

SAFETY FIRST

THE GRAY HAIR DEPARTMENT

by JOSEPH M. ROBERTSON, *Chairman*
SSA Safety and Flight Operations Committee



Photo: E. J. Reeves

This brand new Schweizer 2-22C was cartwheeled along the ground by the wind after tiedown failed.

These two Schweizer 2-22's, one a brand new "C" model, did not crash. They both were extensively damaged as shown in the pictures by strong winds. In one case, the ship had been tied down with the downwind wing close to the ground. A thunderstorm rain squall, accompanied by strong winds, came across the field. In the other case, the ship was tied down, with the wings level, using frayed and rotten tiedown ropes, when an embryo dust devil passed over. In both cases the tail was on the ground.

During the last year there have been four incidents involving 2-22's and strong winds which resulted in substantial damage. It has been said before and it will be repeated again here that the 2-22 is a ship that requires more than the ordinary precautions when left unattended. There are two reasons.

1. A wing loading of about 2.14 pounds per square ft. with the ship empty.

2. The high angle of attack of the wing with the tail on the ground.

It is strongly recommended that when a 2-22 is left unattended in the open at any time, that strong, adequate tie downs be used. If at all possible, a sawhorse should be part of the tiedown equipment so that the tail can be raised and the angle of attack of the wings reduced to a minimum. To put the front skid on the ground would be desirable and in addition, sand bags in each seat should not be considered out of place after a close study of the above pictures.

This is not to say that particular attention should be paid only to the

2-22. Every sailplane owner or pilot should never, but never, attempt a cross-country flight without a complete set of tiedown stakes, rope and some means of driving the stakes, well secured somewhere within the ship. It is the pilot's first duty after landing to secure the sailplane so that if a dust devil or gust of wind should cross the field while the pilot is away making his telephone call, he would not return to find the job of disassembly already started. It has happened before, fortunately however, not frequently.

Always keep in mind that a sailplane on its back on the ground is without exception, not in an airworthy condition.

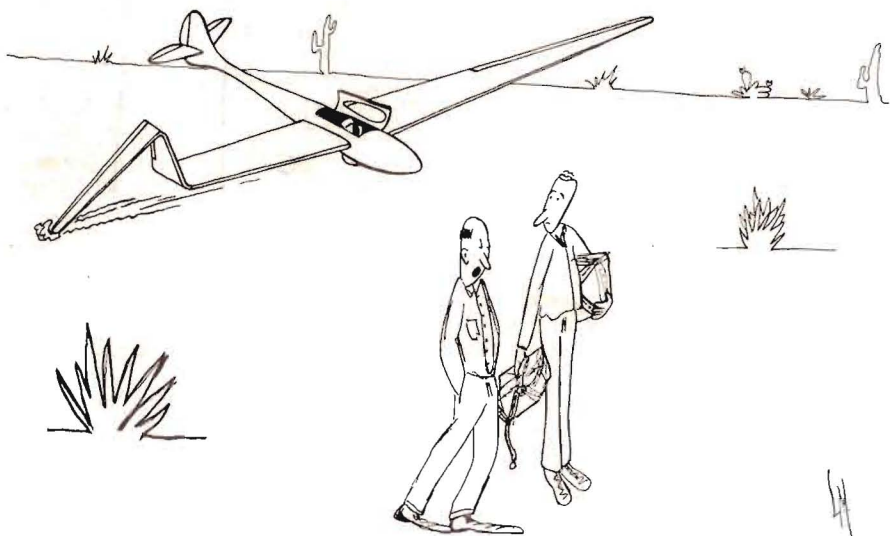
BIBLIOGRAPHY ON SOARING

Recent articles or items on soaring which have appeared in non-soaring publications.

Air Progress, Fall, 1960, p. 22. Five page photo quiz includes three gliders.

A Schweizer 2-22 on its back after passing dustdevil had broken weak tiedowns.

Photo: Joseph M. Robertson



"I'D LIKE TO SEE YOU GET A LITTLE MORE PRACTICE IN SIDE-SLIP RECOVERY."