Hook in!

Tkanks to Antoine Saraf for the following words -

Don't confuse preflight in the set-up area with a hang check at take-off. Everybody present at take-off should make a point of controlling the pilots, <u>but only at take-off</u>, not before.

- taken from this article (in French) :
http://www.wikidelta.com/securite/674-elevationtraction-controle-daccroche-juste-avant-le-1er-pas

Reflections …
OK think carefully … this is not a war of methods.

A pilot (in his harness) who falls after take-off was obviously not (or incorrectly) attached.

Re-winding to the moment of take-off, this pilot did not …

1) verify his carabiner, either manually or visually.

2) verify the tension in his hang strap – either manually, or by lifting his glider high enough, or by passing thru the A-frame to put tension on it.

3) do a (2nd) hang check.

4) have a warning, either audible (ALOA?) ou visual (elastic?).

5) have a warning (or asked for a check) from a third party.

Just one of these gestures would have saved his life. **<u>Anything that happened before this point is anecdotic, of no importance!</u>**

Conclusion – whatever 'method' you use, you must add at least one of these layers of security **<u>after arriving at take-off point</u>**.

Any pilot who has been flying happily for years without doing any of this **at the take-off point** is just lucky – that's all.

Warning, active gestures 1, 2, 3, 5 can be forgotten. Passive systems 4 are always active!

Information on the system ALOA (Alarme Oubli d'Accrochage) here (in French) -
https://ellipse-delta.com/aloa/

For risk management the Swiss Cheese model is relevant - https://en.wikipedia.org/wiki/Swiss_cheese_model

The conclusion is that anyone who has only one hook-in method should practice at least one or two others as well.

The Elastic warning line:

The great advantage of an elastic line is that it is a **completely passive sytem** – once installed, nothing else to do and it is always visible.

There's nothing to stop you keeping a spare in the harness for the times when you might fly with a glider not equipped with this system. And there's no reason why you cannot use it in addition to an ALOA or vice-versa.

My opinion is that all gliders should be equipped at the factory with at least a small loop sewn into the bottom surface ready to take an elastic line.

One way to promote this idea would be if the FAI made it compulsory to have a passive hang check warning system in competition – ALOA or other.

I use an elastic line since 2006 and I also make them up – contact me if you like – but it is very simple to make one yourself.

Below are images of the installation, on single and double surface wings. The local school has a slightly different set-up but the principal is exactly the same. It can also be mounted on the cross-bar on single surface wings with a keel slider.

The tension in the elastic line should be just enough to disengage it from the hang strap area. It must be able to freely slide clear with no snagging.

Obviously you pass the carabiner thru the elastic loop after having hooked in to the main hang strap.

For tandem operations use a separate line for pilot and passanger.

Warning: avoid ski helmets which have a sort of hook on the rear to hold the ski goggle strap, because that can snag in the elastic, with drastic effects.

Fly safe - think Swiss Cheese :)

Don Carslaw aircaillou@orange.fr June 2023

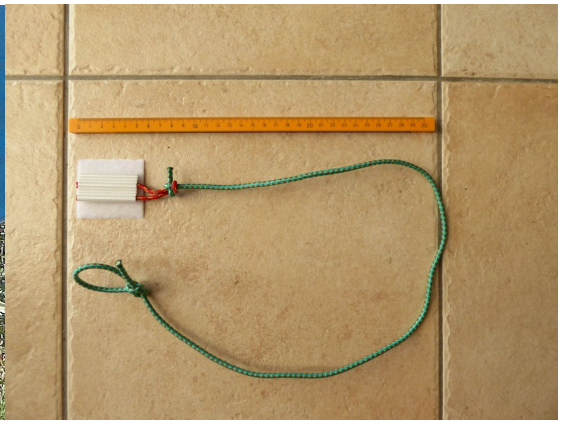
The Elastic hook in reminder line

Single surface + ALOA

Double surface

Attachment point

Elastic line + velcro



The hook-in reminder is not at all a new idea, Thomas Finsterwalder already sold them in 1981 - CHECKBAND!


FINSTERWALDER

DRACHENFLUG GMBH

CHECKBAND

Billiger Lebensretter:

Einhängen vergessen! Das ist auch schon dem Weltmeister passiert.
Meist sind schwere Unfälle die Folge.
Das Checkband wird vor dem Piloten an der Kielstange mit Tesaband befestigt und zusammen mit dem Gurtzeug eingehängt.
Vergißt der Pilot das Einhängen so hängt das Checkband direkt vor seiner Nase.

DM 3.--

Rucksack-Apotheke

DM 28.--

Bügelräder

Luftbereifung mit Ventil.Felge aus Nylon.

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