



February 2016

## **Report from Safety Group (SFG) to the IGC 2016 Plenary**

Safety is always a priority at all events. Nobody can say that we all are not worried about having accidents or incidents. However the information and statistics are very difficult to find.

Our group had committed to have hard data in order to establish the next initiatives towards the Safety Culture we want to create. Unfortunately that information is not available nor ready yet, but we are still working in having the right people to give us the feed back and get it.

In combination with the Stewards Group, there are several initiatives that will impact positive the way to improve safety and to create a safety culture. They are:

- Fight analysis. There is a consensus that having a software that analyses the flight and provide a “safety profile” of the race. It will provide very useful information before the incidents may happen. This is going to be an interesting proactive tool. We expect to have results this year.
- Flarm: there are conversations about adjusting their competition mode to be more useful at championships in order to avoid pilots looking at the screens all the time in stead of looking outside. We believe this very useful safety tool has some side effects that should be reduced as soon as possible.

Attached you will find also a summary if the safety initiatives made in the past, to be considered during the scrutineering process at major championships.

Regards,

SFG (full members):

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

## IGC SAFETY GROUP

- SUMMARY OF SAFETY INITIATIVES TO BE CONSIDERED DURING SCRUTINEERING AT MAJOR CHAMPIONSHIPS.
- TO BE INCLUDED IN THE LOCAL PROCEDURES.

### 1.- Training for evacuation of the cockpit:

- The organizers shall request the pilots to perform a simulated egress process. Timing can be measured and no damaged of the glider/pilot shall be guaranteed during the exercise.

### 2.- Flarm or equivalent (if authorized within the contest area) shall be installed and used during the championship.

### 3.- Two (2) of the following safety devices shall be selected:

- Energy absorbing foam seat cushions
- Emergency locator beacon or similar (Spot)
- Improved conspicuity by appropriate markings
- Improved conspicuity by strobe lights
- Supplemental Oxygen
- Fixed rear view mirror
- Spinal protection device
- Increased shock absorbing landing gear
- Emergency egress help
- Side string angle of attack indicator
- Acoustical stall warning system
- Anti submarining safety harness with 5th belt
- Glider parachute recovery system (GPRS)
- Pilot rescue system
- Energy absorbing nose

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