



Foreword

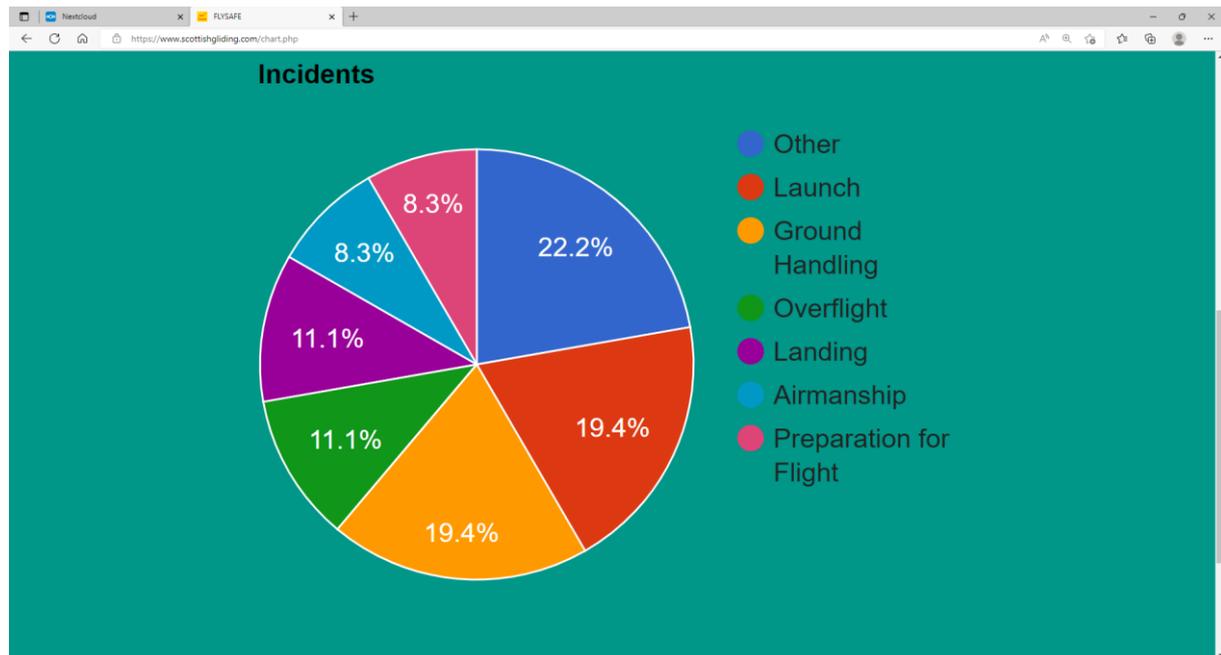
As I was on family holiday for quite a while in the last two months with limited internet access, I would like to apologize for not immediately acknowledging the Flysafe entries. I try to confirm entries asap to lay out the course of action with the relevant responsible members (CFI, tug master etc.).

Accidents and incidents since last Newsletter June 12th:

The incident overview shows quite a few in the category "Other". Two of those could also be classified as "Launch" and one as "Ground Handling". One is a double entry (GH and Other), that's the reason for the percentage numbers not adding up correctly.

The total number of reported incidents is 35, thereof:

Other: 7 (4); Launch 7 (9); Ground Handling 7 (8); Overflight 4; Landing 4; Airmanship 3; Preparation for Flight 3



Basic analysis and conclusions:

These are only the incidents I was made aware of through Flysafe or by personal reports from members.

This brings me to my first point:

I can only emphasize again!! Please!! All incidents should be reported on Flysafe. Nobody should fear any repercussions, but reporting may save lives!

I'm aware that some members are still 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.

The hangar rash of GGU was not entered into Flysafe for example!

Next point: Situational awareness

Always assume that there are aircraft around that might want to land at our field, may it be locally stationed or other gliders, or even powered aircraft for a variety of reasons. When moving around on the field let yourself not be distracted, especially while driving a mule. The engine noise of those prevent you from hearing properly anyway. If you receive a call on your phone or have to make one yourself, please step aside to do so. NO phone calls while driving on the field or helping in any capacity. Somebody even accidentally crossed the Dyneema winch cables with a mule while being distracted by the smartphone!



Listen to radio calls! Then look around to establish whether a launch can proceed or needs to be stopped or delayed.

Always assume the winch cables are lying out! Make sure your landing path does not cross the direct line between winch and launch caravan.

Lead Instructors: Please **define the landing areas** during your briefing at the start of the day.

Pilots: Please **vacate the landing area** towards the respective track/field boundary after landing, either by steering 30° to 45° to the relevant side after you are on an stabilised landing run and the speed has gone down, or pull the glider over by hand after vacating the cockpit.

Retrieve: The mules (and other vehicles!) should **cross the field perpendicular to the respective track** and drive along the track to where the glider is. Towing the glider back should then also be along the track and then perpendicular to the track towards the launch point. Do not tow directly into launch position, stop perpendicular, the glider should be turned and pulled into position by hand.



Tyres: Make sure that all tyres we use to secure our gliders are stored back on a mule or at the respective rear boundary of the field. The tugs and also the motorgliders have a restricted field of vision to the front, especially to the front right. Hitting a tyre lying around might result in a ground loop or even a nose-over with the corresponding damage!



