

ITALIAN REPORT TO CIMP 2011

SUMMARY

- 1) SAFETY OF FLYING**
 - 2) MEDICAL EXAMINATION**
 - 3) ACADEMIC ACTIVITY**
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SAFETY OF FLYING

ALL THE DATA ARE OFFICIAL AND ARE OBTAINED FROM THE ANSV

THAT IS THE ITALIAN NATIONAL ORGANIZATION FOR THE SAFETY OF FLYING

THE REPORT OF THE ACCIDENT IS COMPLETE FOR 2011

AEROPLANES

**THE GENERAL AVIATION AEROPLANES REPORTED ACCIDENTS ARE 29
(LAST YEAR WERE 36)**

THE MAJORITY OF THE ACCIDENT ARE DUE TO BAD WEATHER IN MOUNTANEUS ENVIRONMENT.

HELICOPTERS

THE HELICOPTERS REPORTED ACCIDENTS ARE 6 (LAST YEAR 6)

THE MORE FREQUENT CAUSE OF ACCIDENTS FOR THE ELICOPTERS ARE REPRESENTED BY THE ELECTRODUCTS COLLISIONS IN THE MOUNTANEOUS LANDSCAPE.

GLIDERS

THE GLIDERS REPORTED ACCIDENTS ARE 8 (LAST YEAR 14)

THE MORE FREQUENT GLIDING ACCIDENTS CAUSES ARE THE SAME: CRASH AGAINST TREES OR MOUNTAINS, FLIGHT COLLISION AND MISMANAGMENT DURING THE TUG PHASE.

BALLONING

THIS YEAR NO ACCIDENTS ARE REPORTED IN BALLOONING . IN THE PREVIOUS YEAR THE ACCIDENTS WERE 2

IN 2011 IN ITALY IN THE GENERAL AVIATION WERE LOST 15 PEOPLE (LAST YEAR 22) MOSTLY IN GLIDING ACTIVITY AND IN PRIVATE FLYING. (THE FATALITIES IN THE LAST 4 YEARS WERE: 19 IN 2007, 22 IN 2008, 14 IN 2009 AND 13 IN 2010)CIMP

ENGINED ULTRALIGHT

IN THE ULTRALIGHT ACTIVITY ONLY THE FATAL ACCIDENTS ARE OFFICIALLY REPORTED.

THE DATA ARE REFERRED TO THE 2011 YEAR

ENGINED ULTRALIGHTS THE ACCIDENTS WERE 17 WITH 22 FATALITIES (LAST YEAR 19 FATALITIES).

PARAGLIDING AND DELTA

PARAGLIDING 3 FATALITIES (LAST YEAR 1)

DELTAS 1 FATALITY (LAST YEAR 1)

INQUIRY

THE INQUIRES REGARDING THE FLIGHTS ACCIDENTS IN THE 2011 WERE 80.

THE NUMBER OF THE INQUIRES DECREASED FROM THE 2005 (150) CONSTANTLY.

IT IS VERY DIFFICULT TO ANALIZE, FROM THE STATISTICAL POINT OF VIEW, THE TREND OF THE FLYING SAFETY.

THE PRINCIPAL REASON, FOR THE GENERAL AVIATION, IS REPRESENTED BY THE ECONOMICAL CRISIS THAT HAS DRASTICALLY REDUCED THE NUMBER OF THE HOURS FLOWN BY EACH AIRCRAFT.

PARTICULARLY DETERMINANT IN REDUCING THE FLIGHT ACTIVITY IS THE INCREASE OF THE COST OF THE AVGAS LL 100 THAT IN ITALY IS THE HIGHEST IN EUROPE. THE COST PER LITER OF THIS FUEL IS HIGHER THAN THE IDENTICAL AMOUNT OF A GOOD QUALITY OF WINE!

IT SEEMS THAT SEVERAL OWNERS OF GENERAL AVIATION AIRCRAFTS HAS CHANGED RIDES IN FAVOUR OF THE ULTRALIGHTS AIRCRAFTS THAT USES "CAR GAS."

AT THE SAME TIME IT SEEMS THAT IN ITALY THE NUMBER OF THE SINGLE ENGINED GENERAL AVIATION AIRCRAFT HAS SUBSTANTIALLY DECREASED .

IN CONCLUSION IS DIFFICULT TO ASSUME THAT THE TREND ABOUT THE REDUCTION OF THE NUMBER OF ACCIDENTS, IN THE GENERAL AVIATION, REPRESENT AN IMPROVEMENT IN SAFETY, BECAUSE HAS TO BE PUT IN CORRELATION WITH THE REDUCTION OF THE FLYNG ACTIVITIES CAUSED BY THE ECONOMIC DEPRESSION.

ALSO FOR THE ENGINED ULTRALIGHTS IS DIFFICULT TO ANALIZE THE TREND BECAUSE THE NUMBER OF ACCIDENTS IS INCREASED BUT THE NUMBER OF THE FLYNG MACHINES, IN THIS GROUP, IS STILL INCREASING, IN PERIOD OF FULL ECONOMICAL CRISIS, WITH EXPONENCIAL SPEED.

