

# **BFGC Safety Message**

## **June 2019**



**It's** often difficult to gauge if the safety messages are being understood, especially when we see the same mistakes again and again. **So**, I thought I'd just share some of our incidents and accidents within the club during the last few months in a slightly different way.

**The stuff we still keep doing-** I hope you recognise them.

- Cables recovered after launch failure before getting clearance and passing extremely close to club members and gliders - **Near miss**
- Cable tractors still bringing the cables too close into the launch area - **Creating problems**
- Spare Cables left near gliders when attaching and often launching the other glider - **Potential serious incident**

**The most recent stuff-**

- Allowing cables to be recovered whilst changing ends, bringing people and equipment into conflict with our cables and parachutes - **This is against SOPS and good sense and is not an isolated incident.**
- Experienced members taking shortcuts across the active airfield - **Potential serious incident**
- Visitors allowed to walk across the active airfield - **Caused by poor supervision or communications. (Use far track beyond the hard runway 30R)**
- Club Member hit by wing of aircraft when the towing vehicle and helpers became distracted by another aircraft overhead - **Causing minor injury**
- K13 grounded after a new flight crew noticed that the rear compass had come out of the panel and was resting on the seat - **Not picked up on the pre-flight or DI.**

- This was linked to a previous incident where a bolt had been found in a K13 and presented to an inspector - **This had not been investigated further, possibly causing the bigger problem later.**
- Aircraft arrived at the launch point where it was unclear if it had been DI'd - **Contrary to safe practice and club operating rules.**
- Glider landed with wheel up - **No injuries or damage.**

**Summary-** A lack of currency is probably the reason for some of these incidents and accidents. However, many are attributable to poor communication, particularly where the cables are concerned. If you feel you should talk before you move a cable, then do so - **Remember if there is doubt, there is no doubt. ASK!**

**Support available at BFGC-**

We have Duty Instructors, experienced pilots, our CFI and DCFI and your Club Safety Officer to discuss any or all issues with. You can also email the Club at [safety@bfgc.co.uk](mailto:safety@bfgc.co.uk)

**Looking forwards-**

I will be passing these Safety Messages out around the club in hard copy format on a monthly basis. They will also be available on the safety pages of the Club website.