



# *Safe Start* 2025

A refresher self-briefing for  
glider pilots.



# About *Safe Start*

Every year, several glider pilots taking part in the sport we love damage their gliders through unfortunate accidents. In some cases, pilots are injured, and, sadly, some of those pilots have not survived.

Glider pilots are humans. Regardless of experience, all have limitations.

It is a well-known fact that refresher information helps to build resilience.

This self-briefing has been put together to help glider pilots enjoy a safe start to their 2025 flying season. We hope it's useful.

February 2025

# Contents

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- The big picture
- The main risks
- Preparation for flight
- Stall / spin
- Collision avoidance
- Landing – including out-landing
- Launching
- Keeping it legal



# The big picture

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Most flights occur without mishap.

No-one sets out to have an accident.

However:

Every year, there are many gliding occurrences that result in damage, and several that result in injury.

	Injury	
	Fatal	Serious
2024	2	2
2023	4	5
2022	2	4
2021	0	6
2020	1	6
2008 – 2019 average	1.8	4.4

# The main risks

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Preparation for flight

Stall / spin

Collision

Landing, including out-landing

Launching



# Glider prepared for flight? Facts.

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Each year, several pilots attempt to launch with something vital disconnected, missing, misplaced or unlocked.

The consequences of failing to *confirm* that a glider is fully prepared for flight can be catastrophic.

Unless we mitigate for human factors including distraction and assumption, there is a high probability of a mistake slipping through and causing an accident.



# Glider prepared for flight?

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## Always:

- carry out a daily inspection including positive control checks
- use the revised DI book
- carry out ABCDE & pre-flight checks with care

**Never interrupt** anyone or allow yourself to be distracted

**Never assume** – always check

ABCDE – Airframe, Ballast, Controls, Dolly (wing/tail), Environment



# Stall / spin?

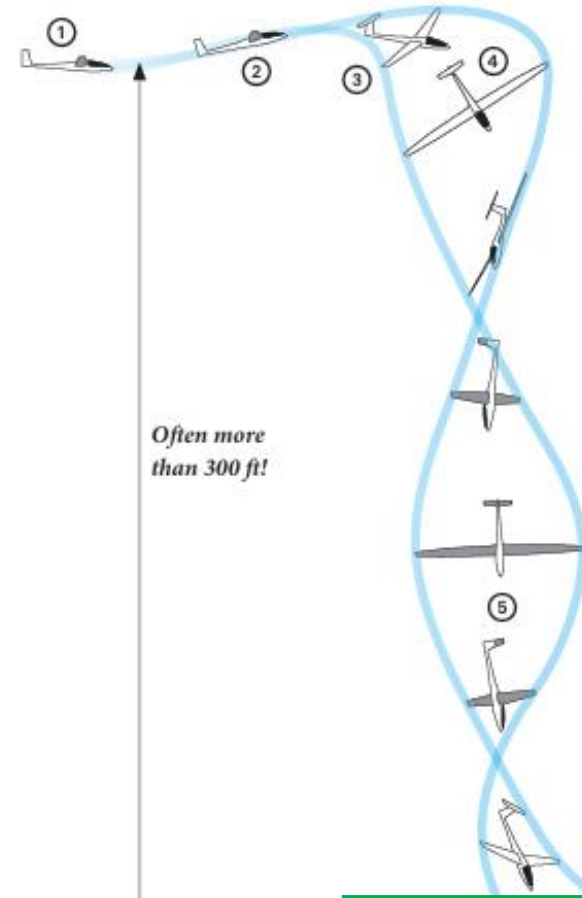
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If a wing reaches the stalling angle of attack, it will stall. If the glider is flying out of balance, one wing will stall more than other. Unchecked, a spin is likely to result.

A fully developed spin at circuit height *may be* recoverable depending on the glider type and flying skill...

A wing-drop stall – the precursor to a spin – *is* recoverable at circuit height by any pilot...**as long as the pilot recognises it and takes the correct recovery action!**

Spin following failure to recognise stall with wing drop





# Stall / spin avoidance

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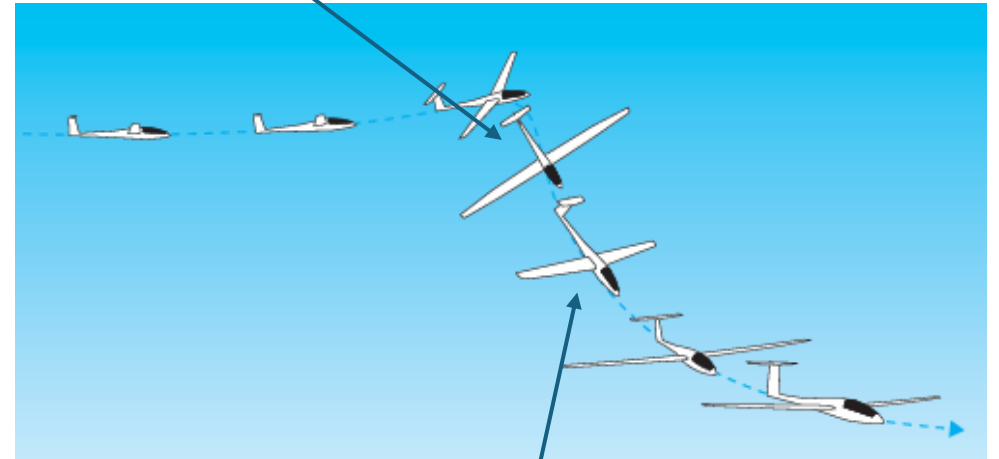
Always respond to any pre-stall or stalling symptoms by moving the stick forward.

