



February 2018

## **Report from Safety Group (SFG) to the IGC 2018 Plenary**

Last year we started gathering initial information found on stewards, referees and jury president reports. This year we have added 2008 with Lüsse and Rieti and all 2017 events + 2018 WSGP Final finished one month ago. 2009 is still missing but we are working to get it. Data analysis to be shown here includes 35 major championships. Interesting information was found, showing that our average of accidents and incidents are declining.

Last year we saw very interesting software that makes proximity analysis during championships. We were very excited that we could count with this tool, however our major events during 2017 did not use it as we thought it could be. Some people even thought that a penalty formula could arise, but we think it is in an early stage. During EGC 2017 in Lasham, a slightly different proximity software was used to show every day how close some pilots flew. The best part is that behaviour seemed to change and improved to a much gentlemen flying. We can not put a number of accidents or incidents avoided but the “feeling” is that it did improve.

In summary, reduction of accidents/incidents and the behaviour change, shows that our main goal of moving to a Safety Culture is on its way.

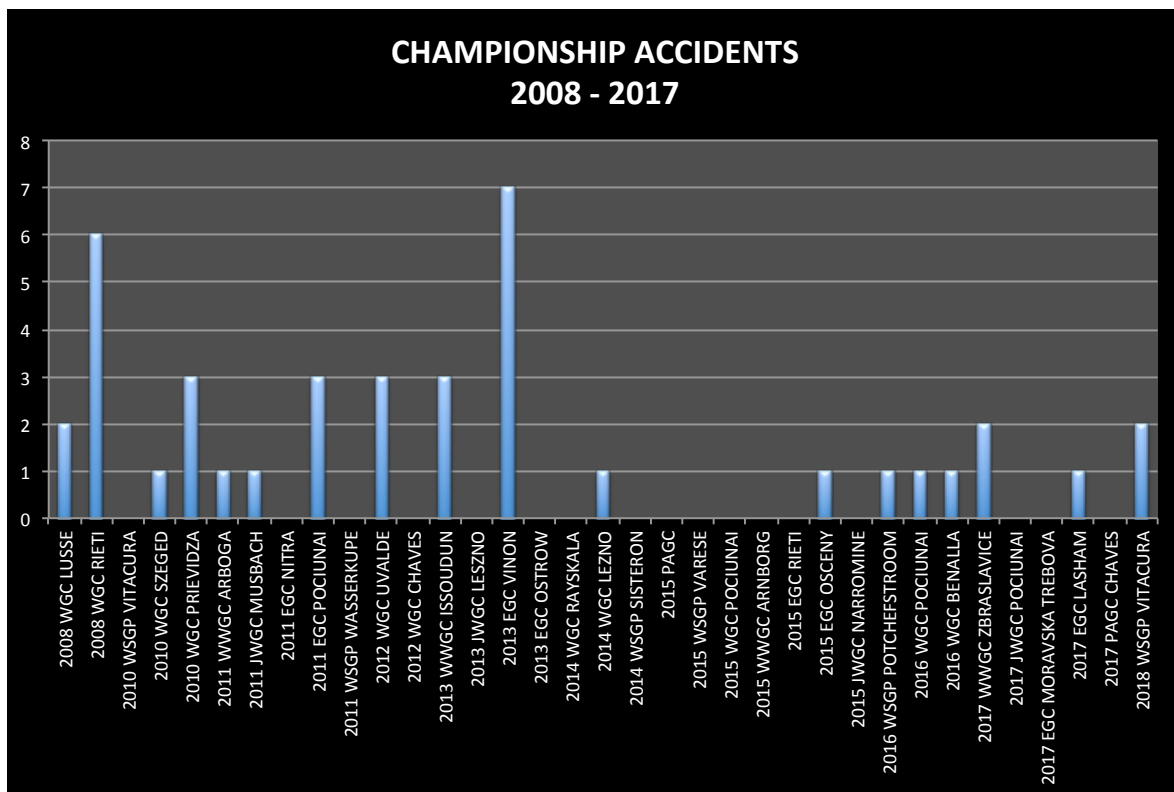
### **Statistics:**

Just to remind the plenary how information is tabled, here is the criteria used to classify the events in the reports:

