



**SAFETY**

## Belt up – or pay the price

Too many flexwing pilots aren't using their shoulder harnesses, says **Chloe Eriksen**



Some pilots were never shown how to use them

THE BMAA Belt-up campaign to promote the use of the full harness when flying microlights was in part brought about in response to the AAIB investigation report into Pegasus Quik G-CGRR, in which the pilot sustained serious facial injuries because he wasn't wearing the shoulder harness.

In addition to this, the more recently published report on the investigation into G-CCPC also raised questions about survivability and the wearing of shoulder harnesses.

Following both of these accidents, and during further research, it became apparent that there was a culture of not wearing the shoulder harness in flexwings, and that pilots could be putting themselves at risk as a result.

Furthermore, the practice of having the shoulder harnesses and/or rear seat harnesses tied up at all times seemed commonplace.

It was discovered that this pattern of behaviour in some instances had been set up from the very beginning of a person's training, as some

reported never being shown how to use the harness correctly.

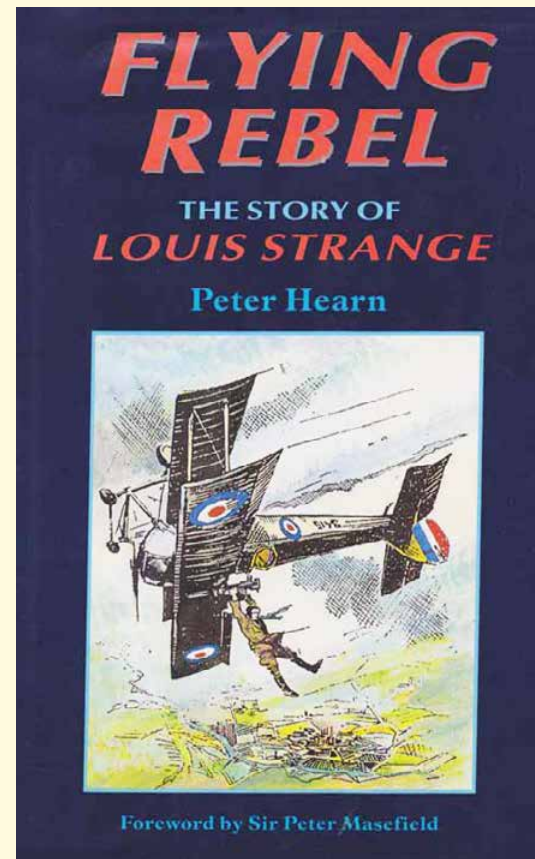
The aim of the Belt-up campaign is to raise awareness among those pilots who may not have been shown how to use the shoulder harness and those who may have become accustomed to not wearing one.

Any restraints fitted to an aircraft must be worn in accordance with the relevant handbook and properly maintained.

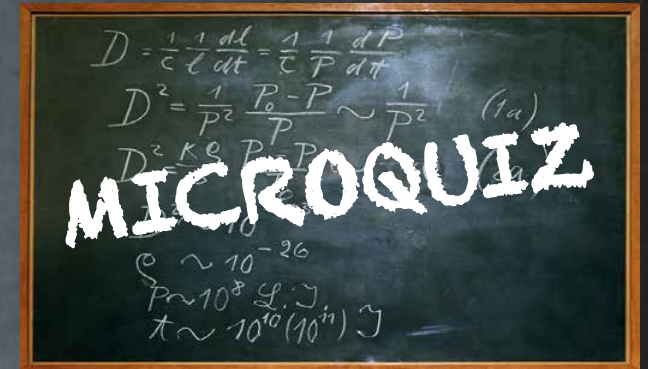
It is recognised that exceptions may exist ergonomically, and instructing from the rear is potentially one of those, due to the need to remain safely and effectively in control.

The BMAA encourages all pilots to wear the full harness when flying and to ensure that they are making an informed choice with regards to their own personal safety.

Please go to <https://www.bmaa.org/information-library/belt-up-safety-campaign> to view our new video showing you how to correctly fit and look after your harness. □



What happens if you don't wear your belt. Ask Louis Strange. His autobiography is a great read



- 1 What causes induced drag?
  - a The mixing of air at junctions on the aircraft's surface.
  - b The span-wise flow of air over the wings.
  - c Deflection of control surfaces.
- 2 Which statement regarding straight and level flight at a constant speed is true?
  - a Thrust is equal to drag and lift is greater than weight.
  - b Thrust is greater than drag and lift is greater than weight.
  - c Lift is equal to weight and thrust is equal to drag.
- 3 Which term is used to describe the curvature of the wing and is an important factor in the production of lift?
  - a Chord
  - b Camber
  - c Span
- 4 When operating under Special VFR, the aircraft must operate below a speed of:
  - a 250kt
  - b 165kt
  - c 140kt
- 5 If you are flying at FL35 (flight level 35), which altimeter setting should be used?
  - a 1013 hPa
  - b Local QNH
  - c Regional Pressure Setting (RPS)

MF's quizmaster Lawrence Bell is the developer of QuizAero, the online groundschool for microlight student pilots, [quizaero.co.uk](http://quizaero.co.uk).

Answers overleaf



GASCo, the General Aviation Safety Council, is a charity whose members are aviation organisations. Its aim is to make aviation safer through education. It presents the CAA safety evenings, runs seminars and provides safety information through its magazine and website, [gasco.org.uk](http://gasco.org.uk).



CHIRP, the Confidential Human Incident Reporting Programme, reviews and analyses reports from pilots, then publishes them so others can learn. Get the app at [chirp.co.uk](http://chirp.co.uk).

For your own safety, and that of your passenger, use your harness, and belt up when you fly.

The BMAA 'Belt-up' safety campaign aims to raise awareness of the importance of wearing the full harness in microlights.

Belt-Up poster

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Alpha Trainer  
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**Fly About Aviation**  
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For aircraft status see Buyers' Guide on [bmaa.org](http://bmaa.org)