A few thoughts on
Disaster Prep,
Accidents,
“Self-Management”

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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)
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...
First Aid and Trauma Stabilization

- Medical Events rare – have **Airline Kit** and Auto Defib (AED)
- Trauma – **Golden Hour**
  - Basics: ABC
  - Control Bleeding
  - Stabilize Neck
  - Maintain Airway
Need Neck Collar!!
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.

<table>
<thead>
<tr>
<th>Document</th>
<th>Type</th>
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<tbody>
<tr>
<td>Fatality Report 2013</td>
<td>PDF</td>
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<tr>
<td>Fatality Report 2014</td>
<td>PDF</td>
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<tr>
<td>Fatality Report 2015</td>
<td>PDF</td>
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<tr>
<td>Fatality Report 2016</td>
<td>PDF</td>
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<tr>
<td>Fatality Report 2017</td>
<td>PDF</td>
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</table>
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?
CIVIL INCIDENT REPORT FORM

COMPETITION DETAILS

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

PILOT INVOLVED

- Nationality
- Sex
- Age
- Weight
- Take-off weight

INTEGRITY DETAILS

- Date
- Task no
- Level (1,2,3)
- Distance flown in task

Incident during:
- □ Take-off
- □ Tow
- □ Straight flight
- □ Straight flight full speed

Part of the task:
- □ At the start gate
- □ On course
- □ Last leg to ESS
- □ 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 VanSchiver (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.

<table>
<thead>
<tr>
<th>ISSUES</th>
<th>PROPOSALS</th>
</tr>
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<tbody>
<tr>
<td>physiology</td>
<td>fly down, oxygen set</td>
</tr>
<tr>
<td>hypoxia</td>
<td>drink, camelsback</td>
</tr>
<tr>
<td>dehydration</td>
<td>eat</td>
</tr>
<tr>
<td>hypoglycemia</td>
<td>weather check, gloves, clothes</td>
</tr>
<tr>
<td>cold</td>
<td>sunglasses, sunscreen, clothes, drink</td>
</tr>
<tr>
<td>sun</td>
<td>give up</td>
</tr>
<tr>
<td>lack of sleeping, tiredness, jetlag</td>
<td>give up</td>
</tr>
<tr>
<td>bad physical shape</td>
<td>give up</td>
</tr>
<tr>
<td>alcohol, cannabis</td>
<td>give up</td>
</tr>
<tr>
<td>need to pee</td>
<td>learn technique</td>
</tr>
<tr>
<td>visual flaw (mid air path)</td>
<td>red tape, FLARM</td>
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<tr>
<td>white dots on retina</td>
<td>good sunglasses</td>
</tr>
<tr>
<td>airskick</td>
<td>training (fitness) training</td>
</tr>
<tr>
<td>wounds on ground</td>
<td>give up</td>
</tr>
<tr>
<td>scuba diving less than 12h before flight</td>
<td>learn Gs dangers, G-trainer, drogue chute</td>
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<tr>
<td>centrifugated, no reserve opening</td>
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<thead>
<tr>
<th>psychology</th>
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<tr>
<td>lack of experience</td>
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HFACS

• Human Factors Accident Classification System
• CIMP Webinar HFACS Wed 29Mar 1500 CET
AERONAUTICAL DECISION MAKING
“Self-Management”

- “Distortions to Decisions”
  - HFACS! Money? Ego?
- What is your abort criteria?
- CRM...for solo pilots????!!!
NTSB

- [https://www.ntsb.gov/safety/data/Pages/Data_Stats.aspx](https://www.ntsb.gov/safety/data/Pages/Data_Stats.aspx)
Obrigat!