



# A few thoughts on

Disaster Prep,  
Accidents,  
“Self-Management”

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FAI Commission Internationale Medico Physiologique (CIMP)

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- *FAI Incident Checklist*
- But First, what have you before, on hand?
- Plan, practice, BRIEF, but...
- Expect chaos
- Control the situation, messages, press, family notification (NoK)

# Org Example: WVSC

- ACCIDENT RESPONSE PLAN

- North Plains Oregon USA

- 1. RESCUE the Occupants:

- • Call 9-1-1 (9-9-9)
    - Type of Occurrence; Fire, Ambulance, or Police needed
    - Number of Accident Victims
  - - Field Address: 11870 NW Dersham Rd., North Plains, OR 97133
  - - Phone: 503-647-0913 or your Cell phone Number if more appropriate
  - - Special Instructions
    - Render first-aid and assistance to the victims.
    - Position individuals to direct emergency personnel to accident site.
  - **2. Secure the wreckage!**









- 3. COORDINATE with Official Agencies:
    - Designate **one individual** to be spokesperson and emergency services contact.
    - Designate **two individuals** to be in contact with family at site, hospital, or home. Coordinate actions with local law enforcement team or medical personnel.
    - Designate **one individual** to collect information relating to the accident. (Names of witnesses, aircraft information, etc.)
  - 4. REPORT the Accident (if of a reportable nature only-refer to FAR's Part 830):
    - • NTSB: call HIO FSDO (503-615-3200) or FSS (1-800-992-7433)
    - Notification made to local FAA Flight Standards District Office or FAA Flight Service Station is considered proper notification to the NTSB (as required by FAR's). They may request a written report.
- *Step Zero: Do you know what capabilities your **pilots and staff** have?*

# Critical Incident Stress Briefing

- Critical Incident Debriefing
- 7 Seps
- In group
- With facilitator
- Academic review: Not proved effective, *may worsen*
- Alvord example...
- <https://psychcentral.com/health/critical-incident-stress-debriefing>



# First Aid and Trauma Stabilization

- Medical Events rare – have **Airline Kit** and Auto Defib (**AED**)
- <https://www.asma.org/asma/media/AsMA/Travel-Publications/FAA-med-kit-Guidance-Document-June-2019.pdf>
- Trauma – **Golden Hour**
  - Basics: ABC
  - Control Bleeding
  - Stabilize Neck
  - Maintain Airway

## Need Neck Collar!!



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# Fatalities

## Fatality Reports

In the interest of providing information and recognizing the participants who lost their lives in the sports of hang gliding and paragliding, the following fatality reports are available (for prior years, refer to the [Accident Safety Articles](#)).

*Note that to be listed the pilot must either have been a current or former member of USHPA, or participating in unpowered free flight in the US. The inclusion of pilots who are not current USHPA members is at the discretion of the Executive Director.*

<a href="#">Document</a>	<a href="#">Type</a>
<a href="#">Fatality Report 2013</a>	PDF
<a href="#">Fatality Report 2014</a>	PDF
<a href="#">Fatality Report 2015</a>	PDF
<a href="#">Fatality Report 2016</a>	PDF
<a href="#">Fatality Report 2017</a>	PDF

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# Accidents, Injuries

- Incidence...same in Hang, Para
- Injury pattern: same?
- (Read quote from review)
- Injury reduction technology?
  - Neck
  - Spine
  - Legs
  - Wrist

# Database of Accidents?

- US National Transportation Safety Board?
- EASA?
- CIVL?