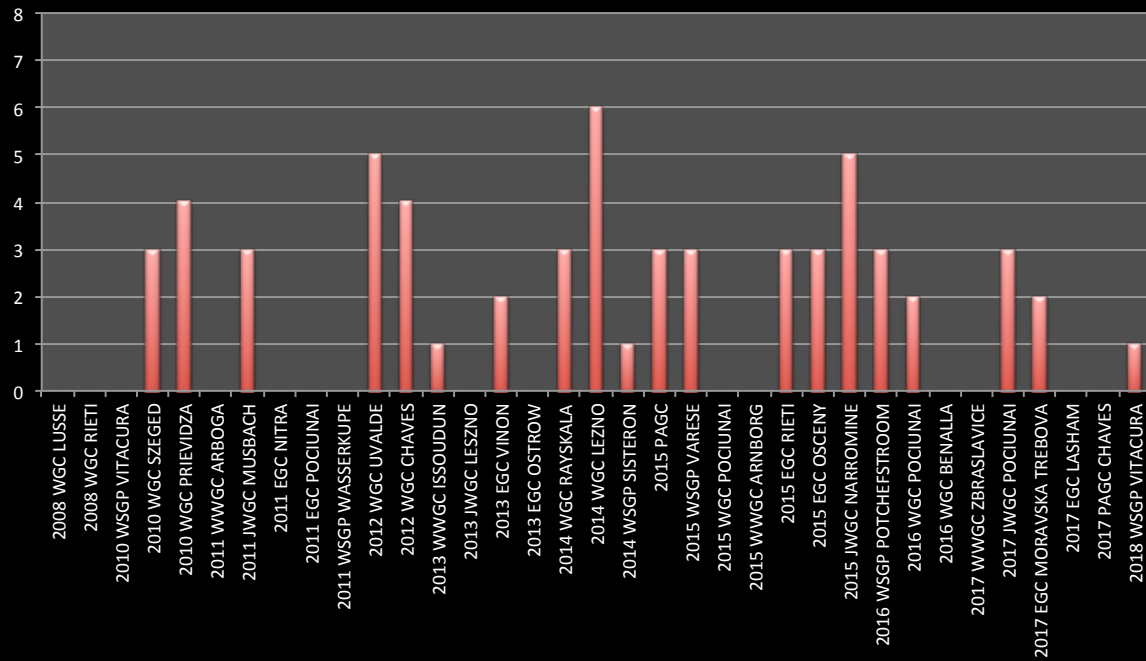
ACCIDENT			
	LOW	MEDIUM	HIGH
PILOT OR ANYBODY IN THE COMPETITION (PUBLIC, STAFF, MEDIA, ETC.)	Small injuries. No medical attention	Injured pilot. Some scratches. Medical attention on airfield only.	Severely injured, medical attention on Hospital or even killed
GLIDER	Slight damage. Fixed overnight	Damage to glider: parts to be changed. Not easy to fix, but still on competition. Maybe skips one or two days of competition	Severely damaged. Glider out of competition
THINGS AROUND THE AIRFIELD OR OUTLANDING FIELD (cables, animals, irrigation, poles, houses, glider trailers)	Slight damage	Things that can be fixed fast and does not require resources.	Huge damage. Normally requires important resources, time and money

Note: This is just a guidance for statistics purposes. An accident can have a mixture of above classification, to be selected by IGC Steward when making report as per his/her judgment.

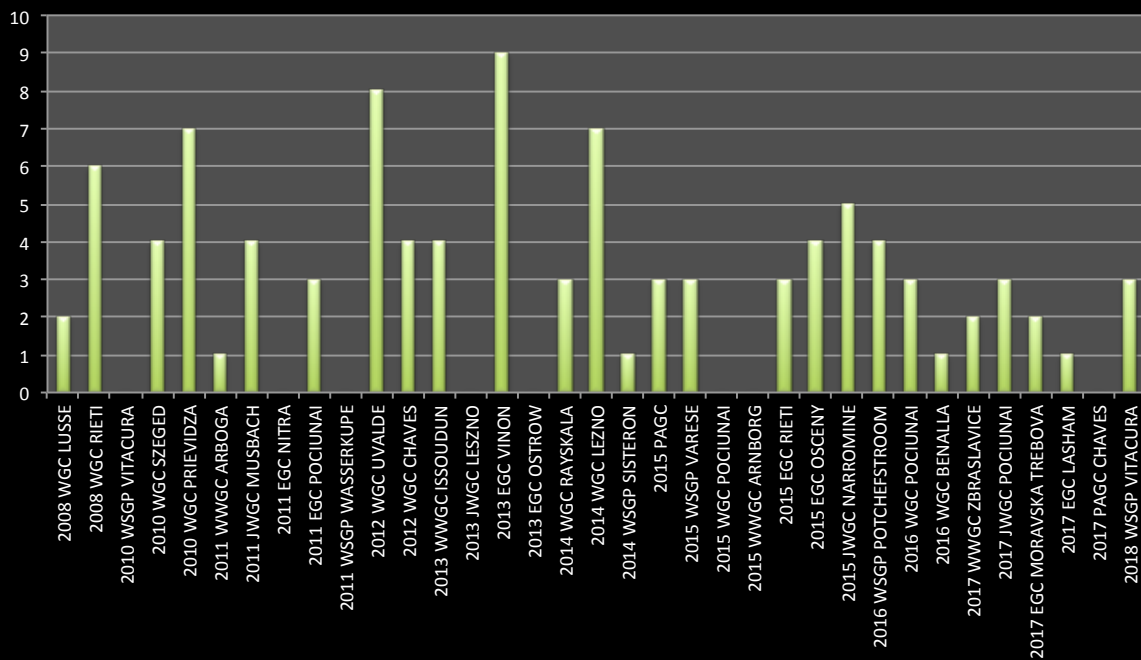
a.- Championship accidents and incidents (note that GP Final in Vitacura 2018 is included):



