



Report from Safety Pays Working Group to the IGC 2013 Plenary

Author: René Vidal

2012 has been an interesting year for the SPWG, as we were able to test the initiatives described in our last report made to past plenary in Potchefstroom, South Africa.

Trying to implement safety initiatives in competition is a very difficult task as we cannot be in pilots mind. Also our job as SPWG was to review and apply (if applicable) OSTIV recommendations only. In any case, our job as improvement of safety was limited but not less important.

Initiatives were tested at WGC in Uvalde. In fact, our report is based on the information taken at that championship. Note that WGC in Argentina was taken place by the time this report was made but no final report yet to show more results.

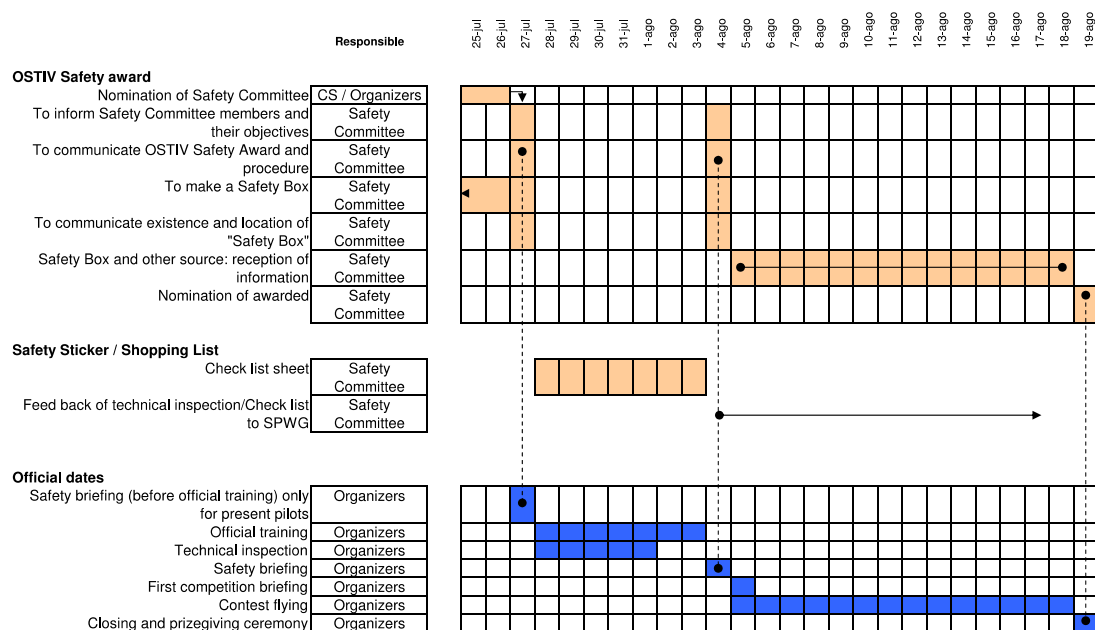
The way of presenting initiatives was also carefully studied. We did not make any rule nor modify any document. We just did a survey, an exercise and provided a safety award.

1.- Calendar of initiatives at WGC, Uvalde:

**SAFETY PAYS WORKING GROUP
CHAMPIONSHIP: WGC UVALDE, 2012**

SUMMARY OF ACTIVITIES / DATES

REV 1



2.- Safety Pays Shopping List. WGC, Uvalde:

A survey was carried out during the technical inspection as a Check List. Guidelines were made and provided to the organisers who kindly adopted and performed the SPWG initiative.

A detailed result can be found at the end of this report (ANNEX 1)

We changed the concept of % by amount of points. To those pilots/gliders above four (4) points from the list, received a Safety 1st, sticker.

