Federation of Australia.

In response to requirements and guidelines from all levels of Government, flight operations were temporarily ceased for a period in some places around the country (e.g. Tasmania, Victoria, Stanwell Park), while a lot of sites remained open and operations continued. That said, it's clear a majority of pilots have followed guidance and requests to restrict their movements and observe social distancing. SAFA is grateful to all pilots and commercial operators for playing their part in support of the National strategy for dealing with this pandemic. Certainly, we have seen a reduction

in Accident and Incident reports in our AIRS database.



As pilots do resume operations, please bear in mind your potential lack of currency. This can become apparent in a number of ways. You may have a lapse in following the procedures and checks that you would normally go through when making preparations to fly. This could be brought about by the excitement of getting in the air manifesting itself in impatience and a hurried setup, potentially missing key checks. If you are finding that you have missed a step or can't remember whether you have performed all of your normal checks, then the best bet is to stop and start from the beginning. A pause of a few minutes is nothing compared to the potential time taken to recover from a disaster.

Another manifestation of lack of currency could be a loss of competency with rusty skills on the ground and in the air. The best way to counter this for both paraglider and hang glider pilots is to go ground handling before getting back in the air. Use these opportunities to refresh your setup checklists as well as your skills. Get the feel of your wing on the ground before chancing it in the air.

We in the southern States are in Winter mode, and with that come the changes to meteorology. If you are returning to flight after a considerable gap, please take into account the possible changes in aerology since you last flew. Spend a bit of extra time on the hill conducting an assessment of conditions. While doing this, mentally run through your planned flight taking into account all phases and possible scenarios

and develop contingencies. If it doesn't feel right, don't let the excitement of flying again compromise your judgement.



Travel opportunities are only now becoming possible. We in Tasmania will have Bass Strait used as a moat for some time I suspect, although there are talks on loosening travel restrictions between States that have no cases of Covid-19 and indeed even with New Zealand and some Pacific Island nations.

Many in our community have lost their jobs and face an extremely uncertain future as the Federal Government prepares to implement a 'snapback' strategy of winding back economic stimulus and support. These social and financial dislocations are inducing great stress in all sectors of our broader community. The stresses and

pressures of an uncertain future on someone's concentration and ability to aviate safely cannot be ignored. Flying can be a great way to get away from these stresses, but if you are not in a good mental state and are worrying about bigger matters, then please reconsider your choice to fly. Distraction can be a killer.

***Iain Clarke, Safety Management Officer, SAFA***



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