## CHAMPIONSHIP INCIDENTS 2008 - 2017

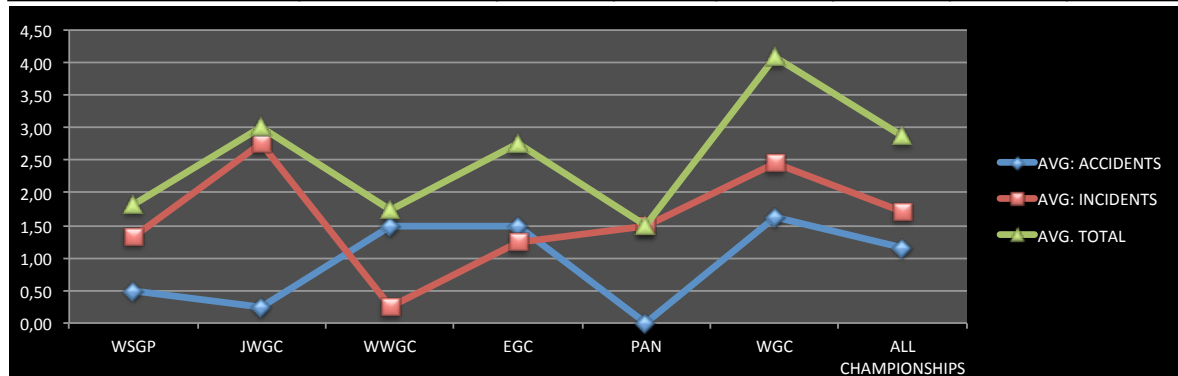


## CHAMPIONSHIP ACCIDENTS + INCIDENTS 2008 - 2017



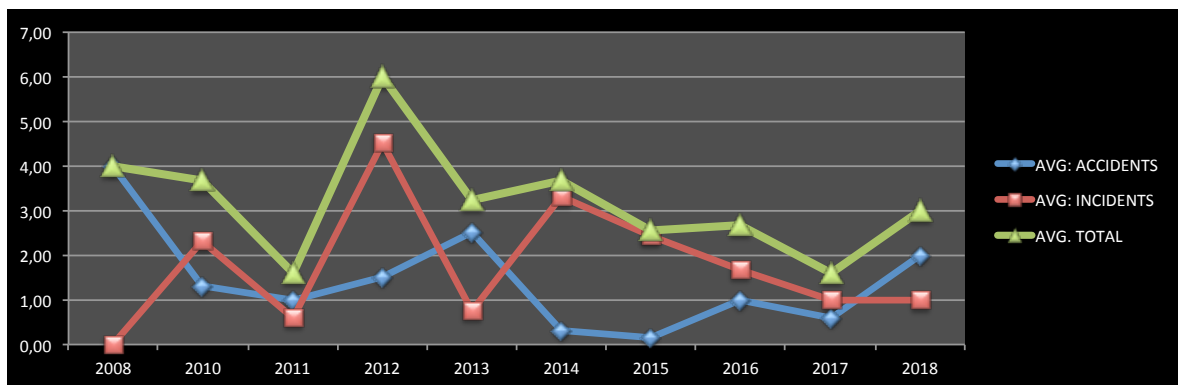
b.- Global statistics:

