



Issue 25 – February 2024

Incidents this year

Since the beginning of the year we had 8 incidents, mostly related to launching.

Category	Incident	Recommendations
Launch	Launching glider without pulling in a cable under repair	Never launch on one cable with the other halfway out
	Cable breaks and winch too far to the north for the wind direction, resulting in cable dropping near work area	Winch location must take cross wind into consideration
	Rotating too quickly during launch	Don't do it
	Incorrect winch launch signalling	Better training and supervision required
	Motor glider veered off track and aborted launch	
Airprox	Glider doing simulated launch failure not seen by other glider in circuit. Radio calls not made or not heard	Follow new procedures and make sure your radio is working. Always keep a good lookout
Other	Leg strap pulled through on private parachute when putting it on	Always check parachutes carefully when putting them on
	Walking towards launch point from ash track when landing glider passed close by	Always check for approaching gliders when walking on the airfield

The BGA has also published the accident review for 2023 and it is available at <https://members.gliding.co.uk/library/safety-briefings/2023-accident-review/>

Radios and New Frequencies

As you have already heard our new frequency from the 21st of March - it is **122.915**.

Make sure you reprogram your radio and check other club frequencies that are changing. The list is available at the BGA website: <https://members.gliding.co.uk/2024/01/30/club-sites-new-radio-frequencies>.

Safe Ridge Soaring

We already had several articles from Lina about safe ridge soaring, but the accident last November raises this subject again. You may have seen the AAIB report, but we think this does not sufficiently warn of the dangers of flying low on the hill.

When you are below hilltop and close to the ridge you don't really see the horizon very well to judge your attitude accurately.

Your workload is such that you are unlikely to check the ASI.

The ground comes up in front of you, especially in the bowl.

This is the point where you may raise the nose without realising and your speed drops further. **At this stage a stall and spin are a dangerous possibility.**

- **When close to and low on the ridge, fly faster, at least 1.5 x stall speed.**
- **Monitor your speed, don't let it drop.**
- **Make sure you regularly practise stall recognition and recovery, especially in different glider types. Note that older gliders are much more prone to enter a spin than e.g. a K21.**
- **If there isn't any decent lift, it's safer to turn away and go back to the airfield rather than trying to persevere.**



Changes to Flysafe

You will soon notice some minor changes to Flysafe. We are making some updates to ensure that incidents are analysed and followed up and the reporter and all pilots know when any changes are made due to recurring incidents.

When reporting an incident, you will see a slight change in the description to the field how this can be prevented:

How do you think this could be prevented in future
Only you, the CFI/DCFI and Safety team will see this to help them to analyse it further

This means others will not see what you put in there (we still recommend putting something in, if you have any thoughts on how to prevent it). The safety team, that's CFI, DCFIs, CSO and DCSOs, will review the incident and put something into the new field:

Recommendations to prevent similar incidents in future

This field is only visible when you review incidents, and it may initially just say "Under Investigation". Ultimately, this field will show if and what we may change to prevent this type of incident.

There are a few more minor changes:

Safety Newsletter – February 2024

- There is a tick box if anyone was injured. This also means that you can use Flysafe to report non gliding related injuries that happen around the airfield (we are required to record these).
- When reviewing an incident, instructors and the reporter can now click on an Update button to go directly to update the incident, rather than having to select it again in Update mode.
- There is a new category "Duplicate". Don't select this. Sometimes the same incident is reported by multiple pilots. The CSO or DCSO can then mark one of these as duplicate, so it is easily seen how many incidents of which type we have in a given period.
- IGC files can now be attached directly to an incident (one at a time).

The manuals that can be downloaded from the Flysafe website will be updated in due course.

New Parachute Store

A reminder that the parachutes are now stored in the clubhouse, please do not return any parachutes to the old store in the hangar.

The shelves for club chutes are also labelled with the glider Trigraphs, so please pick up parachutes from the correct shelf and also return them to the correct shelf at the end of the day. That way the duty instructor can easily see if anything is missing.

Safe Flying

Wolf Rossmann