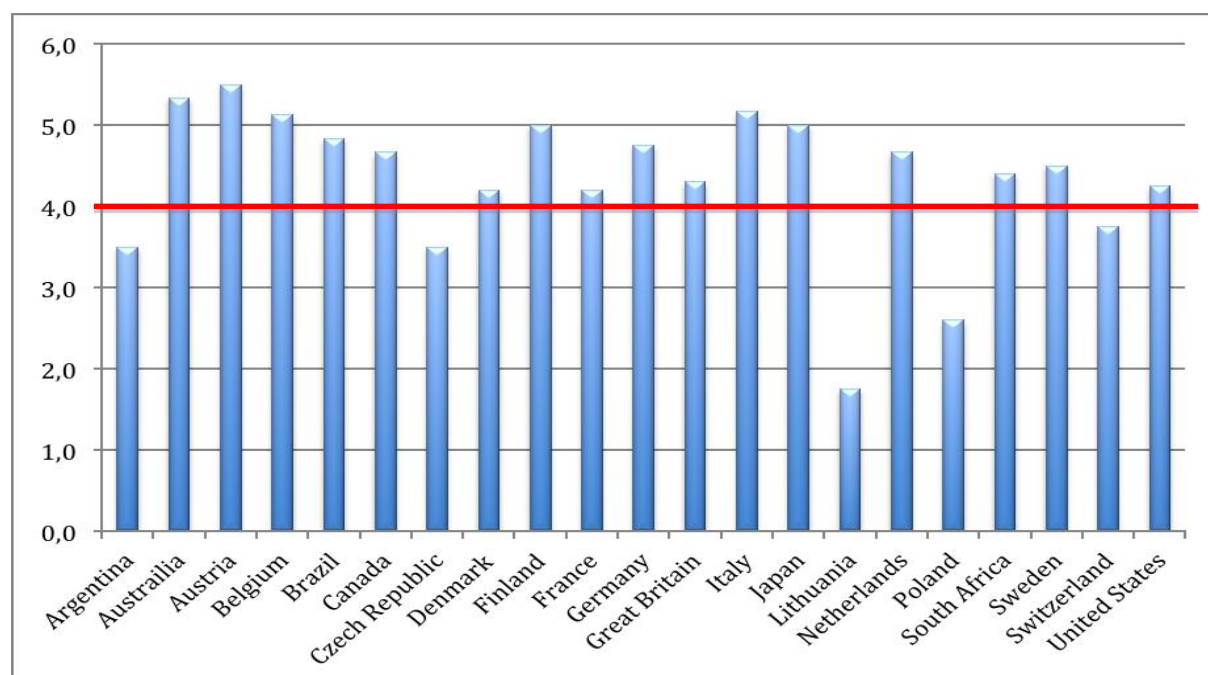
Results:

Safety Device	Points	% Total Pilots	% Podium Pilots*	% Winner Pilots**
Demonstration of cockpit evacuation time (static on the ground)	0,5	100%	100%	100%
Installation and use of traffic situational awareness device (Flarm ® or compatible)	2,5	87 %	76 %	33 %
Emergency locator beacon or similar system (ELT, Spot, etc)	1,5	78 %	33 %	67 %
Installation of energy absorbing foam seat cushion for spine protection	0,5	41 %	22 %	33 %
Improvement of the in-flight conspicuity (observability) achieved by installation of appropriate markings	0,5	19 %	33 %	0 %
Correct installation of side string angle of attack indicator	1,0	0 %	0 %	0 %
Spinal protection device	0,5	0 %	0 %	0 %

* 1st, 2nd, 3rd place on three classes (9 pilots)

* 1st plane only on three classes (3 pilots)

Average points by country:



- 76 % of total pilots, obtained four (4) or more points.

- 33 % of podium pilots, obtained four (4) or more points.
- 33 % of winner pilots, obtained four (4) or more points.
- 7 % of total pilots obtained six (6) or more points.
- Only one pilot obtained 6.5 points
- Three (3) pilots obtained 0.5 points (egress cockpit demonstration only)

A happy pilot with the Safety 1st sticker awarded:



3.- OSTIV Safety Award. WGC, Uvalde:

Guidelines to award the “safest pilot” were made and provided to the organisers who kindly adopted and performed the SPWG initiative.

Safety committee was in charge of performing the initiative, supported by a “safety box” available during the competition to receive feed back from the pilots, as explained during briefings. Unfortunately it was empty at the end of the championship.

OSTIV safety award was given to the pilot who had 6.5 points (Wolfgang Janowitsch, Austria).

Results:

Due to the degree of subjectivity on this award, it was not well received among the pilots.

Guidelines shall be reviewed to give the OSTIV award a high degree of value and reputation. It requires urgent action.

