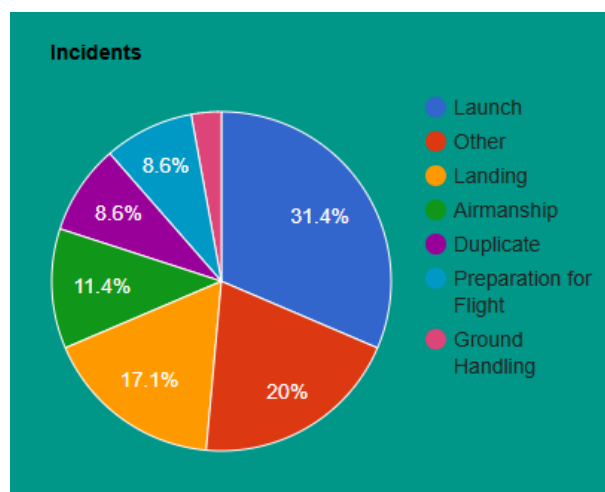


Issue 29 – May 2025

It's been a while that we had a general safety newsletter. While you have seen the incident statistics from Flysafe over the year in the recent report at the AGM, here is another update since the beginning of the year and also some safety reminders that have not been covered in our monthly Safety Topics.

Incidents since January



Since the beginning of January we had a total of 32 incidents (ignoring duplicates).

As you can see the majority were launch incidents (11). Some of these were wing drops and the pilot did not release. **Please, please, release before the wing touches the ground.** Some of them were the result of insufficient training of the wing runner or signaller.

Most of the landing incidents were the result of bad circuit planning. There were also 2 wheel-up landings and a landing with a deflated tyre.

Driving on the Airfield

We frequently see mule drivers racing along the airfield or the track. Private cars often drive too fast as well. This causes further damage to the ash tracks and can also endanger any pedestrians, gliders or other vehicles.

Our rules are very clear: **Do not exceed 10mph and drive on the ash tracks except when towing out or retrieving a glider.** There is a tendency to drive the mules (or your private car) on the grass adjacent to the ash track to avoid the potholes. This results in the grass being damaged even further. Please stay on the ash track, drive slowly and repair the potholes.

Laying out cables

A contributing factor to one of the launch incidents was a cable not laid out in front of the glider. Even with Dyneema it is good practice to always lay out the cable in front of the glider to be launched. This gives the pilot a better view of the cable being taken up and there is less chance of a lateral pull on the glider.

Keep area behind rear set clear

Every now and then someone finds items put behind the rear seat of the Perkoz and sometimes even a K21. These areas are not for stowage in these gliders. There is a risk of obstructing control cables, so they should always be clear. Parachute bags go into the wing roots for K21 and stay in the hangar for the Perkoz. Check that this is clear as part of the DI and ABCDE checks.

Safe Flying

Wolf