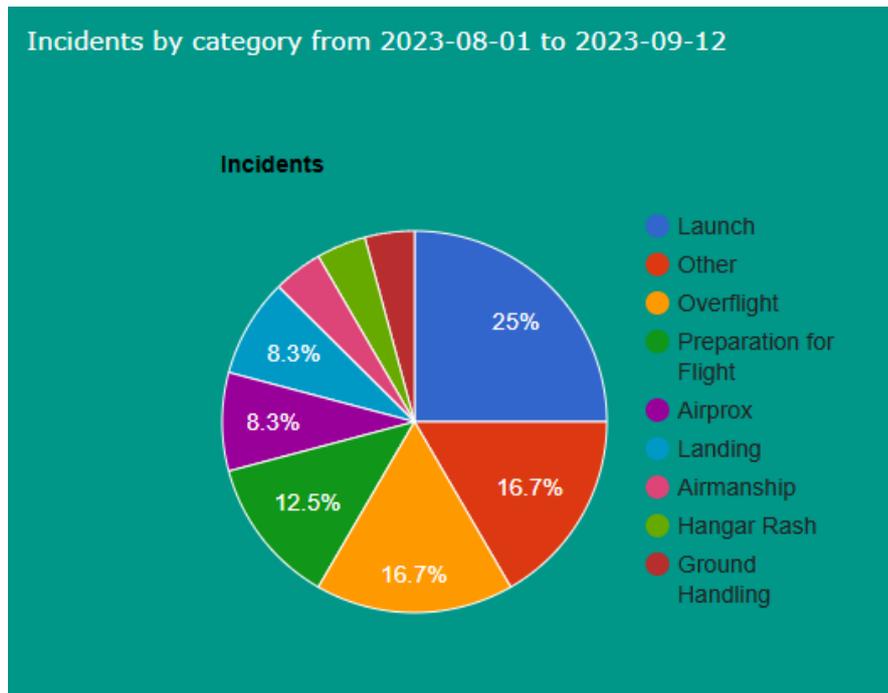




## Issue 21 – September 2023

### Incidents in the last 6 weeks

Incidents by category from 2023-08-01 to 2023-09-12



While we had few launch incidents between June and July, these are dominant during this period. Most of these relate to a lack of vigilance by the launch point crew (see also the article below). There was one wingdrop on aerotow and a strop was discovered with the wrong coloured sleeve. Always check the colour of the weak link.

We had a lot of overflights, which are being reported and 2 of these resulted in an airprox, one with an aerotow combination and one with a K21.

In the other category, a notable incident was the fact that the securing pin for the wing tip extensions on the Perkoz was not fully secured. If you don't know or are unsure how to fit the wingtips, ask someone who knows. Another incident related to straps in the Perkoz (see article below).

Make sure DIs and ABCDE checks are done properly, as all 3 Preparation for flight incidents relate to this. A bottle of water was found by the rudder pedals, a K21 was flown over the weight limit because weights had not been removed and a DI was dated for the following day, resulting in the DI almost not being done the following day.

### Safe Rigging

The AAIB has concluded an accident report into an ASW20 and it includes the recommendation on always doing positive control checks. We do this anyway, but if you haven't rigged a glider for a while, check out the BGA publication on safe rigging at <https://members.gliding.co.uk/bga-safety-management/managing-flying-risk-index/safe-rigging/>. The full AAIB report is available at <https://www.gov.uk/aaib-reports/aaib-investigation-to-schleicher-asw-20-l-g-cfrw>.

## Gadringer Straps



We had an incident recently where the strap in the Perkoz was loose during aerobatics. Luckily, the pilot managed to recover from this without incident. The spring clip was bent and in the wrong position. It could not be put into the correct position. With these types of straps it can happen that the spring gets bent when the strap is twisted and then it can become loose. Check the straps and report any problems.

## Using the correct Hangar slots

The hangar slots for club gliders have stops to prevent them from being pushed in too far and damage the glider. Depending on type, these stops are at different locations. If you push a glider into a slot designed for another glider, you could inadvertently push it too far, so always use the correct slots for the gliders.

## Landing in a short field

We have had quite a few landings diagonally into the north field or into the south field, where the height or speed or both were misjudged resulting in running over the ash track. While this is unlikely to cause an injury, it can and frequently has resulted in damage to a glider.

More importantly, imagine you are landing in a field this size. At the end there could be a wall, rather than a track, so misjudging the approach can result in serious injury, if you don't land and stop in time.

It is therefore important to be able to land in the spot you intended to, and you can practice this easily by landing in a westerly direction in the centre or north field.

Especially when landing in south or north diagonal, the wind may have changed and suddenly you find you are not coming down as fast as you thought. To avoid damage, close the brakes and fly over the ash track and land in the centre field. Alternatively, in a north field diagonal approach, you can easily change direction slightly more to the west to stay within the north field.

## Launch point discipline

At the launch point you must always be vigilant. A launch is not finished when the glider has left the wing runner. There may be an actual or simulated launch failure, in which case no other launch should be started until the glider has landed or is at a height to do a complete circuit. A few times we had aerotows about to start when a launch failure is being practiced.

Always keep a good lookout and be vigilant.

## *Safe Flying*

*Wolf Rossmann*