4.- Emergency Cockpit Egress Training. WGC, Uvalde:

As part of the Shopping list (0.5 points) or Check List performed during technical inspection, the evacuation egress cockpit exercise was very successful.

Pilots liked the idea and performed with high degree of commitment. Canopy was open and panel raised if applicable.

Results:

- Happy pilots.

- Four (4) seat belts failed to release.
- A hard mounted PDA was removed as it was restricting access to canopy jettison handles.
- Few pilots doubted the procedure as just rented their gliders.

5.- Summary:

- As IGC, we need to find the way to achieve our goals. Going mandatory and rule making as first option, does not necessary means to be successful. Having our pilots as part of the improvement of our sport, is the key to achieve our goals. SPWG “pushed gently” our pilots into our direction. Most results are fantastic and encouraging that we are working in the right way. With true data in hand, we can make the right “adjustments” to our sport.
- Shopping list was gently changed into a Safety 1st sticker award and then into a final “Safety Survey”. All of them, follow the principle of OSTIV, which is to find the way to have the pilots doing what we believe is safety.
- Many pilots do care about safety. Sometimes we, as IGC put them all together as non serious safety about people, however most pilots had the main safety devices and also provided feed back on other safety items we should include like:
 - o First aid kit.
 - o Heel braces for easy egress.
 - o Cell phone + power connection.
 - o Safety cockpit and energy absorbing nose as Antares.
 - o Permanent rear view mirror to maintain visual contact with gliders in rear blind spot.
 - o Oxygen for use at even moderate altitudes
- Some safety items audited, were not considered nor known among pilots. We believe there is not point at this stage to continue pushing for them. Maybe in a second stage. Devices like:
 - o Side string angle of attack indicator: nobody is using it as is seen of no value at all.
 - o Spinal protection device: nobody knows them. We should advertise it more during briefings and have the pilots to decide. Marketing issue maybe?
- One mid air collision took place during competition at Uvalde. Both pilots had Flarm. A software improvement was requested to the manufacturer. Both pilots had 4.5 and 5.5 points on safety devices/egress training. One bailed out (sure the training during scrutineering helped), the other returned safely home. It shows that no matter how mandatory we are, awareness is the main factor in preventing accidents.
- Survey showed the higher the level of the pilot, the less safety devices they have (see results). Why?. Are we showing to other pilots (new pilots and prospects also) that to perform they have to be “less safety”. We think we have to work with those pilots-heroes to help our sport by being friendlier to safety devices.
- OSTIV Safety Award is a good idea, but the guidelines must be improved. Safety box to feed back was never used and the criteria to select the “safest pilot” still have subjectivity.
- We believe we have saved lives.

6.- Proposal from SPWG:

- Bid proposals and Local Procedures shall detail the Safety Devices and Training required to pass through the scrutineering process. These are:
 - Training for evacuation of the cockpit.
 - Flarm or equivalent if its use is authorised within the contest are.
 - To select two (2) of the following Safety Devices (OSTIV + pilots feed back):
 - Energy absorbing foam seat cushions
 - Emergency locator beacon or similar (Spot)
 - Improved conspicuity by appropriate markings
 - Improved conspicuity by strobe lights
 - 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

Regards,

SPWG:

- Marina Vigorito
- Vladimir Foltin
- Louis Boudierlique
- René Vidal

SPWG – ANNEX 1 : SHOPPING LIST SURVEY (WGC, Uvalde)

32nd FAI WGC Open, 1.8m and 1.5m Classes Uvalde Texas

Safety Pays Working Group Analysis of Pilots Using the Safety Options.

*Spot and ELB where pilots had both devices on board we have given an extra point to their score on the basis that the ELB would automatically activate and broadcast distress signal in the event of an accident that might incapacitate the pilot to the extent that he could not activate his spot. In cases where the pilot only has an ELB, he was given 1.5 points as per having a alarm.