I DON'T KNOW IF THIS TREND IS THE SAME ALSO IN OTHER COUNTRIES BUT, WHILE THE NUMBER OF SINGLE ENGINED (2-4 SEATS) GENERAL AVIATION PLANES IS IN A PHASE OF PROGRESSIVE REDUCTION, THE NUMBER OF THE ULTRALIGHT ENGINED MACHINES IS IN EXTREMELY FAST INCREASE.

MANY OF THE NEW ULTRALIGHT AIRCRAFT ARE OF VERY SOPHISTICATED CONSTRUCTION, MANY MANUFACTURED IN VERY EXPENSIVE CARBON FIBER, AND WITH VERY ADVANCED (AND EXTREMELY EXPENSIVE) AVIONIC.

MUST BE OBSERVED, IN BASE OF THE OFFICIAL EVALUATION OF THE CAUSE OF THE ACCIDENTS, OCCURRED IN THE ULTRALIGHTS IN OUR COUNTRY, THAT DOES NOT RESULTS, APPARENTLY , THAT SOME OF THE ACCIDENTS HAS BEEN PRODUCED BY TECHNICAL REASONS, STRUCTURALS OR ENGINE FAILURES, BUT THAT ALL THE ACCIDENTS HAS BEEN PRODUCED ONLY BY HUMAN FACTORS .

THIS IS A VERY IMPORTANT OBSERVATION BECAUSE SOME YEARS AGO, IN THE MICROLIGHTS AIRCRAFT THE MOST COMMON CAUSE OF THE ACCIDENT WERE ATTRIBUTED TO TECHNICAL FAILURES.

IN REALITY THE DESIGN, THE VALIDATION OF THE STRUCTURE, THE AERODYNAMICS AND THE MANUFACTURE OF THE ACTUAL FLEET OF THE MODERN ULTRALIGHTS IS EXTREMELY EVOLUTED AND SEEMS ACCIDENT PROOF.

MEDICAL EXAMINATIONS

THIS YEAR I DID DISCOVER, WITH PLEASURE, THAT I AM YOUNGER THAN IN THE LAST TEN YEARS.

FROM MY 70TH YEARS I WAS OBLIGED TO SUBMIT MYSELF TO A MEDICAL EXAMINATION, TO MAINTAIN MY FLIGHT LICENCE, EVERY 6 MONTHS.

FEW DAYS AGO I DID RECEIVE, FROM MY DOCTOR, THE ANNOUNCE THAT I'LL HAVE MY NEXT MEDICAL CONTROL AFTER 12 MONTHS. IT SEEMS TO ME THAT THE ITALIAN MEDICAL AVIATION AUTHORITIES CONSIDER ME 10 YEAR YOUNGER THAT BEFORE.

OF COURSE THIS IS A JOKE, BUT, IN CONCLUSION, IT SEEMS THAT IN ITALY THE MEDICAL AUTHORITIES HAS DECIDED TO ADOPT THE SAME RULES OF THE MAJORITY OF THE OTHERS COUNTRIES.

THIS IS AN EXTREMELY POSITIVE ASPECT, BECAUSE IN THE PREVIOUS YEARS, EVERY TIME SOMETHING NEW HAS BEEN ADOPTED IN THE MEDICAL RULES, THE CHANGEMENT NOT WAS POSITIVE.

BUT WE HAVE TO TAKE INTO ACCOUNT THAT THE RULES ABOUT THE MEDICAL EXAMINATIONS APPLIED IN ITALY WERE THE MOST SEVERE THAN IN ALL THE OTHER PARTS OF THE WORLD.

IN ITALY THE PROFESSONAL AND COMMERCIAL PILOTS AND CREW MEMBERS ARE EVALUATED BY THE MILITARY DOCTORS IN THE SPECIFIC INSTITUTES OF THE ITALIAN AIR FORCE.

THE PPL AND GLIDERS PILOTS ARE EXAMINED BY THE DOCTORS WITH LICENCE IN "AEROSPACE MEDICINE" OBTAINED AFTER FOUR YEARS OF UNIVERSITARY POST GRADUATE COURSE.

THE PARACHUTISTS, HANG GLIDERS AND THE OTHER FLYERS ARE EXAMINED BY THE SPORT MEDICINE DOCTORS, ALSO IN THIS CASE THE POST GRADUATE LICENCE OF THE M.D., ARE OBTAINED THROUGH FOUR YEARS OF POSTGRADUATED UNIVERSITARY COURSE.

IN 2011 AND IN THE FIRST PART OF 2012 I PERSONALLY GAVE SOME ACADEMIC PAPERS IN DIFFERENT ITALIAN UNIVERSITIES SPEAKING ABOUT GENERAL AND SPORT AVIATION.

THE SAME WEEK IN WHICH I DID HAVE MY 80TH BIRTHDAY I WON THE "DE BERNARDI" TROPHY A VERY IMPORTANT AIR RALLY COMPETITION THAT I WON IN THE 1988, 1999 AND IN 2000.

I INTERRUPTED TO COMPETE FROM THE 2000 UNTIL THIS YEAR.