The nose dropping despite the stick moving rearwards means the glider is stalled. And if the glider additionally rolls without pilot input, the glider is stalled with wing drop.

Always respond to any stall including a wing drop stall *by moving the stick forward*.

Stall with wing drop – and recovery

Move the stick forward



Once un-stalled, roll wings level

# Stall / spin prevention

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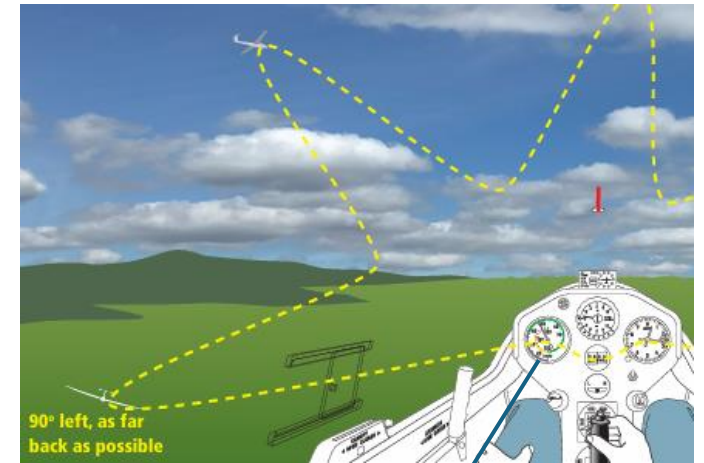
If you do allow yourself to get distracted, particularly when stressed, you can unthinkingly apply control inputs that stall the glider.

Always pay close attention to the airspeed when flying and react to the warning signs of an impending stall at any stage *by moving the stick forward*.

A scanning technique of *lookout – attitude – instruments* will allow you to regularly monitor airspeed.

Be prepared by regularly practicing wing drop stalls and recoveries in all the gliders you fly (remember HASSELL)

Height, Airframe, Straps, Security, Engine, Location, Lookout



# Collision avoidance

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Mid air collisions are thankfully rare, but usually catastrophic.

It is every pilot's responsibility to maintain *effective lookout*. Use the 'lookout-attitude-instruments' scan cycle.

Fly predictably, particularly in the circuit and in thermals.

Circuit radio calls can improve situational awareness.

All aircraft owners are encouraged to equip with FLARM.

[Please read more here](#)



# Circuit hazards

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The activity and runway designs at airfields can result in potential conflict. Clubs should develop well thought-through local circuit procedures designed to avoid collision risk.

Pilots flying in the circuit can be busy and spend a significant part of their lookout time assessing height, position and angle to the landing area. Pilots should:

- adhere to circuit procedures
- always try to be predictable in the circuit
- where agreed as part of club procedures, make appropriate circuit position radio calls



# Landing issues

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Wheel retracted, poor circuit judgement, late change of planned touchdown point, or unplanned landing all feature in landing accidents.

Get into the habit of lowering the undercarriage when deciding to join the circuit. And use a pre-circuit checklist, e.g. WULF.

WULF - Water-ballast, undercarriage, loose articles, flaps

Instructors - student pilot not flying as briefed during the launch or approach? **Take control.**



# More landing issues

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Field landings have added risks, including late field selection and over-reliance on turbo engines.

Pick a field early. Once carefully selected, continued soaring attempts become far less stressful.

Run the turbo before leaving the airfield. Be prepared for it not to start or for a partial power failure. *Always* have a safe field available.

Landing out following an aerotow failure is rarely practiced. Have in mind the *actual fields* you could land in if the launch fails. That may require pre-flight planning.



# Safe launching

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Safe launching awareness and techniques have saved many lives over the past 15 years or more.

Continued awareness will help to minimise the likelihood of a mistake.

The BGA guidance for the start of a launch is:

Start the launch with your hand on the release

If you cannot keep the wings level, release  
**IMMEDIATELY**

“Release **IMMEDIATELY**” means **BEFORE** the wing touches the ground

*Why hand on the release?* Because you need to pull the release within half a second of taking the decision to release. *Why immediately?* Because the cartwheel that may follow a wing drop onto the ground can be so rapid that no recovery by releasing or other means is possible

# Safe *winch* launching

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**Please read** the safe winch launching guidance here <https://members.gliding.co.uk/safety/safe-winching/>

Wing-drop and cartwheel accidents *are still happening*.