CN	Surname	Frname	Country	Class	Glider	MOP	Country	Flarm	Spot	Emergency Locator Beacon	Angle of Attack Indicator	Spinal Protection Device	Energy Absorbing Foam	High Visibility Markings	Emergency Egress from the Cabin	Individual Score	Average Score per Country
67	Gaude	Javier	Argentina	15M	ASW-27		ARG		1,5							2,0	
QT	Berca	Santiago	Argentina	15M	ASW-27		ARG	2,5	1,5	1,0			0,5			0,5	6,0
6W	Blanco	Joaquin	Argentina	18M	Ventus2cx-18		ARG		1,5				0,5			0,5	2,5
JS1	Delafbro	Mauricio	Argentina	18M	JS1-A		ARG		1,5	1,0			0,5			0,5	3,5
3C	Trotter	Peter	Australia	15M	Ventus2bx		AUS	2,5	1,5				0,5			0,5	5,0
KS	Trotter	Lisa	Australia	15M	ASW-27		AUS	2,5	1,5	1,0			0,5			0,5	6,0
4D	Jansen	David	Australia	18M	ASG-29-18	T	AUS	2,5	1,5				0,5			0,5	5,0
8H	Claffey	Tom	Australia	18M	ASG-29-18		AUS	2,5	1,5	1,0			0,5			0,5	6,0
30	Edwards	Brad	Australia	Open	JS1-C		AUS	2,5	1,5				0,5			0,5	5,0
2T	Taylor	Bruce	Australia	Open	JS1-C		AUS	2,5	1,5				0,5			0,5	5,0
GA	Rass	Michael	Austria	15M	ASG-29-15	T	AUT	2,5	1,5					0,5		0,5	5,0
PC	Hartmann	Peter	Austria	15M	ASG-29-15		AUT	2,5	1,5				0,5	0,5		0,5	5,5
i	Sandhoefer	Andreas	Austria	18M	Antares18S		AUT	2,5	1,5	1,0			0,5			0,5	6,0
WO	Janowitzsch	Wolfgang	Austria	18M	Ventus2cx-18		AUT	2,5	1,5	1,0			0,5	0,5		0,5	6,5
FJ	Eder	F. Josef	Austria	Open	EB29	M	AUT	2,5	1,5	1,0						0,5	5,5
LA	Kammerhofer	Josef	Austria	Open	Antares23E	M	AUT	2,5	1,5							0,5	4,5
34	Litt	Baudouin	Belgium	15M	Ventus2bx		BEL	2,5	1,5	1,0						0,5	5,5
MM	Litt	Manu	Belgium	15M	Ventus2bx		BEL	2,5	1,5				0,5			0,5	5,0
GP	Stouffs	Patrick	Belgium	Open	EB28	M	BEL	2,5	1,5				0,5			0,5	5,0
IP2	DeBroqueville	Pierre	Belgium	Open	EdelweissC-30S	M	BEL	2,5	1,5					0,5		0,5	5,0
TT	Duarte	Claudio Blois	Brazil	15M	Ventus2a		BRA	2,5	1,5	1,0						0,5	5,5
UH	Ribeiro	Julio Cesar	Brazil	15M	ASW-27		BRA	2,5	1,5							0,5	4,5
ER	Rehn	Egon Otto	Brazil	Open	QuintusM	M	BRA	2,5	1,5							0,5	4,5
ST	Bonniere	Nick	Canada	15M	LAK-17A-15		CAN	2,5	1,5							0,5	4,5
F1	Springford	David	Canada	18M	ASG-29-18		CAN	2,5	1,5							0,5	4,5
XG	Szemplinski	Jerzy	Canada	18M	ASG-29-18		CAN	2,5	1,5				0,5			0,5	5,0
AJ	Netusilova	Alena	Czech Republic	15M	ASG-29-15	T	CZE	2,5								0,5	3,0
AX	Krejcirik	Radek	Czech Republic	15M	Ventus2ax		CZE	2,5		1,0			0,5	0,5		0,5	5,0
QX	Tichy	Petr	Czech Republic	18M	ASG-29-18	T	CZE	2,5								0,5	3,0
RS	Setka	Petr	Czech Republic	18M	Ventus2cxm-18	M	CZE	2,5								0,5	3,0
RX	Krejcirik	Petr	Czech Republic	Open	ASW-22BLE	M	CZE	2,5		1,5			0,5			0,5	5,0
