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

Held on  
18<sup>th</sup> of October 2023, from 15:00 to 17:00 Hours

## Participants

Hanspeter Rohner HPR  
Pekka Havbrandt PH  
Pierre Varloteaux PV  
Nick Buckenham NB  
Keith Doyne KD

## Topics for discussion:

- Review the minutes/report from the SWG meeting during EAC 2023 in Pavullo
- Review the issues/incidents where the SWG was informed or asked for advice
- Patrick's proposal on a study of G-loc and grey/black-out and forward looking in actions in general
- Outline/draft safety proposals for the CIVA Plenary Meeting in Krakow 18-19 November 2023

## A. Review of Pavullo meeting minutes

### 1. Safety belt became loose:

- Fastening of harness and prevention of accidental opening of latches

- **KD** will send a video for proper harness fastening
- Pilots should follow harness donning recommendations
- Pilots to assure that no loose clothing or loose sleeves could accidentally catch and open one of the harness latches (i.e. use of gloves, closed sleeves)
- Penalty instead of no-repeat of flight:
  - The SWG recommends to change the penalty for technical problems due to pilot error from not allowed to repeat the flight to a point penalty i.e. same number of penalty points as for a “low” call. The idea is to motivate pilots to discontinue a flight in unsafe conditions.
  - **PV** will write an urgent safety proposal and send it to the CIVA President as well as add it to the EAC 2023 Jury Report. Concerns SC Section 6 part 1 3.12.2.4.

## **2. Landing against the normal traffic without a radio call**

### **Runway direction change whilst a competitor is in the air**

- The SWG concluded that a change of QFU (only RWY direction change, not box direction change) whilst a competitor is in the air, needs to be addressed as follows:
  - No further take-off until all planes have landed and vacated the RWY
  - The next competitor will wait at the holding position.
  - In the case where there is no taxi way, the RWY is to remain clear, no back tracking prior to landing of all planes.
  - **HPR** will write an urgent safety proposal and send it to the CIVA President. Insert in SC S6 P1 as paragraph 3.7.1.3. and change current paragraph 3.7.1.3. to 3.7.1.4.

## **3. No radio communication between starter and Chief Judge**

### **Terrain prevented radio communication between CJ and Starter**

- SC S6 P1 para 1.2.10. clearly states the importance of radio communication for safety reasons.
- The Championship Organizer is responsible that direct radio communications between CJ Starter and/or CD and are functional prior to any championship flight.

### **No radio communication between CJ and pilot during Programme 5**

- Music was played over the radio to pilots and it was preventing the CJ from contacting the pilot on the box frequency. The concerned pilots could not hear the instructions from the CJ during the competition part of the flight. This is a safety issue.
- The radio link between CJ and pilot has to be free of any other transmission (SC S6 P1 para 1.2.10.).
- If pilots do want to hear the music during Programme 5, other means have to be found, without preventing the pilot from hearing any instructions/calls from the CJ, as clearly stated in SC S6 P1 para 2.4.1.5.c).
- **HPR** will add this issue to the SWG report to CIVA Plenary.

## **4. Emergency landing due to engine failure**

### **During training there was an engine failure. The pilot landed safely.**

- It is every pilot’s responsibility to be prepared for emergencies. Teams and pilots should familiarize themselves with these procedures for the Championship site during preparation and execution of training flights.

## **5. Density altitude**

### **Density Altitude at Pavullo was close to 4000 ft during a large part of the flights**

- Team managers and pilots need to mention their concerns about density altitude and high temperatures to any member of the International Jury and/or the CD.
- The International Jury has the right to take appropriate measures in order to assure the safety of the pilots for their flights, i.e., permitted break for all pilots or no flights during the hottest hours.
- **PV** will enter this topic into the report of the International Jury and **HPR** into the report of the SWG to CIVA Plenary.
- **NB** will submit a President's Proposal to change SC S6 P1 paragraph 3.6.2.6. as a general safety measure for all categories.

## **6. Procedures**

- Ground and air movements, take-offs, circuits and landings need to be clearly explained during the main Briefing and daily Briefings.
- Same goes for safety points in general.
- PV recommends that safety maneuvers such as minimum 2 half rolls, stick push pull, are mandatory for each flight.
  - o **PH** will write an urgent safety proposal and send it to the CIVA President. This concerns SC S6 P1 as paragraph 3.9.1.1.

## **B. Review of issues where the SWG was contacted during the year 2023**

### **1. Safety of selected Free Known figure sets**

- Concerns for safety of FK UNL Glider figures were submitted to the SWG and the GAC.
- The GAC made its investigation and found the figures safe for the construction of UNL FK programmes.
- **HPR** will send the actual figure sets submitted by NACs for 2024 to all SWG members. Those figure sets are currently with the KAWG Experts for review.

### **2. Swift glider control column, crack in the welded joint at the attachment points of the control column**

- Information of this recent issue in France has not reached other Swift owners and pilots.
- Action: The SWG will initiate an information bulletin/forum on-line.

### **3. Fox glider crash during WGAC 2023. Tow rope became entangled in the tail/elevator section of the Fox glider shortly after tow release.**

- Fortunately there were no injuries.
- **PH** will write a "Tow release procedure" for championship flights.

## **C. Proposed study on G-loc and grey-out/black-out**

- Patrick Paris recommends to undertake a study of causes and conditions which cause G-loc and grey-out/black-out
  - o The **SWG** will outline a project plan
  - o **PV** will send an existing poster issued by the French Aeronautical Federation FFA to help pilots to prepare for aerobatic flights in view of potential G-loc and grey-out/black-out

## **D. Forum for information exchange**

- It is apparent that we need an information bulletin/forum or similar for "CIVA Safety".
  - o **NB** has contacted Melanie of Thinking Fox to outline the project. The SWG will contact them again after Plenary

- In the mean time we will create a CIVA Safety tab on CIVA News where we can store SWG meeting reports, list incidents, deposit investigation reports, safety video's etc. accessible publicly.
- **HPR** to send existing material to NB for publication

- End of Report -