CHAMPIONSHIPS 2008 TO 2017+	TOTAL CHAMP.	ACCIDENTS	AVG. ACC.	INCIDENTS	AVG. INC.	TOTAL	AVG. TOT.
WSGP	6	3	0,50	8	1,33	11	1,83
JWGC	4	1	0,25	11	2,75	12	3,00
WWGC	4	6	1,50	1	0,25	7	1,75
EGC	8	12	1,50	10	1,25	22	2,75
PAN	2	0	0,00	3	1,50	3	1,50
WGC	11	18	1,64	27	2,45	45	4,09
ALL CHAMPIONSHIPS	35	40	1,14	60	1,71	100	2,86



2017 report for the plenary included 26 major championships and the total average of all was 3.1. This report includes 35 major championships and the total average dropped slightly to 2.9. Let's have a look in more details as follows:

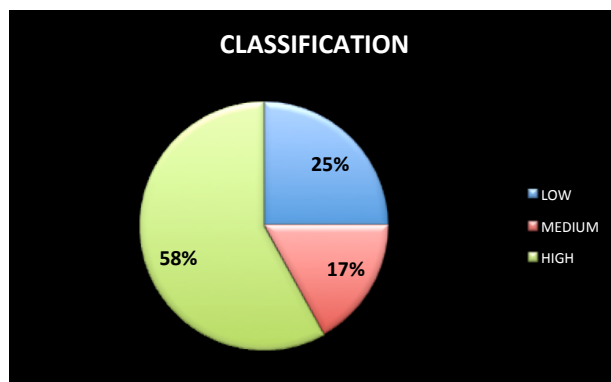
c.- Statistics per year (2009 is not included and 2018 has one championship only by the end of this report):



**-60% drop from 2008 until today**  
**-73% drop from 2012 until today**

d.- Classification of accidents and incidents:

CHAMPIONSHIPS 2008 TO 2017		ACCIDENTS	INCIDENTS	ACC+INC	TOTAL ALL CHAMP. (ACC+INC)	% ALL CHAMP.
LOW		1	24	25	100	25%
LANDING/LAUNCHING	Landing wheel up		6			6%
	Hard landing		9			9%
	Checking engine		1			1%
	Hard launching	1				1%
OTHERS	Others		8			8%
MEDIUM		9	8	17	100	17%
ARRIVING / FINAL STAGE	Flying low arriving		3			3%
	Hard landing	5	3			8%
	lake outlanding		1			1%
FLYING	Mid air collision	2				2%
LAUNCHING	Grib staff hit while launching		1			1%
OTHERS	Ground operation	2				2%
HIGH		30	28	58	100	58%
FLYING	Mid air collision	3	2			5%
	Spin unrecovered	1				1%
	Flying pattern	2	2			4%
	Flying in clouds		1			1%
	Before starts		3			3%
	Dangerous flying gaggles		7			7%
	Collided to mountain	3				3%
ARRIVING / FINAL STAGE	Collided with house	1				1%
	Final turn		3			3%
	Hazardous approaching		3			3%
	Collided on final glide	4				4%
LANDING/LAUNCHING	Self launching problem	4	2			6%
	Hard landing	11	4			15%
OTHERS	Car/retrieve	1	1			2%



d.- Fatal accidents:

- One fatal accident in 2010 WGC Priedvidza. Alexander Martynov (RUS). Spin unrecovered.
- One fatal accident in 2013 EGC Vinon, Alexander Nielles (ESP). Mountain collision.
- One fatal accident in 2018 WSGP Vitacura, Tomas Reich (CHI). Mountain collision.

**Comments to the obtained data:**

1.- With 35 championships, main issues are located in:

- Hard landings (outlandings and field landings: 32 %
- Final stage (final glide, approaching etc.): 14%
- Flying gaggles + mid air collision: 14%

These three groups of events represent 60% of ALL accident/incidents in 35 major competitions.

2.- From 2008 until today, there is a decrease in the average of accidents + incidents of 60% and from 2012, a reduction of 73%. These are good news.

3.- Type of championships:

- JWGC, WGC and EGC's are the highest rated in accidents/incidents.
- WSGP, WWGC and PAN's are the lowest rated in accidents/incidents.

4.- Three fatal accidents in 8 years, 35 major championships.

### **Recommendations:**

1.- To continue gathering information from reports and flight analysis.

2.- To establish strategies to reduce incidents and accidents, focused on most relevant issues (flying gaggles, mid air collision, hard landings).

3.- To share statistics and proximity analysis with pilots.

4.- To continue developing behaviour's survey during competition at briefings. Pilots know who are the bad apples.

Regards,

SFG (full members):

- Marina Vigorito
- Frouwke Kuijpers
- Terry Cubley
- Vladimir Foltin
- Brian Spreckly
- René Vidal