



Report of the CIVA Safety Working Group (SWG) Zoom meeting

Held on
17th of January 2024

Participants

Hanspeter Rohner HPR
Tamas Abranyi
Pekka Havbrandt PH
Pierre Varloteaux PV
Keith Doyne KD
Victor Lalloué VL
Maurizio Costa MC

Agenda:

1. Welcome and opening remarks
2. SWG priorities 2024 discussion
3. SWG 2024 action list, discussion and prioritization
4. Assigning tasks to SWG members
5. Closing

1. Welcome and start of the meeting

We have 2 new members in the CIVA Safety Working Group

- Maurizio Costa (Italy)
- Poul Nielsen (Denmark)

2. Discussion on priorities for the SWG in 2024

Each participant listed his view of the priorities for 2024

- Tamas Abranyi:
 - Website/online platform for information dissemination, structured into chapters
 - SMS Safety Management System
 - G-loc, grey-out/black-out, wobbles (called G-loc project in this document), using existing material (no new survey) to formulate recommendations to pilots for managing g's. Need the involvement of experts
- Keith Doyne:
 - Safety Management System, including description of what the SWG will get involved in
 - On-line information system and a way to disseminate information
 - G-loc study. Need knowledgeable people to work on this. Pilots in the US are very open about this issue and there is little worry about losing the pilot's license in the US. (this was addressing the reservations voiced by Castor Fantoba during CIVA Plenary).
- Maurizio Costa:
 - G-loc study: in favor of collecting new data (Maurizio explains a personal experience) on pilot's experiences.
 - Mechanical problems in airplanes mainly wrt new UNL figures such as opposite snap rolls on the same downline (45° or vertical). He is observing higher frequency of structural problems in airplanes. Tamas added that the quality of maintenance and the expertise of mechanics wrt to aerobatic planes has become more and more a problem.
- Victor Lalloué:
 - Quick response capability of the SWG for example during championships. Pierre points out that the Jury at the championship site is the first contact for safety matters in order to keep the proper lines of communications open at championships.
- Pierre Varloteaux:
 - Website for collecting and disseminating of information, sort of wiki type.
 - Input from pilots, team managers and others
 - Structured into topics
 - We should not be too ambitious with projects to do, focus on advice to give to pilots. The SWG is not the civil aviation authority
 - Convert findings into proposals when appropriate, same as in 2023
- Pekka Havbrandt:
 - Website to share safety information, tips and recommendations in an informal way. Should include recommendations which are not necessarily found in Service Bulletins
 - G-loc study: Focus on collecting preventive action which are known today, and form sets of recommendations to pilots, for example like the 1-page illustrated recommendations published in France
 - Installation in a safe manner of the HMD system in gliders, its mandatory and it can be a safety issue. The same goes for GoPro cameras and although not mandatory it is a safety problem under the responsibility of the pilot. PV will send out an EASA recommendation wrt to cameras.

3. Priority actions

Based on above discussion, the SWG has decided to move ahead with following priority actions.

1. Website / Forum: the dissemination of information is seen as the most urgent part to set up.

- The Forum should be structured into topics. PV will set up a shared file and all will fill in their proposed topics.
 - HPR, PV, KD and NB will set up a Zoom meeting with Rob Harrison of Thinking Fox.
2. The G-loc project is very important and following action is proposed:
 - Redesign a 10-point recommendation page for easy reference along the lines of the existing French brochure. This will then be published in championship bulletins, on information boards during competitions and at briefings. HPR, PP and PV work on this.
 - A more in-depth study is required, in particular wrt frequency of occurrence of GO/BO and conditions when it occurs including external circumstances and pilot history/condition. Wobblies should also be investigated, i.e. which figure combination like negative P-loop with rolls and snap rolls. PP and HPR will work on a project outline and questionnaire to be presented to the SWG.
 - The objective will be prevention and rules look mandatory safety and training figures could be the result apart from the recommendations.
 3. Aircraft integrity and maintenance:
 - HPR will ask Walter Extra about his view on the impact on the airframe and engine mounts of new figure combinations in UNL, i.e. 45° downline $\frac{3}{4}$ neg linked opposite $\frac{3}{4}$ pos snap rolls and similar high load linked snap rolls on the same line.
 - The objective would be inspection recommendations for pre-flight checks and regular maintenance.
 4. Safety Management System SMS.
 - The creation of a SMS is not priority for the SWG at this moment, although risk assessment is an important part which needs to be looked at.
 - HPR will draft a proposed SMS to be presented to the SWG at a later stage.
 5. Quick response to queries and incidents presented to the SWG:
 - HPR will set up a WhatsApp group to handle such requests.
 - Such requests will not replace CAA investigations and legal requirements.
 6. Training on championship sites:
 - The SWG strongly recommends that the same operational and safety rules apply during training at championship sites as during the championships themselves.
 - TA will write some text by mid-March, to be included in the GCO.
 - The SWG intends to submit a proposal for Plenary 2024.

4. Other

- Link to Zoom meeting recording:
<https://us06web.zoom.us/rec/share/a3xW6WpecqYOLgM5OCWcezNWJmrnbeJtPKm10VsdAhQ307qQtFIBc5RBFoE6IU.eTcfsHrEWMwVpL1v>
 Passcode: ^qBV3@\$N

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