Trailers and Rigging: Make sure the respective trailer is fit for purpose and check regularly. There was an incident on a private trailer:

“Whilst rigging the glider the starboard wing seemed to catch slightly on something in the trailer when pulling it out. After rigging was completed I had a look to see what was rubbing and found the wing dolly rubbing on the carpet protection around the starboard lift top strut lower mounting point. The trailer is a Cobra lift top with twin gas struts, vintage 2010. On lifting the carpet protection at the bottom of the strut I was horrified to find that the retaining nut for the lid strut had completely unscrewed and was sitting next to the end of the lower mounting bolt for the strut but not engaged on the threads. The nut (top hat type) sitting proud was causing the wing dolly to catch on the carpet protection. The nut on the other side which was tight.”

When **rigging** a glider ensure the presence of enough helpers, don't hasten the process. A fuselage falling over or a wing sliding out and dropping to the ground can cause damage with all the unpleasant consequences (additional work for quite a few members, unavailability for flight ops etc.).

Thirdly: Weight and balance

Triggered by an incident we all should give this topic more attention. **Just to remind everyone:** the maximum weight of a pilot including parachute should not exceed 100 or 110 kg depending on the glider type. An excellent possibility to re-acquaint oneself with the ballast stickers in the gliders. The overall max load should also be in focus. On my last duty we had the situation that the pilot and instructor together would have exceeded the max load. Situation was solved by asking a lighter instructor to do the flight. We now also have scales in the launch caravan in case someone doesn't know his/her weight. When asked by the duty instructor to use the scales please do so, otherwise you won't be allowed to fly unless you can prove your weight. As stated in the last SN:

The Duty Pilots 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 empowerment now extends to the weight enquiry in case of doubt, the Duty Pilot must refer the respective to the duty instructor!

Penultimate: Launchpoint layout

The Dyneema cable as the main reason, but also the supervision tasks for lead instructors had the CFI team reconsider and change the launch point layout as shown. This layout should be used at all times, even with winch only ops.

With this layout we minimize the possibility of the first winch cable falling across the second, which would rise the cable damage risk considerably. The winch cables will fall away from the aerotow line too.

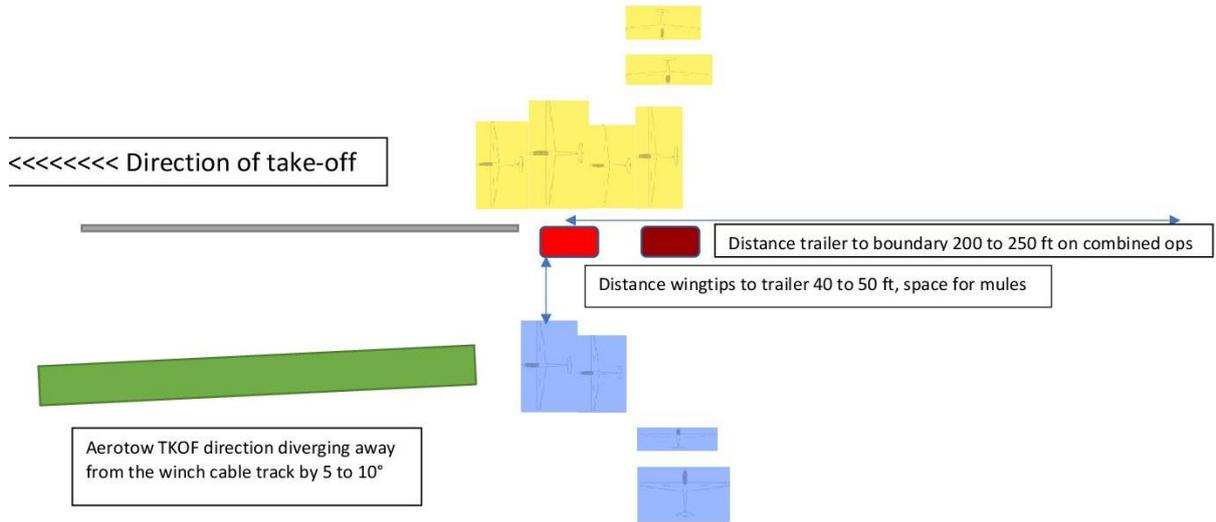
The lead instructor is also provided with a better supervision possibilities.

The overall launch frequency will be higher because the lead instructor/duty pilot can react faster in allocating ground handling personnel to the respective row or the mules for retrieval. The synergetic effect of a combined launch point.

I've heard people say that these single lines slow down the launch frequency. That is a misconception! If everyone plays to tune and both the first and second glider per row are ready for departure when the cables/tugs arrive, i.e. all checks done with the exception of "eventualities" and "cockpit closed", this layout is no slower than any other. If there are more than 3 to 4 gliders per row the additional gliders are lined up perpendicular to the launch direction.

Launch point layout to left or right, winch side downwind !

Grey = winch cable track	Yellow = glider launch positions winch
Red = launch point trailer	Blue = glider positions aerotow
Brown = fire truck (Defender)	Green = aerotow strip



Different glider symbol sizes to show fuselage line-up

And finally:

We are a club where everyone wants to pursue his/her passion gliding. So everybody should also help running safe operations to maximise the usage of our equipment. Please look after this equipment to ensure unimpeded usage.

Thanks to all volunteers in their respective positions and rosters!



Stay safe, be focussed and vigilant and have fun!

Cheers,
Reiner