WB	Rendla	Tomas	Czech Republic	Open	EB28	M	CZE			1,5						0,5	2,0
A1	Pedersen	Jani Schmeltz	Denmark	15M	LS-10-15		DNK	2,5	1,5							0,5	4,5
TC	Vestergaard	Thomas	Denmark	15M	Ventus2c-15	T	DNK	2,5	1,5							0,5	4,5
7T	Eriksen	Peter	Denmark	18M	ASG-29-18		DNK	2,5	1,5							0,5	4,5
SI	Boye-Moller	Ame	Denmark	18M	JS1-B		DNK	2,5	1,5				0,5	0,5		0,5	5,5
HJ	Larsen	Poul Kim	Denmark	Open	ASH-25E	T	DNK	2,5	1,5							0,5	2,0
AL	Lehto	Antti	Finland	15M	Ventus2cx-15		FIN	2,5	1,5							0,5	4,5
MX	Koivula	Martti	Finland	18M	ASG-29-18	T	FIN	2,5	1,5				0,5			0,5	5,0
OT	Teronen	Olli	Finland	18M	ASG-29-18	T	FIN	2,5	1,5				0,5	0,5		0,5	5,5
EY	Ruch	Christophe	France	15M	Ventus2ax		FRA	2,5					0,5	0,5		0,5	4,0
FB	Bouderlique	Louis	France	15M	ASG-29-15		FRA	2,5		1,0						0,5	4,5
FA	Walbrou	Killian	France	18M	JS1-B		FRA	2,5		1,0						0,5	4,5
FC	Hoyeau	Frederic	France	18M	JS1-B		FRA	2,5								0,5	0,5
72	Gerbaud	Sylvain	France	Open	QuintusM	M	FRA	2,5	1,5							0,5	4,5
CD	Aboulin	Laurent	France	Open	QuintusM	M	FRA	2,5	1,5							0,5	3,0
EI	Bauder	David	Germany	15M	Ventus2ax		DEU	2,5	1,5				0,5			0,5	5,0
M6	Sturm	Matthias	Germany	15M	ASW-27		DEU	2,5								0,5	3,0
SE	Schoedel	Susanne	Germany	15M	Ventus2ax		DEU	2,5		1,5						0,5	4,5
MS	Streit	Michael	Germany	18M	ASG-29-18	T	DEU	2,5	1,5					0,5		0,5	5,0
SI	Schroeder	Robert	Germany	18M	ASG-29-18	T	DEU	2,5	1,5				0,5			0,5	5,0
EB	Sommer	Michael	Germany	Open	EB29	M	DEU	2,5								0,5	3,0
V	Karow	Holger	Germany	Open	QuintusM	M	DEU	2,5	1,5				0,5			0,5	5,0
VB	Bode	Tassilo	Germany	Open	QuintusM	M	DEU	2,5	1,5							0,5	4,5
G9	Johnston	Ed	Great Britain	15M	ASG-29-15		GBR	2,5	1,5							0,5	2,0
M2	Cook	Matt	Great Britain	15M	Ventus2a		GBR	2,5	1,5							0,5	4,5
57	Young	Mike	Great Britain	18M	ASG-29-18		GBR	2,5	1,5							0,5	5,0
E1	Cheetham	Russell	Great Britain	18M	JS1-B	T	GBR	2,5	1,5				0,5			0,5	5,0
CA	Harvey	Peter	Great Britain	Open	Antares23		GBR	2,5	1,5				0,5			0,5	5,0
AE	Pavesi	Ugo	Italy	15M	Ventus2c-15	T	ITA	2,5	1,5				0,5	0,5		0,5	5,5
GT	Gostner	Thomas	Italy	15M	SZD-56-2Diana2		ITA	2,5	1,5				0,5			0,5	5,0
VS	Ghorzo	Stefano	Italy	15M	SZD-56-2Diana2		ITA	2,5	1,5							0,5	4,5
RB	Brigliadori	Riccardo	Italy	18M	Ventus2cx-18		ITA	2,5	1,5							0,5	4,5
53	Brunazzo	Mauro	Italy	Open	ASW-22BLE	M	ITA	2,5	1,5	1,0			0,5			0,5	6,0
AS	Sironi	Alberto	Italy	Open	QuintusM	M	ITA	2,5	1,5				0,5	0,5		0,5	5,5
M	Ichikawa	Makoto	Japan	15M	SZD-56-2Diana2		JPN	2,5	1,5				0,5			0,5	5,0