Grass short enough? Full use of the airfield to minimise cross-slopes and cross-wind? Position of the cable on the ground? Hook offset? Which wing to hold?

Are the wing runners and signallers trained for these safety critical tasks?

Remember, start the launch with your hand on the release. If you cannot keep the wings level, release **IMMEDIATELY**.

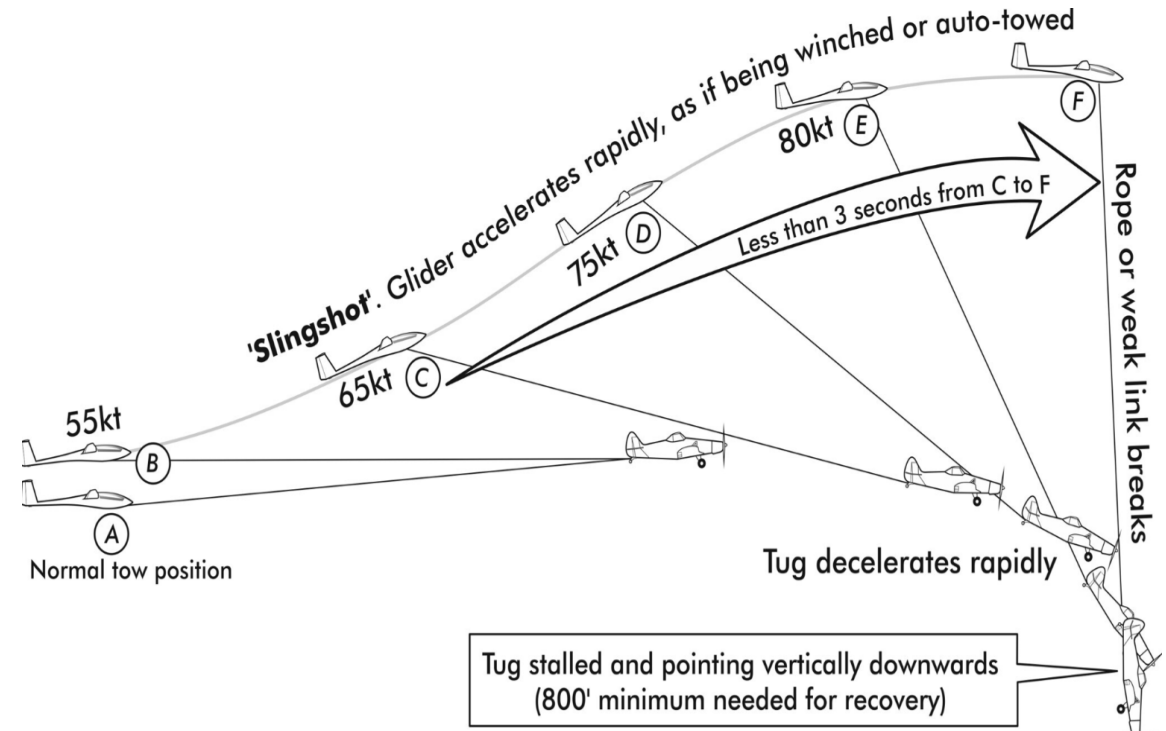




# Aerotow launching hazards

Aerotowing may appear to be a benign method of getting airborne in a glider, but there are inherent hazards, including:

- Distraction
- Tug upset
- Towing performance
- Launch failure



# Safe aerotow launching

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Have in mind the *actual* fields you would use if the launch fails. That may require pre-flight planning.

Think about take-off performance & eventualities.

During the tow, the glider pilot's focus *must* remain fixed on maintaining the glider's correct position.

If a glider is not climbing as expected on tow, *physically check* that the airbrakes are locked.

If you see a collision hazard on tow, tell the tug pilot.

After release, visually ensure the rope has separated.



# Soaring protocol

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The soaring protocol aims to describe known good practice based on many decades of hard-learned experience of soaring in thermals and on hills and ridges. It does not replace the need to comply with the rules of the air.

[Please remind yourself of the soaring protocol detail here.](#)



# Keeping it legal – pilot and aircraft

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Currency is subjective – recency is a legal requirement.

If you are using SPL privileges, please ensure that you meet the [rolling recency requirements](#).

Being fit for flight is very important. As is compliance with [medical requirements](#).

The Sailplane Air Operations rules include ‘*The Pilot in Command shall...*’ [SAO.GEN130](#)

A Part-21 sailplane, powered sailplane or TMG may only be flown with in-date annual maintenance and a valid ARC.

A non-Part 21 glider must have a valid BGA C of A.

All aircraft must be insured.

Airspace files may need updating.

...and don't forget FLARM updates as required.

[The BGA currency barometer is available here.](#)



Have fun and  
fly safe!

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