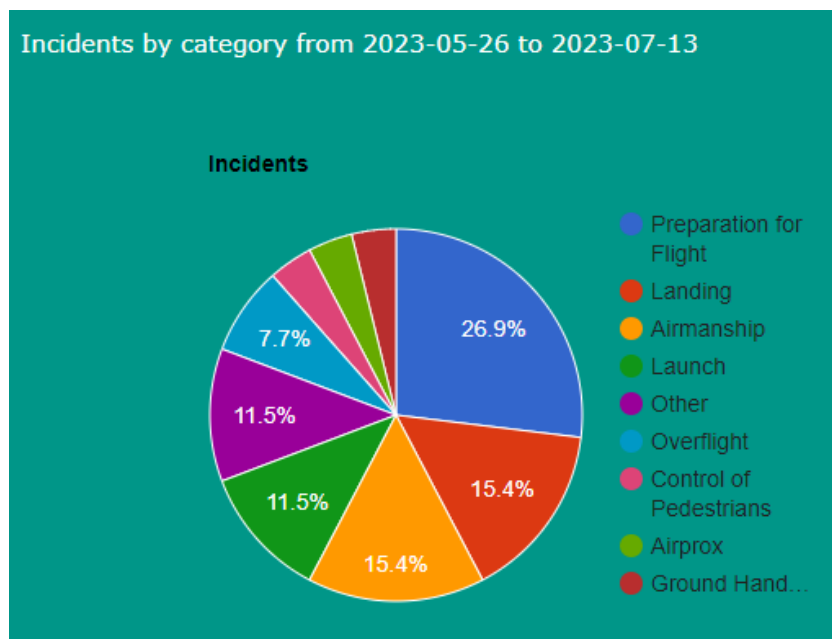




## Issue 20 –July 2023

### Accidents and incidents since last newsletter

Since the last safety newsletter was published, we had 25 incidents reported, on average 3.5 incidents per week. As you can see from the chart below many incidents related to flight preparation and DIs. More on this below.



### Basic analysis and conclusions:

On the positive side, some of the reports are about the avoidance of incidents. Something has been spotted and dealt with before it could result in an incident causing damage or injury. Please continue to report this type of incident as well, since they help us to see if there is a trend that could result in a major incident. As an example, one of our cadets spotted a problem with the tow rope and this could be replaced before the next flight.

We also had a couple of wing drops without releasing.

***Always release before the wing touches the ground.***



## Preparation for Flight and DIs

Many of the large number of "Preparation for Flight" incidents were the result of items left in the glider:

- Screwdriver under seat of tug.
- 2 parachute bags behind rear seat of K21. **Never put anything in the space behind the rear seat. It can foul the control cables.**
- Shoulder straps wrongly threaded in DG505.
- Rubber grip of RAM mount fell out of tail tank filling hole in DG505. It must have worked itself all the way through the fuselage, potentially fouling control cables.
- Water found in air brake wing boxes. Always make sure that airbrakes are closed and locked when washing a glider or when a glider is left out during rain.



Whenever you do a DI or ABCDE checks look carefully in the cockpit, behind seats and under cushions for any items that should not be there.

## Lookout

As always, lookout is very important. Don't rely on FLARM. It is useful but does not replace good lookout. While most gliders flying at Portmoak have FLARM, not all of them do. In addition, your FLARM or the other glider's may not be working. Several times I have flown Air Experience in the evening and the battery went flat during the flight. Also, make sure the FLARM software is updated as required, it will stop working after a bit over a year.

Lookout is also important for the ground crew. When you are the wing holder, you are responsible for the launch. Always have a good lookout, not just above and behind, but also to the sides for someone landing in the south or north fields.

The same lookout is important when towing gliders or driving the mule to retrieve a glider. Even when you know all club gliders are on the ground, someone may come back from a XC flight. Especially in easterly winds, a glider may come straight in to land rather than doing a proper circuit. So, look out for these too.

And whenever you are performing a task as ground crew, be aware of what's going on around you and in the air. Don't use your phone when you perform a task or walk around the airfield.

## And finally

Congratulations to the cadets and their instructors for having a great week without incidents.

Safe and enjoyable flying,

Wolf