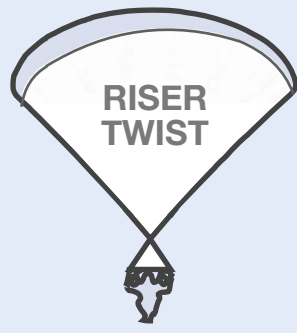


TOP 3 INCIDENT TRENDS

1



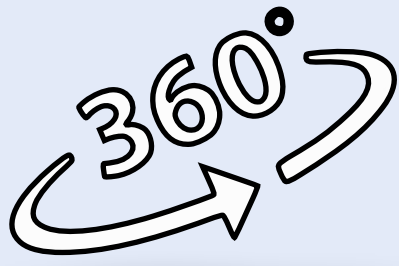
RISER TWIST:

How does it happen? Often caused by premature launch. After a side-hill landing, pilot doesn't see wing orientation when deflating.

How can it be avoided? Preflight: check your risers 3x before relaunching. Become comfortable turning in both directions.

What to do when it happens? Fly straight. DO NOT JAM BRAKES !

2



360 / BARREL ROLL:

How does it happen? Ground impact due to insufficient clearance.

How can it be avoided?

- Victims usually say, "I can't believe I tried to throw a 360 there."
- Make a deal with yourself ahead of time: I will not 360 if ____.
- **360s are big LIFE-CHANGING choices.**
- This one is emotional for us because so many happen and we can't seem to get ahead of it.

3



TOP LANDINGS:

How does it happen? Ground impact due to a forced landing.

How can it be avoided?

- Do not attempt at sites not normally top-landed
- Do not attempt at sites unfamiliar to you
- Practice multiple approaches
- Know that there's always a side of the launch favorable to the wind
- Generally avoid flapping - too easy to inadvertently stall

TOP 4 COMMON PITFALLS

1



DEFLATIONS:

What is it? Leading edge folds down and in.

How can it be avoided?

- **Brakes prevent deflations**
- Speedbar makes glider more prone to deflation
- Common for those who are timid on the brakes
- Study frontals v asymmetric collapses
- Ground handle. Ground handle. Ground Handle.

Recommend: Watch both Super Fly™ YouTube™ videos on Frontals & Asymmetric Deflations.

2 STALLS / SPINS:



What is it? Trailing edge falls down and back.

How can it be avoided?

- Don't apply too much brake for too long
- Understand wing's needs: brake or air speed
- Common for those who are heavy on the brakes, stiff-armed, or who give mechanical input
- Be more athletic in the harness.
- Be aware that sometimes you apply brakes and sometimes you go hands up
- Ground handle. Ground handle. Ground Handle.

3



CONVENIENCE:

Choosing Convenience > safety leads to incidents

How can it be avoided?

- Make a deal with yourself ahead of time
- It's better to get muddy, need an ride, have to hike, be late for work, etc than to be hurt

4 TRAFFIC PATTERN:



What is it? Mid-air are more likely to be caused by quick movements of rigid adherence to the pattern.

How can it be avoided?

- Fly predictably, no late-braking maneuvers
- Be aware of who's around (and behind) you
- ***Sometimes*** it's safer to break the pattern

TOP 6 WAYS TO FLY SAFE

1. **PRACTICE RESERVE TOSS** UHGPGA has a clinic for that !
2. **PRACTICE GROUND HANDLING** UHGPGA has a clinic for that !
3. **TRIM YOUR GLIDER** - After a season or 30 hours
4. **AVOID WATER LANDINGS** - And fly with a \$50 pull-type life jacket
5. **HUG A TREE** - Almost all tree landings are happy endings - Ditch and ditch well
6. **FORECAST YOUR WEATHER** UHGPGA has a clinic for that !