

MEETING NOTES – BGA SAFETY COMMITTEE 16TH JANUARY 2016

Present: Hugh Browning, Peter Claiden, Tim Freearge, John Hull, Pete Stratten (Chairman)

Apologies: Mike Fox, Chris Heames, Gordon MacDonald

1. Introduction

PS noted the unavoidable absence of Mike Fox, Chris Heames and Gordon MacDonald.

2. Analysis and Trends

Speaking to previously circulated detail, HB summarised the overall situation and long term trends. Headlines include that;

- The BGA fatality rate in the 8 years since 2008 is one-quarter of the rate in each of the preceding four 8-year periods
- All 10 fatalities since 2008 arose from solo/mutual gliding accidents, with none from instructing, trial lessons, in TMGs, or tugs
- Serious injuries since 2008 have continued at the previous rate but the severity has reduced; the proportion of solo/mutual serious injuries which were potentially fatal has reduced from 47% in the period 1976-2008 to 19% in the period 2008-2015
- The predominant sources of fatal injuries from 1976-2007 were stall/spin, winch (which usually involved a stall or spin), and collision; the predominant sources of serious injuries from 1976-2007 were stall/spin and winch
- 11 of the 39 serious injuries since 2008 were field landing
- 100 of the 185 combined fatal and potentially fatal injuries from solo/mutual accidents in the period 1976-2007 were stall/spin and winch. Winch injuries have declined dramatically but stall/spin continues with 5 of the 10 fatalities since 2008 arising from inadvertent stall/spin. 8 of the 16 combined fatal/potentially fatal injuries since 2008 arose from inadvertent stall/spin. Addressing inadvertent stall/spin should be the highest future priority
- There were no collisions in 2015. The long term average is just over 1 collision per year
- An accident occurred during a trial lesson in 2015 resulting a minor injury that given slightly different circumstances could have resulted in a far more serious outcome

3. 2015 Safety Committee Priorities – Review

Speaking to previously circulated detail, HB and PS reminded those present of the SC priorities for 2015 and progress or otherwise during the year;

Accident reports

The SC emphasis will be on reviewing reports and where appropriate, *taking action*. This will include:

- Where necessary, requesting further particulars for (the minority of) club reports that lack minimum necessary detail: *Actioned*
- Identifying accidents for BGA investigation. Probably around 10 per year: *Actioned*
- Encouraging greater capacity in the Accident Investigator team. The senior accident investigator has committed to growing his team of active investigators: *Actioned*
- 6-monthly reviews of club accident and incident reports, the reports from BGA investigators and subsequent actions: *Now reviewed by alternative means.*

Informed guidelines for safe flying in thermals

By reconstructing the collisions for which logger data is available and with the support of simulation, it should be possible to develop improved guidelines for lookout and for safe flying in thermals. The SC will attempt to identify a computer literate expert who would be enthused by this project: *Protocol published. Simulation objective too ambitious.*

Wrong lever syndrome'

The SC will attempt to identify a suitable volunteer to engage with this issue. Meanwhile, existing guidance will be reinforced: *No volunteer identified.*

Communications

In promoting safety messages throughout the Association, the SC will:

- Continue to develop and emphasise the current safety priorities for gliding: *Actioned*
- Give BGA safety publications their own identity: *Actioned*
- Continue to distribute by email directly to sub-groups (eg type owners) and via the CFI to everyone: *Actioned*
- Continue to publish leaflets, eg relating to safe winching, safe aero-towing and correct rigging: *Actioned*
- Publish a small number of professionally produced posters on the main hazards in gliding and how to avoid them: *only published the annual winch poster*

Other initiatives

The safe winching initiative and safe aero-towing education effort, engagement with the Airspace Committee and external groups re airspace safety education, and engagement with the Competitions Committee re competition risk will continue: *Underway and ongoing*

The ongoing frequency of inadvertent spins by experienced pilots when under a high workload indicates that this issue needs fresh thinking where opportunity arises: *No progress*

4. Accident Investigation

PS noted the significant increase in BGA accident investigating capacity thanks to a number of volunteers stepping forward during 2015. HB described their activity throughout the year and went on to note the status of the associated reports. It was noted; that the new investigators are carrying out investigations to fully understand the facts and to better inform the BGA system without any expectation on investigators to make recommendations; that SRE's are being involved and adding value where the accident is related to instructing; that the operating protocol is evolving; that the AAIB has recently written to the BGA re one particular investigation and that PS and CH would meet in January to discuss the detail ahead of any proposed developments; and that the BGA held a workshop in December attended by most of the investigators. Noting that the AAIB have still to get around to providing some training for BGA investigators, PC noted that he is available to assist.