17B	Maciulis	Vytautas	Lithuania	18M	LAK-17B-FES-18	T	LTU	2,5								0,5	0,5
3R	Zalukas	Mindaugas	Lithuania	18M	LAK-17B-FES-18		LTU	2,5								0,5	3,0
1R	Raimond	Steven	Netherlands	15M	ASW-27		NLD	2,5	1,5							0,5	4,5
K1	Leeuwenburgh	Mark	Netherlands	15M	Ventus2a		NLD	2,5	1,5							0,5	4,5
MP	Termaat	Ronald	Netherlands	18M	JS1-A		NLD	2,5	1,5				0,5			0,5	5,0
XH	Huiskes	Steven	Netherlands	18M	Ventus2cxt-18	T	NLD	2,5	1,5							0,5	4,5
4T	Batenburg	Peter	Netherlands	Open	NimbusT	T	NLD	2,5	1,5							0,5	4,5
Q	Jeremiasse	Francois	Netherlands	Open	QuintusM	M	NLD	2,5	1,5				0,5			0,5	5,0
RP	Kawa	Sebastian	Poland	15M	SZD-56-2Diana2		POL	2,5					0,5			0,5	0,5
ZJ	Rubaj	Tomasz	Poland	15M	SZD-56-2Diana2		POL	2,5					0,5			0,5	1,0
LM	Nieradka	Zbigniew	Poland	18M	ASG-29-18		POL	2,5	1,5							0,5	2,0
MC	Matkowski	Christoph	Poland	18M	ASG-29-18		POL	2,5	1,5				0,5	0,5		0,5	5,5
PL	Wojcik	Lukasz	Poland	18M	ASG-29-18		POL	2,5								0,5	3,0
HW	Kozlik	Wiktor	Poland	Open	NimbusT	T	POL	2,5	1,5	1,0			0,5			0,5	3,6
MSJ	Timoshenko	Dmitry	Russia	18M	ASG-29-18		RUS	2,5	1,5							0,5	4,5
11	Bogdanovich	Pedja	Serbia	15M	Ventus2ax		SRB	2,5	1,5				0,5			0,5	5,0
7	Pristavec	Bostjan	Slovenia	Open	EB28	M	SVN	2,5	1,5							0,5	4,5
KT	Holliday	Mark	South Africa	15M	ASW-27		RSA	2,5	1,5							0,5	4,5
AJ1	Jonker	Attie	South Africa	18M	JS1-B		RSA	2,5	1,5				0,5	0,5		0,5	5,5
UJ	Jonker	Uys	South Africa	18M	JS1-B		RSA	2,5					0,5	0,5		0,5	4,0
LG	Goudriaan	Laurens	South Africa	Open	JS1-C		RSA	2,5	1,5							0,5	4,5
OG	Goudriaan	Oscar	South Africa	Open	JS1-C		RSA	2,5					0,5			0,5	3,5
GB	Eriksson	Borje	Sweden	15M	Ventus2ax		SWE	2,5	1,5							0,5	4,5
MR	Swanstrom	Richard	Sweden	15M	Ventus2b		SWE	2,5	1,5							0,5	4,5
UR	Ringerz	Ulf	Sweden	18M	Ventus2cxt-18	T	SWE	2,5	1,5							0,5	4,5
LX	Friedli	Rolf	Switzerland	18M	ASG-29-18		SUI	2,5	1,5							0,5	4,5
OX	Danz	Werner	Switzerland	18M	Antares18S		SUI	2,5								0,5	3,0
A8	Seaborn	John	United States	15M	Ventus2bx		USA	2,5	1,5				0,5			0,5	5,0
ZL	Leonard	Dave	United States	15M	ASW-27		USA	2,5	1,5	1,0			0,5			0,5	6,0
P7	Iltner	Gary	United States	18M	ASG-29-18		USA	2,5	1,5	1,0						0,5	5,5
WE	Elliott	Bill	United States	18M	JS1-B		USA	2,5	1,5				0,5			0,5	5,0
DB	Butler	Dick	United States	Open	Concordia		USA	2,5	1,5							0,5	2,0
SS	Tabery	Ron	United States	Open	ASW-22BLE	M	USA	2,5	1,5							0,5	2,0

Summary Totals	86	77	19	0	0	41	19	99
Summary as % of total Entry	87%	78%	19%	0%	0%</			