

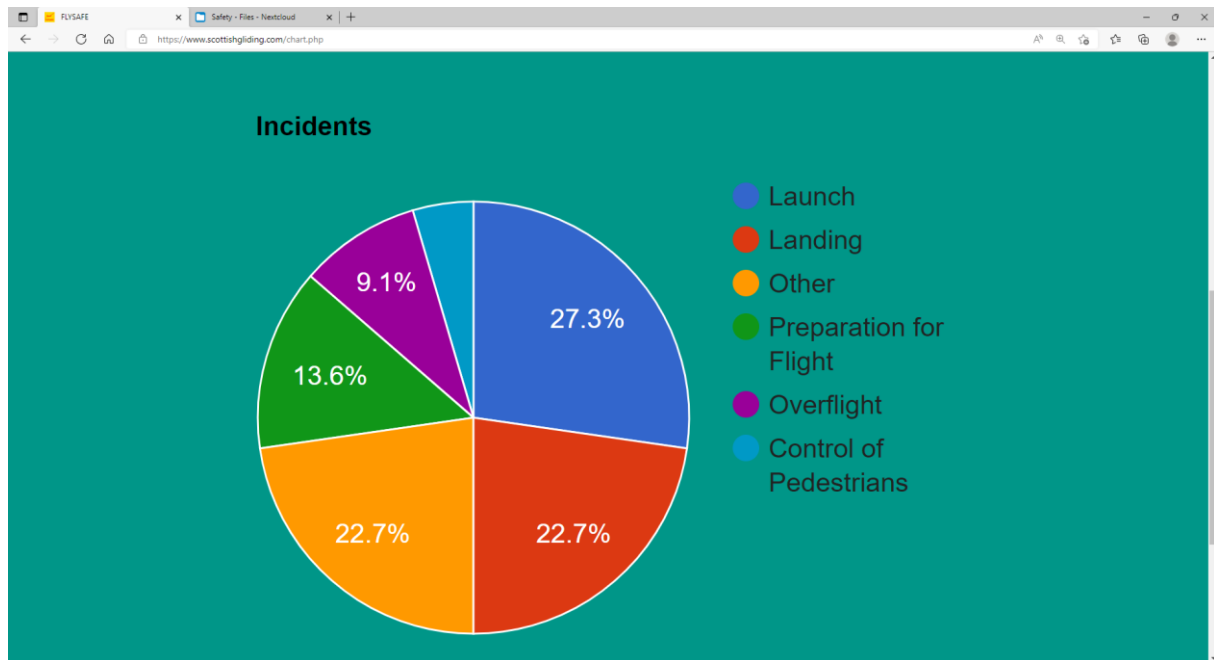


### Foreword

Just at the beginning of my tenure as Safety Officer I'm not really amused about the amount of work that has been created for the board, me and the technical team especially. But let this not distract us from the newsletter which has a slightly different layout as all the previous ones.

### Beginning of season

In the months from the publication of the last safety newsletter in mid-February to the AGM at the beginning of May there were 22 incidents reported, of which only three were "Preparation for Flying", no "Ground handling" or "Hangar rash" incidents. The number of operational incidents can be explained by the unusually high level of flying activity at the beginning of the season. (see "Penultimate" below)

