



February 2015

Report from Safety Group (SFG) to the IGC 20135 Plenary

Two years have passed since the Safety Pays group introduced the concept of the shopping list at international events, thanks to the advice of OSTIV.

It is not rare to see pilots performing egress cockpit training during scrutineering at any championship, during training period of or just before launching. It is very encouraging to see pilots also talking and some arguing about the best way to perform the exercise. Pilots who had survived accidents, are the most listened of course. This is good.

We see that everybody uses FLARM as safety device and not only on championships. But, they also use them as radar to locate competitors, to get in flight information to make decisions. This could be considered a FLARM's side effect for the awareness during flights. Technology helps us but also challenges us with new issues.

We believe that it is extremely important to have the acceptance of the pilots to make the Educational Process effective. For example:

There is a TV programme called Brain Games at National Geographic Channel and it is about the behaviour of the human brain. It is fantastic how information is processed and as consequence, the behaviour of people can be modified to obtain desired results.

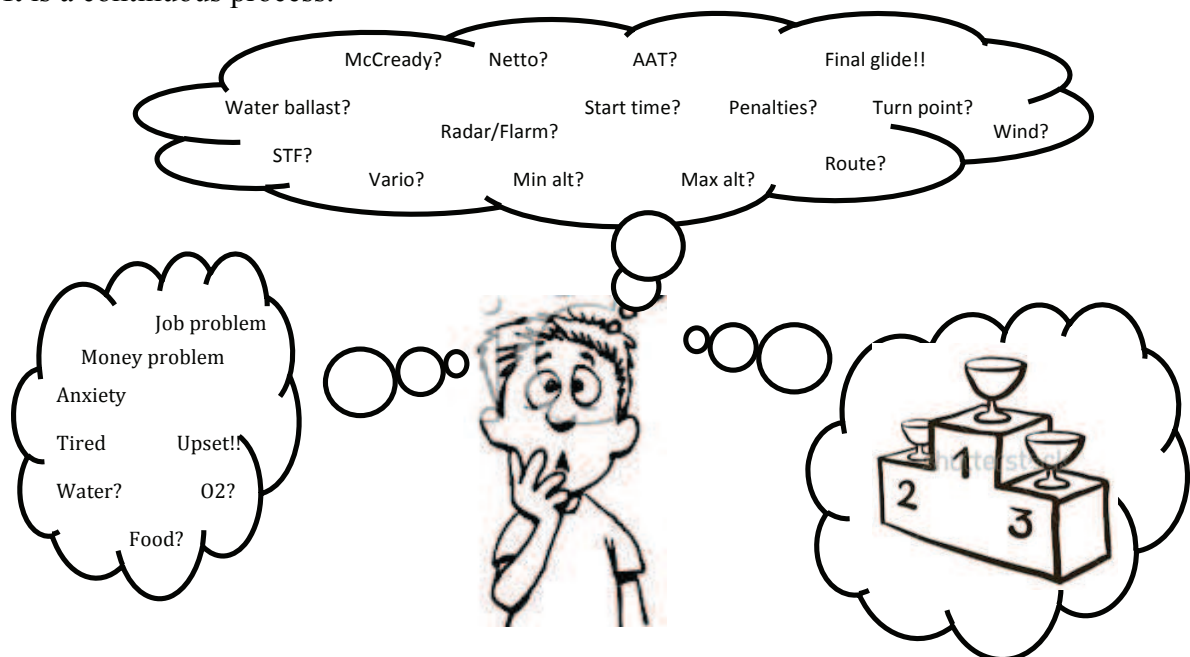
One important chapter talked about an experiment of creating a culture to have people walking and looking at the mobile phone (texting, social networks, internet surfing, etc.) at the same time, in a specific defined side of the sidewalk. By the way, this action is considered dangerous, as there is a risk of being run over cars or running over other pedestrian. A sidewalk division was created for people just walking and for people walking and looking at phones. Few steps where made:

- *Step 1: Leaving the people to follow the lines and marks by their own, without any educational process. The result: nobody followed the rule.*
- *Step 2: Fellows guard-type where near the area with speaker,s instructing people to use the marked area. Only few followed the rules.*
- *Step 3: Same fellows with speakers, but giving warning tickets (false of course) to pedestrians who did not followed the rules of walking in the confined area when walking and looking at phones. Few followed the rules BUT many got angry as they received the warning tickets. Even after the ticket, they did not follow the rule. In fact, some complained and encouraged others not to follow the rule.*
- *Step 3: The guards where dressed as normal pedestrians with phones, without speakers nor warning tickets but following the rules and showing others as an example of walking and looking at phones at the same time. Must people*

followed the rule and as they felt “strange” if they walk and look at the phones in the wrong area (kind of embarrassed).

Above example maybe is not an accurate one that could be used in gliding, but the point is that an Educational Process, with rules in a friendly way, with the acceptance of the users (pilots) creates the best results in our benefit. We will never avoid the risk of our sport, but we will reduce it as low as possible, by working with the pilots.

Statistic shown by OSTIV few years ago are still valid: it is about seven times the risk to die in a glider accident, compared to a car accident (1:2.500 to 1: 18.000). Can we reduced it?. Of course, through an Educational step by step process. How much can we lower the risk?. We do not know as there are many factors that affect the human behaviour in flight. New solutions create new challenges and new problems to solve. It is a continuous process.



We continue the Educational Process towards a Safety Culture by:

- Working on more safety videos (not progress during 2014).
- Submitting proposals to the plenaries.
- Collecting data (not much on 2014).
- Improve and/or update safety items (shopping list).
- Continue survey on safety at championships (to be done for next WGC's).
- Supporting stewards as SFG is part of the Stewards Working Group.
- Supporting rules that improve safety.
- Encouraging organizers to continue their safety briefings.

Regards,

SFG (full members):

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