It was noted that the towing performance detail recommended by a report in 2015 has been published as a BGA Safety Leaflet. Noting nil response to a letter to a Type Certificate Holder describing the accident, PS agreed to follow up with CAA Airworthiness Policy.

Action: PS

5. Airspace Safety

Conspicuity Working Group

TF spoke to a previously circulated briefing document re the CAA's Conspicuity Working Group (CWG), on which he represents the BGA. The CWG formed following other CAA activity after an RAF Tutor collided with a glider near Didcot. The result of the CWG work to date is a specification for an electronic conspicuity device. With the CAA's encouragement, a consortium of NATS and funke GmbH has developed for the CAA a prototype Low Power ADS-B Transceiver (NATS-LPAT), which was put through its first flight trials late last year. This specific implementation of the CAA specification is clearly aimed at light aeroplanes rather than gliders or paragliders. It has only crude proximity warnings, which will be impractical in thermals and GA circuit traffic, and no trajectory extrapolations, let alone those suitable for thermalling. NATS/CAA people have extended this into a proposed

generic specification for such devices, which is to emerge in a Civil Aviation Publication (CAP) later this year. This will specify an ADS-B system with a reduced output power, capable of using non-certified GPS – and therefore coded to be ignored by the Traffic Alert & Collision Avoidance System (TCAS) carried by commercial aircraft.

Education

PS described the discussion between the safety, airspace and competitions sub-committees in early 2015 and the ongoing airspace safety education effort. He noted conversations with external stakeholders, activity within BGA and subsequent feedback. He noted the need for an ongoing campaign during 2016 that would again require wide engagement. It was noted that training for the FRTOL provides helpful background and that many pilots are under-confident about using the radio. It was agreed that simple, specific guidance on procedure would be helpful to glider pilots. PS agreed to follow up with Peter Moorehead, the chairman of the BGA Flight Operations Committee, who had recently supplied some detail to be developed as guidance for glider pilots landing at other aerodromes.

Action: PS

6. Club Safety Officer Support

Recent developments in support of Club Safety Officers were briefly discussed. JH noted his availability to provide support to Club Safety Officers where required. It was proposed and agreed that a small number of one-off regional workshops should be provided for Club Safety Officers with the objectives of encouraging liaison and discussion around good practice, and to identify potential BGA support requirements. It was agreed that four well publicised regional workshops for CSO's would be arranged at the end of 2016. PS noted that the BGA office would provide administration support. All those present agreed to support the workshops.

Action: JH

7. Safety Committee Priorities for 2016

The SC priorities for 2016 were considered and agreed as;

1. Stall/spin accidents

A project will be launched with the aim of reducing the inadvertent stall/spin accidents. This will initially include;

- a) Continuing to raise the profile of the associated known hazards including distraction
- b) Work to understand the underlying issues;
 - Hold sessions with experienced pilots predisposed to help
 - Talk about situations during stall/spin manifests itself
 - Invite suggestions on how they could be educated to think or act differently
 - Consider existing studies (Boerman, etc)

2. Accident reports

The SC will continue to emphasise the review of reports and where appropriate, *taking action*.

3. Communications

In promoting safety messages throughout the Association, the SC will:

- a) Continue to develop and emphasise the current safety priorities for gliding
- b) Continue to distribute by email directly to sub-groups (eg type owners) and via the CFI to everyone
- c) Continue to publish safety leaflets
- d) Publish a small number of professionally produced posters on the main hazards in gliding and how to avoid them.

4. Other initiatives

- a) The safe winching initiative and safe aero-towing education effort, engagement with the Airspace Committee and external groups re airspace safety education, and engagement with the Competitions Committee re competition risk will continue.

- b) An individual will be identified to consider the wrong lever syndrome.
- c) In addition to the Competitions Committee work and a planned S&G article, a BGA Safety Leaflet will be produced with input from a senior instructor detailing how to carry out a field landing.
- d) A proposal addressing late takeover by instructors will be developed and submitted to the Instructors Committee.
- e) A proposal addressing landing accidents will be developed and submitted to the Instructors Committee.

8. AoB

- a) It was agreed that the Bill Scull Safety award should be presented to the Trent Valley GC
- b) It was noted that the Executive Committee had agreed to a BGA Diploma for an individual recommended by HB and PS
- c) Those present approved the annual review and subsequent minor updates to the SMS manual and recommended that the update is adopted by the Executive Committee

End.