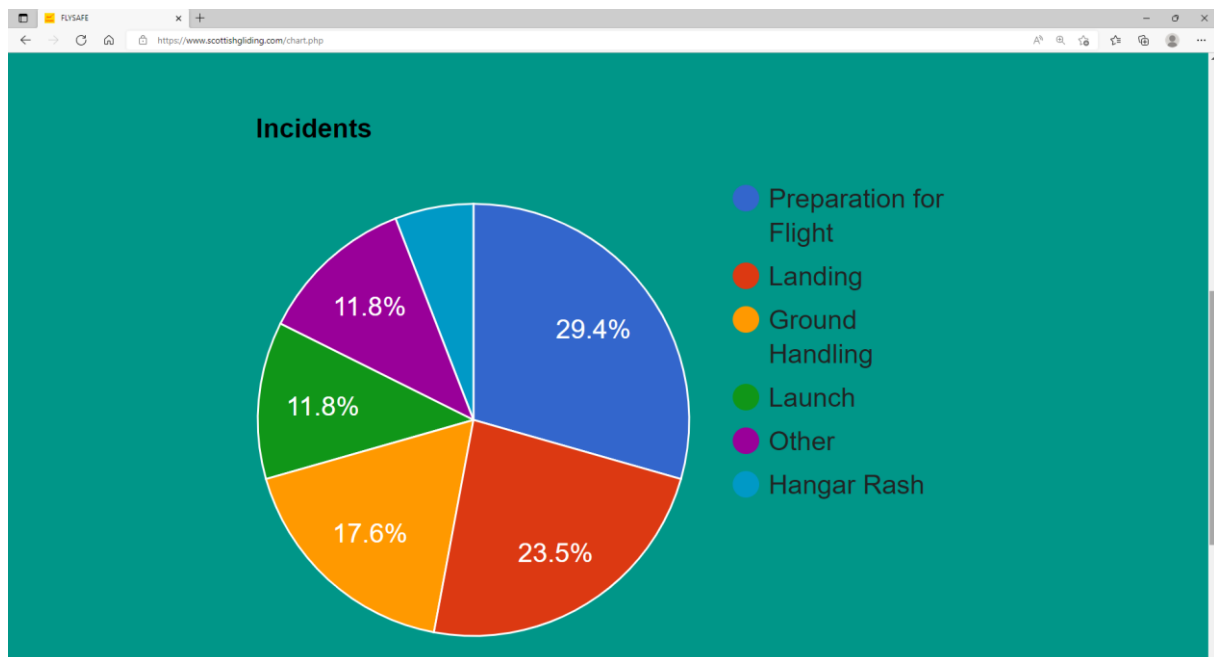


### Accidents and incidents since the AGM on May 8th:

All incidents are listed here without any specific comment. I will come to that in the subsequent section.

30-05	Damage to LZS rudder balance on top of fin	Hangar rash
02-06	Damage to aileron underside found on rigging (WA1)	Hangar rash or Ground handling
14-05	Rear canopy struts bent on hangar exit (WA1)	Ground handling
04-06	Damage to front canopy and mounting due to towing with canopy fully open and unsupported (GGB)	Ground handling
05-06	Crack on LZS front canopy right back corner, most likely originating from seat belt still hanging outside when closing	Ground handling

21-05	Potential heavy landing damage <u>discovered during maintenance</u> (HHD)	Landing (missed on DI or ABCDE check)
03-06	Damage to LZS tailplane <u>found on re-checking previous damage</u> (see above), reason unknown	Other (missed on DI or ABCDE check)
10-05	Battery found dislodged (LOV) <u>end of day</u>	Prep for flight
11-05	Tailplane bolt loose (LOV) <u>midday</u>	Prep for flight
20-05	Cowling fasteners loose (GGC) first tow	Prep for flight
05-06	5GC main bolts safety screw found loose <u>end of day</u>	Prep for flight
27-05	Wing touched ground on winch launch (K 21)	Launch
28-05	Nearly stall and spin on winch launch (private glider)	Launch
21-05	Conflicting traffic on North field approach (GGU & 2-seater)	Landing
28-05	Low circling on downwind, thereby hindering other glider to land properly (two private gliders)	Landing
28-05	Hard landing after approach into South field, glider considerably damaged, pilot uninjured	Landing
04-06	Passenger door partially opened on return from tow (GGC)	Other



### Basic analysis and conclusions:

As one can see from the coloured highlighting, we do have most incidents on ground even before flying commences on a day. These are only the incidents I was made aware of through Flysafe or by reports from the technical team.

This brings me to my first point:

**Please!** All incidents should be reported on Flysafe. Nobody should fear any repercussions, but reporting may save lives! Incidents such as those above with the loose bolt and the loose safety screw exemplify this point!

I'm aware that some members are not willing to enter personal data into any online system; these members should ask an instructor or any postholder to enter the incident on their behalf. Only the description, the date and any included pictures are visible to other members for privacy reasons. We all can learn from incidents! Rest assured that feedback will be given. Personally I have to come to grips with this system, which is a new one for me, so please give me some time. Also, please regard this newsletter as a safety feedback for the first month of the new board.