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## CIVIL INCIDENT REPORT FORM



## COMPETITION DETAILS

Competition name	No of competing pilots
Dates	No of certified gliders
Country	Tasks flown
Site	Total km flown(All Pilots)

## PILOT INVOLVED

Nationality  
Sex  
Age  
WPRS ☐ 100≤ ☐ 101–500 ☐ 501–1000 ☐ 1001–2000 ☐ >2000 ☐ none

## INCIDENT DETAILS

Date	Task no	Level (1,2,3)	Distance Flown in Task
<b>Incident during:</b>		<b>Part of the task:</b>	
<input type="checkbox"/> Take-off	<input type="checkbox"/> Thermalling	<input type="checkbox"/> At the start gate	
<input type="checkbox"/> Tow	<input type="checkbox"/> Acro	<input type="checkbox"/> On course	
<input type="checkbox"/> Straight flight	<input type="checkbox"/> Approach	<input type="checkbox"/> Last leg to ESS	
<input type="checkbox"/> Straight flight full speed	<input type="checkbox"/> Landing	<input type="checkbox"/> Between ESS and goal	

# 2013 HANG GLIDING & PARAGLIDING FATALITIES

## PARAGLIDING FATALITIES

### May 7, 2013 - Zach Orman

Zach Orman (28), a Beginner (P1) pilot and USHPA member since 2013, suffered fatal injuries during a flight in Arizona. He had passed his P2 written test and was in the process of demonstrating skills to achieve his P2 rating, participating in a demonstration flight on a training hill before a class of new students in light and stable conditions. As he approached the landing zone at about 10' AGL, he was hit with an invisible dust devil that rolled the glider 90 degrees and pendulumed him into the ground.

### May 12, 2013 - Meg VanSciver

Meg VanSciver (39), an Intermediate (P3) pilot and USHPA member since 2010, suffered fatal injuries within 45 seconds after launching from a mountain thermal site in Golden, CO. Upon launching, the pilot almost immediately experienced strong lift followed by a wing tip deflation. The glider then rolled right, accelerating downwind and into rising air. The pilot gave corrective control input, but the glider then rolled into an inverted position with the wing underneath the pilot. The wing then suffered a partial deflation. The pilot swung through the slack lines to a normal position below the wing and the wing re-inflated. At this point the wing was accelerating back towards the launch and the pilot initiated a 180-degree turn, again entering the rising air. The glider again rolled right and collapsed, spinning the pilot 180-degrees back towards the hill. The pendulum action threw the pilot into the ground, where she suffered fatal injuries on impact.

### June 22, 2013 – Henry Ho

Henry Ho, a student flying under a temporary 30-day membership, suffered fatal injuries during an instructional flight. No further information is available.

# PARAGLIDING INCIDENTS TYPES

[< Back to PG Safety](#)

This incidents types list is a synthesis of syntheses of several national overall practice incidents databases, running over several decades. Some sources have been lost, however, the synthesis remains. Sorting the categories and especially the solution proposals are subjective (R. Caux). The list is of course open. Fly safe.

## ISSUES

### physiology

hypoxia  
dehydration  
hypoglycemia  
cold  
sun  
lack of sleeping, tiredness, jetlag  
bad physical shape  
alcohol, cannabis  
need to pee  
visual flaw (midair path)  
white dots on retina  
airsick  
wounds on ground  
scubadiving less than 12h before flight  
centrifugated, no reserve opening

### psychology

Lack of experience

## PROPOSALS

fly down, oxygen set  
drink, camelback  
eat  
weather check, gloves, clothes  
sunglasses, sunscreen, clothes, drink  
give up  
give up  
give up  
learn technique  
red tape, FLARM  
good sunglasses  
training  
(fitness) training  
give up  
learn Gs dangers, G-trainer, drogue chute

training



# HFACS

- Human Factors Accident Classification System
- CIMP Webinar HFACS *Wed 29Mar 1500 CET*

# AERONAUTICAL DECISION MAKING

## “Self-Management”

- *Emotional Accidents* McCarthy GW, King, R.; ASEM 67, v3, 111-115, 1988
- “Distortions to Decisions”
  - HFACS! Money? Ego?
- What is *your* abort criteria?
- CRM...for solo pilots????!!!

# NTSB

- [https://www.nts.gov/safety/data/Pages/Data\\_Stats.aspx](https://www.nts.gov/safety/data/Pages/Data_Stats.aspx)

Obrigat!