

About the FAI Medical Commission (CIMP) by Wolfgang Lintl

As the CIMA representative in the FAI Medical Commission CIMP I usually try to attend the regular CIMP meeting. But this year I was unable to go. Therefore my report is based on the exchanged documents.

The main issue at the last CIMP plenary in Oxford was to find an answer to the questions around the German Wings accident with the suicide of the copilot.

But also other issues were encountered:

Statistics of Light AC Accidents/Incidents

- are far not complete
- are not sufficiently calculated, evaluated

Database of new Airsport:

- evolving reports of Drone injuries
- "O² Flexibility" for Mountain Flying above FL 100
- O² use of Sport AC w/o certified Equipment

But Pilot mental health was the major topic at the CIMP meeting.

A survey over more than 30 years shows, that the number of psychiatric diagnoses is small. During this time in General Aviation only 20 accidents were caused by psychic illness. But 60 % of those concern drugs and alcohol.

All authorities like CAA, FAA, EASA, call for better examination, initial psychological review and specialised flight surgeons. But this is always focused on commercial aviation.

For sports flying pilots mental health is also essential. Deficiencies in mental health hamper Flight Safety! But there is only a little awareness.

How is the Situation in Airsports / Clubs?

Some Sport-PILOTS may present with:

- Funny **behaviour**
- Strange **remarks**
- Unclear **intentions**
- **Unsafe** Flying
- „Everybody“ knows, but nobody acts, as a rule!

The conclusion of CIMP are:

Airsport requires a *Specialist Point of Contact!* This could be a Flight Doc, Psychiatrist, Psychologist. These persons should be available to answer Questions and to give advice to pilots, co-pilots, family, club members, flight instructors.

We need a kind of Safe Zone, which can be a selected group of peer pilots, people, you can trust.

To establish these Safe Zones will be a challenge for every national aeroclub or local club.

CIMP is still also very much involved in Anti Doping issues. Again and again we as sportsmen are advised to have in mind, that we might need a so called TUE, which allows us to use our prescribed medicine although this medicine is on the list of forbidden doping substance. You as the national representatives of micrlight and

paramotor competitos should force your NAC again and again to elucidate about this subject.

„Medical Challenges in extreme Air Sport and in Aviation“. This is the headline of a big symposion, organised by CIMP in addition to the World Air Games in Duba between 3. – 5. December this year.

It will present an innovativ exchange of knowlege and expertiese between medical doctors involved in aviation medicine with specific focus on medical challanges in aviation and extreme air sport. The symposion will also be a platform for exchange of experience and resarch in medical aspect in aviation sports.

I hope, that at the end there will be some results helping us in our kind of light aviation sport.

October 2015

Wolfgang Lintl