

**BGA CLUB CHAIRMEN'S CONFERENCE
30 OCTOBER 2004
THE SOARING CENTRE, HUSBANDS BOSWORTH**

**CONFERENCE REPORT AND
DIGEST OF PRESENTATIONS**

PART ONE

**AGENDA, WELCOME AND
SAFETY PRESENTATION**

CONTENTS

Part One

- Conference Chairman's Introduction and welcome Mike Jordy
Safety seminar Patrick Naegeli, Hugh Browning

Part Two

- BGA Coaching operations update Pete Stratten

Part Three

- Regional Centre of excellence in Yorkshire Dr. Chris Riley
Caroline Trust Peter Roberts

Part Four

Key note Session - membership motivation and retention

- Syndicate briefing Diana King

Examples of good practice

- Derby and Lancashire Gliding Club Dave Martin
Stratford-on-Avon Gliding Club John Dickinson
Scottish Gliding Union John Williams

Presentation of syndicate groups' recommendations

Part Five

Topical briefings

- Child Protection Phillip Burton
Glider insurance John Birch
Hire and Reward update Terry Slater
EASA – impact on gliding clubs and BGA's role Terry Slater
Development Committee issues Diana King
Delegates List

Conference Chairman's Introduction and welcome

Mike Jordy, BGA Vice-Chairman, standing in for the BGA Chairman David Roberts, welcomed all the delegates and noted that the attendance was higher than in any previous year. David Roberts was unfortunately unable to be at the Conference for the full day. Mike also informed delegates that Roger Coote, the BGA's Development Officer, was ill and unable to attend. He thanked Diana King, BGA Development Committee Chairman, who had prepared the Conference in Roger's unavoidable absence.

There were currently three main issues for the BGA and these were all being featured at the Conference.

1. Safety – this had been a very bad year. There was an urgent need to improve the standards or we risked problems and interference from officialdom. The Conference would receive a presentation on a new approach to the statistics from Hugh Browning and Patrick Naegeli.
2. EASA – this was a constant subject for the Executive Committee's attention. Terry Slater would bring the Conference up to date on developments.
3. The need to enlarge the gliding movement. It was a club responsibility to recruit and keep more members and the keynote session would be devoted to this topic.

BGA publications were available to delegates during the conference. These included:

- Buying a Gliding Site
- Starting a Gliding Club
- Financial Help for Gliding Clubs
- Site Operations manual
- Club Management Handbook
- Winching Handbook
- Strategic Plan summary
- Planning Guidance

Safety seminar

Patrick Naegeli and Hugh Browning jointly presented the BGA's proposals for the new Safety Initiative and showed the findings of some re-analysis of the accidents for the previous 16 years, which had revealed some trends which had not previously been recognized.

Patrick introduced the topic, by suggesting that the current safety record is a reflection of our current approach to a variety of things:

- Risk awareness and risk management
- Management and supervision of operations
- The training, development and supervision of instructors
- Our keen-ness and our ability to learn and adapt
- Regulation/self-governance
- Possible liability and insurance issues if current accident rates continue

He reminded delegates that a safety programme should monitor all operations, flying, ground etc. The BGA has delegated authority to manage its own safety operations, but the reality is that we are not doing it well enough to learn and adapt. If we fail to do it, we may become subject to national or international interference.

Failure to manage safety may result in increased flying risks and thence in higher insurance costs.

The Safety Initiative aims to take a new look at:

- Our safety track record
- Individual accidents

The results of the new analysis should inform a proper process to identify root causes and establish a way forward.

The presentation of the detailed analysis contained a large quantity of data which require explanation in order to avoid misunderstandings and inaccurate conclusions being drawn. The full presentation is not therefore reproduced here, but will be available as part of the new Safety seminars which are being presented to clubs over the next few months.

Extracts of the Presentation follow.

Gliding Safety

BGA Chairmen's Conference
30 October 2004

Hugh Browning & Patrick Naegeli

2004

British Gliding Association

1

Session Outline

- **Gliding Accidents**
- **The BGA Safety Initiative**
- **What we want from clubs**
- **Q&A**

2004

British Gliding Association

2

Gliding Accident Analysis

- Structure of the Survey
- Accident Rates
- Nature of Gliding Accidents
- Conclusions

2004

British Gliding Association

3

Structure of the Survey

- 2650 accidents 1987-2004
- classification by:
 - Category
 - Personal injury
 - Glider damage
 - Club

2004

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5

Key Messages

- Accident rates are high
- Personal injuries are increasing
- Priorities for attention are:
 - Mid-air collisions
 - Winch launching
 - Stall/spin
 - Trial flights

2004

British Gliding Association

6

Principal Conclusions

“Collision, winch, and stall/spin accidents are the predominant cause of fatal and serious injuries in UK gliding”

“Most civilian clubs have similar accident rates... it is, in general, pilots that have the accidents”

