



# All accidents/incidents 2023

## Including recent history

	Fatalities	Serious Injury	Substantial Damage	All
<b>2023</b>	<b>4</b>	<b>6</b>	<b>51</b>	<b>144</b>
<b>2022</b>	<b>2</b>	<b>4</b>	<b>54</b>	<b>173</b>
<b>2021</b>	<b>0</b>	<b>6</b>	<b>36</b>	<b>115</b>
<b>2020</b>	<b>1</b>	<b>6</b>	<b>31</b>	<b>123</b>
<b>2008-2019 average</b>	<b>1.8</b>	<b>4.4</b>	<b>60</b>	<b>157</b>

# The Causes of Fatal Accidents

<b>1</b>	<b>Inadvertent Stall/Spin</b>
<b>2</b>	<b>Incomplete Winch Launch</b>
<b>3</b>	<b>Mid-air Collision</b>
<b>4</b>	<b>Rigging Errors</b>
<b>5</b>	<b>Aerotow Upset</b>
<b>6</b>	<b>Medical Event</b>

# Accident Distribution

	2022	2023
Ground Handling	30	19
Landing (home airfield)	26	22
Technical	22	9
Field Landing	15	10
Glider Integrity	14	11
Wheels-Up Landing	14	17
Under/Overshoot	10	8

# Low Level Launch Failures

- Refer to the Safe Winch Launch leaflet. Please read it again !
- Pay attention to forthcoming new advice about low level aerotow failures.

A recent fatality following a low level aerotow failure is being investigated by the AAIB.

In the last 10 years there have been 40 low level aerotow failures nationally, including 15 gliders sustaining substantial damage.

Turning back is rarely a good option

# Tech Log Document

Nick has asked me to mention his proposal to introduce a “Tech Log”, to be carried in all Club aircraft, instead of the DI book. In addition to doing the job of the DI book, it will also record information useful to both those preparing the aircraft for flight AND to those attending to the ongoing maintenance activities that keep the aircraft airworthy.