

Safety issues

Club Management Conference

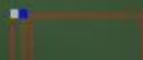
23 November 2013

1. Winch wing drop

What happened next?



0.0



This cartwheeling glider fell the
right way up

Video in original presentation too
large to e mail

The glider in the next photo fell
upside down



Winch Cartwheeling Accidents 2012-2013

- two gliders fell the right way up:
minor injury
- one glider fell upside down: the
pilot died

To avoid winch cartwheels

- set up correctly
- *everyone* involved in the launch can help
- Stop the Drop guidance in winch DVD
- safety critical role of the wing tip holder
- pilot: if you cannot keep the wings level,
RELEASE IMMEDIATELY

2. Rig correctly

Flight with an
unconnected elevator



Rigging accidents/incidents 2013

Olympia 2B winch launch, unconnected elevator

Std Cirrus main pin found on seat at launch point

Libelle aileron disconnected

ASW 20 flap disconnected

Antares flown without wing outer section

Safe preparation for flight

- rig without interruption or distraction; one person must be responsible
- conduct DI and pre-flight checks without interruption or distraction

3. Do not spin
near the ground

Video of spinning glider hitting
the ground in original
presentation too large to e mail.



Spins in 2013

- 2 gliders spun from the final turn: one pilot suffered serious injury
- another glider spun inadvertently at 900ft on a trial lesson

To avoid inadvertent spin

- whatever the workload or distractions
- FLY THE GLIDER is ALWAYS the first priority

Accidents in 2013

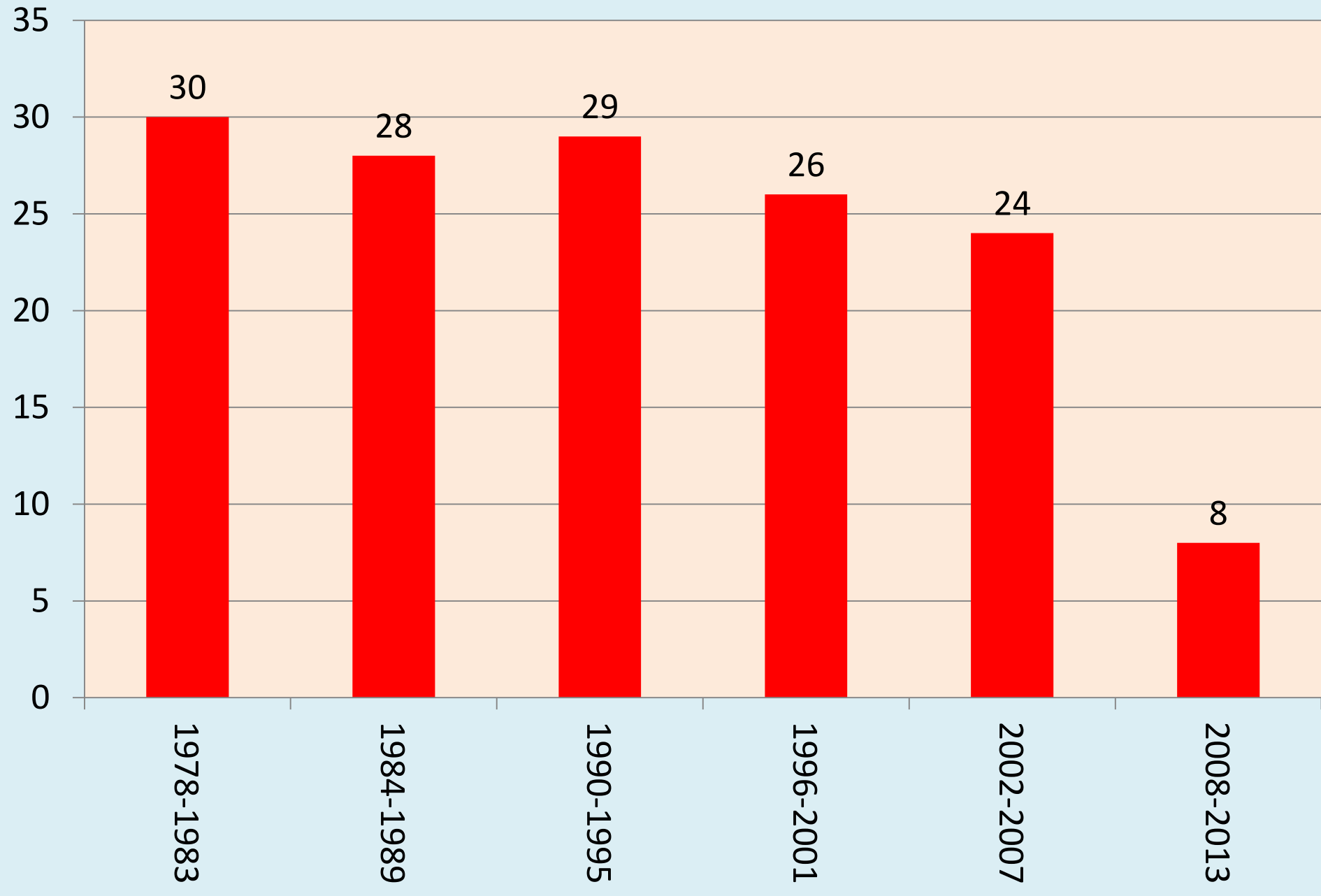
No fatal but 3 serious injury
and 74 substantial damage

Accidents/incidents in 2013

	fatal injury	serious injury	substantial damage	all
2013		3	74	153
2012	3	5	57	159
2011		4	57	153
2010	1	6	54	132
2009	4	3	59	149
2008		6	52	123
2007	4	9	56	130
2006	3	7	54	146
average 1974-2005	4.4	6.8	58	157

Focus on fatal and serious
injury accidents

6-year fatal accident totals



Fatal accidents 2008 to 2013

	all	winch	stall/spin	collision	integrity	tmg/ tug	other
average 6-years 1978-2007	27.4	6.0	5.6	4.6	1.8	1.8	7.6
2008-2013	8	2	4	1	1		

Fewer winch and collision

Serious injury accidents 2008-2013

	all	winch	stall/spin	landing	integrity	field	other
average 6-years 1978-2007	41	12	10	5	2	5.5	6.5
2008-2013	27	1	7	4	2	9	4

Modest overall reduction

Fewer winch but more field landing

The Bad News

- in each of 2011, 2012, 2013 there were 6 to 8 potential fatal accidents
- Summaries of those in 2013 follow

Potential fatal accidents in 2013

Winch launch with disconnected elevator

Winch cartwheel, fell right way up

Final turn at 200ft, spin

Field landing, final turn, spin

Inadvertent spin at 900ft on trial lesson

Tug upset, rope guillotined, tug flew away from 100ft

TMG touch and go, picked up winch cable

Hit tree then hill on South Downs

Future fatal accidents

- overall reduction 2008-2013 is real
- fewer winch should continue
- fewer collision *may* continue (Flarm?)
- last TMG accident in 2003
- last ICAO tug accident in 1990
- BUT: fatalities will occur if potential fatal accidents continue

Safety Priorities 2014

Please ensure your members apply known good practice to:

- avoid collision
- avoid winch stall/spin
- combat winch cartwheel
- rig correctly
- avoid inadvertent spin
- avoid tug upsets

And please operate trial lessons conservatively (11 reports in 2013)