2004

British Gliding Association

17

Principal Conclusions

From 1998-2004:

- aerotowing has been very safe
- landing, undershooting, and overshooting broke 56 gliders but few people were hurt
- field landings broke 60 gliders but few people were hurt
 - *in at least of 75% of accidents fields were selected late*

2004

British Gliding Association

18

Principal Conclusions

Technical problems:

- 4 fatalities and 6 serious injuries resulted from rigging faults (1987-2004)
- technical emergencies caused 79 accidents with 3 fatalities (1998-2004)

2004

British Gliding Association

19

<h2 style="text-align: center;">Principal Conclusions</h2> <p>Instructors & Instructional Flights:</p> <ul style="list-style-type: none"> • 148 of 925 (1998-2004) accidents during instruction - 6 fatal and 7 serious injuries • Trial Flights: <ul style="list-style-type: none"> – 29 trial flight accidents from 1998-2003 <ul style="list-style-type: none"> • 1 fatal, 1 serious injury, 9 minor injuries • 12 broken gliders • potential for personal injury in all cases except two • over-ambition indicated in 16 accidents – 7 trial flight accidents in 2004 <ul style="list-style-type: none"> • 1 very serious injury • 1 collision – 2 fatal and 2 serious injuries from 1987-1997 <p style="font-size: small;">2004 British Gliding Association 20</p>	<h2 style="text-align: center;">THE SAFE PILOT</h2> <ul style="list-style-type: none"> • keeps an effective lookout • can cope with winch emergencies • does not inadvertently stall/spin • can land in the chosen place • picks a field early • takes care on the ground <p style="font-size: small;">2004 British Gliding Association 21</p>
<h2 style="text-align: center;">Session Outline</h2> <ul style="list-style-type: none"> • Gliding Accidents: <ul style="list-style-type: none"> – new baseline – New insight • The BGA Safety Initiative • What we want from clubs • Q&A <p style="font-size: small;">2004 British Gliding Association 22</p>	<h2 style="text-align: center;">The BGA Safety Initiative</h2> <ul style="list-style-type: none"> • A cross-functional working group: <ul style="list-style-type: none"> – Safety Sub-Committee – Instructor Sub-Committee – Accident Investigation – National Coach • Initial research and further analyses to focus effort on immediate priority areas and the identification and exploration of hypotheses • Not a knee-jerk reaction....a considered attempt to make a material improvement to our safety record • Working alongside our normal operations and activities <p style="font-size: small;">2004 British Gliding Association 23</p>
<h2 style="text-align: center;">The BGA Safety Initiative</h2> <ul style="list-style-type: none"> • Initial Actions: <ul style="list-style-type: none"> – Communication of principal findings to club Chairman and CFIs <ul style="list-style-type: none"> • Consider measures to address primary risk areas • Review operational guidelines for trial flights – New safety briefings in instructor courses – Review of service clubs' safety management – Detailed analysis of winch launching accidents – Detailed club analysis • Additional Priorities: <ul style="list-style-type: none"> – Stall/spin accidents – Other categories of instructing accidents <p style="font-size: small;">2004 British Gliding Association 24</p>	<h2 style="text-align: center;">Session Outline</h2> <ul style="list-style-type: none"> • Gliding Accidents: <ul style="list-style-type: none"> – new baseline – New insight • The BGA Safety Initiative • What we want from clubs • Q&A <p style="font-size: small;">2004 British Gliding Association 26</p>
<h2 style="text-align: center;">What we want from clubs</h2> <ul style="list-style-type: none"> • Contributions from existing work on safety • Short notice access & input • The opportunity to trial specific initiatives • An open and honest forum <ul style="list-style-type: none"> – Reporting of accidents – Investigation of accidents – Review/discussion of findings <p style="font-size: small;">2004 British Gliding Association 28</p>	

In a question and answer session, the following points were raised:

Had there been any increase in accidents since GRP took over substantially from wood? Answer: apparently not

How many launching accidents were there on shared airfields? Answer – not known.

Any correlation between accidents and workload on instruments to read new information?

The Instructors Manual should be an assistance to instructors, not a hindrance.

Can accidents be linked to fatigue? (i.e. busy lifestyles)

Answer: all instructors and pilots are responsible for IMSAFE. But there is no data on this point.

Could we institute a CHIRP type system? Answer: Possibly – Kevin Moloney to take a view on it.

Could we reduce the workload by not reporting minor accidents, from which nothing can be learned? Answer: we need the data on them and many so called 'minor accidents' are in fact major crashes.

After major accidents, there is often a lot of gossip around the country. Is there any chance of better information being promulgated? Answer: Possibly, including bringing the safety presentation to clubs.

Is there any data on a comparison of accident rates between competition and non-competition? Answer – yes it is available and shows no significant difference.

Can guidance be given on providing appropriate data within the structure of the analysis? Answer: not yet, but the Safety Initiative Group may well want to do this.