The landing accident of LOV on 28<sup>th</sup> May was not entered into Flysafe! I entered it myself on 10<sup>th</sup> June, albeit mistyping the date. I'm perfectly aware that accidents have to be reported to the AAIB and BGA, as this one was, but to complete the overall picture I would like to have them on Flysafe too.

#### Next point:

When taking the gliders out from the hangar and moving them around on the field please be vigilant. Taking a glider out from the hangar without the presence of a supervision qualified person is not allowed i.a.w. our rules detailed in the manual. You might wonder why I used the wording "supervision qualified". The manual states "instructor". In addition to instructors we are in the process of defining additional personnel with the appropriate training programme. Personally, I would be delighted to see everybody very focussed and concentrated on getting the gliders out rather than having a chat about anything else.



#### A few specifics:

- Never pull a glider out with the canopy open.
- Make sure the canopies are clean, use fitting materials only for cleaning.
- Minimum of three (3) persons on the Perkoz with one holding the tail down, and don't forget the door rail cover for the wheels to go over!
- Don't disturb the person performing the DI. If you are the disturbed DI performer, restart the process at the last point you definitely did.
- Instructors: Please detail more experienced pilots, if available, to supervise and help the less experienced on DI.

#### All day:

- Always close and lock at least one side of the canopies before starting to tow a glider around.
- Take care that all straps are inside the cockpit and not hanging out before closing a canopy!



On top of the Daily Inspection I would ask everybody to do the ABCDE checks when taking over a glider from the last pilot during operations. As a reminder listed below. 😊

- A = Airframe (damage, special features, etc.)
- B = Ballast (placards can be read more easily and added ballast seen when you're outside)
- C = Controls (full and free, basically "positives")
- D = Dolly (if applicable, or other materials like tyres on the wingtip)
- E = Environment (Wind direction and speed, other traffic etc.)

All students should see to their ground handling training cards getting completed. This is part of your own responsibility!

Students, please ask for training if something is still open or if you are not sure about anything. We will include a basic information and training on the Flysafe reporting system.

Thirdly:

We have re-introduced the Duty Pilot: all pilots should be aware that the Duty Pilot is the person to report to when they arrive at the launch point. The Duty Pilots more or less run the show as assistant to the Duty Instructor.

**They are empowered to enquire about your pilot status (student, Bronze etc.) and enforce the authorisation requirement by AsCat/Full instructor of the duty team for any flight in a club glider!**

This is a change in the authorisation requirements detailed in our Airfield Manual which will be updated accordingly. Self-authorisation for club gliders will solely be a privilege of FullCat instructors.



Penultimate:

The Board, the CFI team and the Flying Committee would like to see everyone sticking to the rules laid down in our manual(s). We will start to introduce a few additional procedures that will become mandatory after the change from BGA to SFCL rules on gliding, currently dated to the beginning of December 2023. For example, one of these will be the verbal or written detailed briefing and flight authorisation for all pilots below Bronze plus CCE (that's the status of the SPL licensed pilot).

The analysis of operational incidents will lead to a reassessment of the procedures detailed in our manual(s) and in part slight changes of those (see for example the section above). More details will be published in subsequent round robin emails or Safety newsletters, or explained in Information Meetings.

And finally:

Now we are in the super position to gain more height on winch launch as we have the Dyneema cable on the Skylaunch winch! The cable is very light, it stretches right in front of your glider on "all out" so you normally won't be pulled to one side any more. The acceleration is faster because the winch has a lot less mass of cable to move and with less ground friction. To gain the maximum height out of the light cable you should stay on until you feel the winch pull stopping (you will really feel it!) before acquiring normal flight attitude. The cable will back-release automatically. In the rather unlikely event of the cable staying on after reaching normal flight attitude without winch pull, release after counting to three.

Note for instructors: the above procedure does not contravene the procedures detailed in the Instructors Manual, it supplements!

The big difference to the steel cable is the additional attention we all have to have on ground. Because the Dyneema is so light do not drive a vehicle, tow a glider or taxi a powered aircraft across! The cable could be picked up by the wheels or propellers!

**Stay safe, be focussed and vigilant and have fun with the additional height gain possible!**

Cheers,  
Reiner