HPAC Safety Advisory

May 2018

KODAK COURAGE: A FATAL ATTRACTION

It's beautiful sunny afternoon, and the winds are gently pushing across the open sea. It's one of those perfect butter smooth coastal days that can make any pilot smile from ear to ear. There is just one problem with this picture; In the background over the sound of the gulls and crashing ocean, you can begin to hear the sounds of emergency services rushing to the scene of a paraglider crash nearby. The young man, in his late 20s, dies after hitting the rocky face of this sacred flying spot.

The pilot was a local, and he knew his home site very well. He was described by his fellow pilots as a "safe pilot". His father was an experienced paraglider, and he grew up exposed to the sport, understanding the risks involved and how to make responsible decisions. Unfortunately, a camera was involved and presented a risk factor the young pilot wasn't prepared for; Kodak Courage, it can get you hurt real bad or worse, like in this case, get you killed

Kodak Courage, or what might be more appropriately named GoPro guts is that phenomenon, whenever there is a camera around someone will attempt something outside of their manageable skill set. It's that extra boost you get all in the name of photographic glory. Kodak Courage would probably explain why there is so much documentation of horrifying crashes. It appears to have a preference for younger pilots but doesn't seem to discriminate against older ones either.

Flying technology has advanced incredibly fast, producing better wings, harnesses, navigation and communication devices. From an equipment perspective, there is no doubt flying a hang glider, or paragliding has become less risky in recent years. Technology has also produced advancements in camera technology. We can mount a tiny camera on every part of our body and wings, and our addiction to stunts, sweet video clips, and social media sharing has us pushing boundaries in ways that have dangerous consequences.

It's great if a camera can motivate someone to give their all. It's great if it can provide the extra boost to accomplish a goal, However, when it becomes a distraction that prevents you from making sound judgements or properly calculated risks, it lays the foundation for an environment ripe for destruction.

People want to see exciting footage, and many athletes want to make exciting footage. That's not going to change. Nor should it. It's a great way to get people stoked on our sport. It's what got me, and many of my friends hooked on flying. As pilots, we love to watch flying videos in the offseason or when we are working hard and can't come out to play. We enjoy sharing our passion with our friends and family. Video is by far the best way to share the magic of flight without actually flying.

So what can we do about Kodak Courage?

- **Communicate:** Talk to your students, instructors, friends and family. Kodak Courage is a measurable factor when assessing risk and arguably one of the fastest growing ones.
- **Educate:** Learn and teach others how to consider and evaluate Kodak Courage in your flying procedure.
- **Recognise:** Learn to recognise Kodak Courage in others and learn to adjust accordingly when you yourself are under the influence of Kodak Courage.

Fly high, fly far and most of all fly safe

Tyler Gillies, Co-Chair, HPAC Safety Committee

OVERVIEW OF 2017 ACCIDENTS AND INCIDENTS

Why is HPAC asking Canadian pilots to report their accidents and incidents? One obvious reason is to learn from each other's experiences to prevent future accidents.

Many of you want to know more about the accidents/incidents that occur with our members and it is a subject that raises great interest. The Safety Committee's intention is to ensure that a maximum amount of information is made available after the data have been reviewed.

Where are we with the reporting system?

Previously, reports were submitted in hard copy by mail, or in electronic format by email, for summarizing and making recommendations for improved safety. More recently, with the aim of simplifying and encouraging its use, the reporting system has been modified so that it can be completed and submitted directly online. The safety committee then transcribed all the data into an electronic file. The form allows for the automatic recording of data in an electronic file and should make it easier to share that information with members.

Currently, with the safety reporting system in place, we ask the person involved in an accident or incident to report what they saw, did or witnessed, using the report form available on the HPAC website at (http://acvl.ca/pub/?pid=390).

It specifies that: *Accidents are studied to prevent recurrences. Personal information from this report is CONFIDENTIAL. The analysis of the reports is restricted to causality and is only used for statistics and accident prevention.* We are not required to send our accident or incident reports to anyone outside our Association, but in the context of self-governance of our sport in Canada, requiring accident reports is a way for our sport to monitor our overall safety and demonstrate good risk management practices.

Other free flight organizations also communicate their accident/incident data to their members, and, in some cases, to create statistics. It should be noted that some of these organizations have a significantly larger membership than ours. For our part, when the new website of the HPAC is fully functional, we hope to present our information in a similar form to that of the BHPA (British Hang Gliding and Paragliding Association) https://www.bhpa.co.uk/documents/safety/informal_investigations/

Date	Gender	Age	Rating	Location	Wind Speed & Conditions	Wing & Launch Type	Glider	Summary	Injury
12 Feb 2018	Male	46	Pilot	Haresfield United Kingdom	15-20 Km/h Calm Light Turbulence	Paraglider Foot	UP Summit XC	Wind increased while pilot was flying to point where he could not penetrate with full bar. Pilot applied big ears but made no forward progress. Pilot steered backwards and landed in trees. Pilot waited for assistance and was then able to climb down.	Unhurt

In the meantime, it is useful to consult the accident reports of other organizations such as the FFVL and the BHPA in order to work on prevention.

https://federation.ffvl.fr/pages/fiches-p-dagogiques-et-documentation

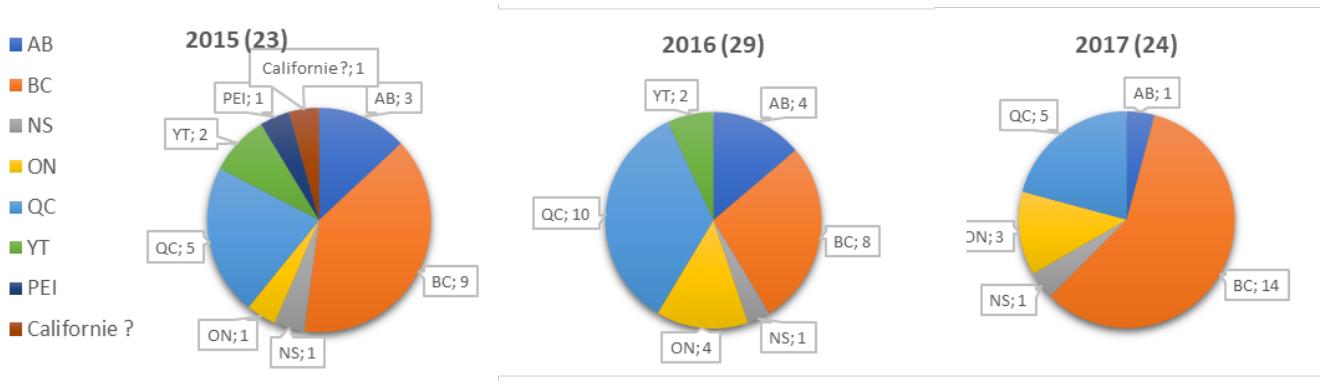
https://federation.ffvl.fr/pages/d-clarations-d-accidents

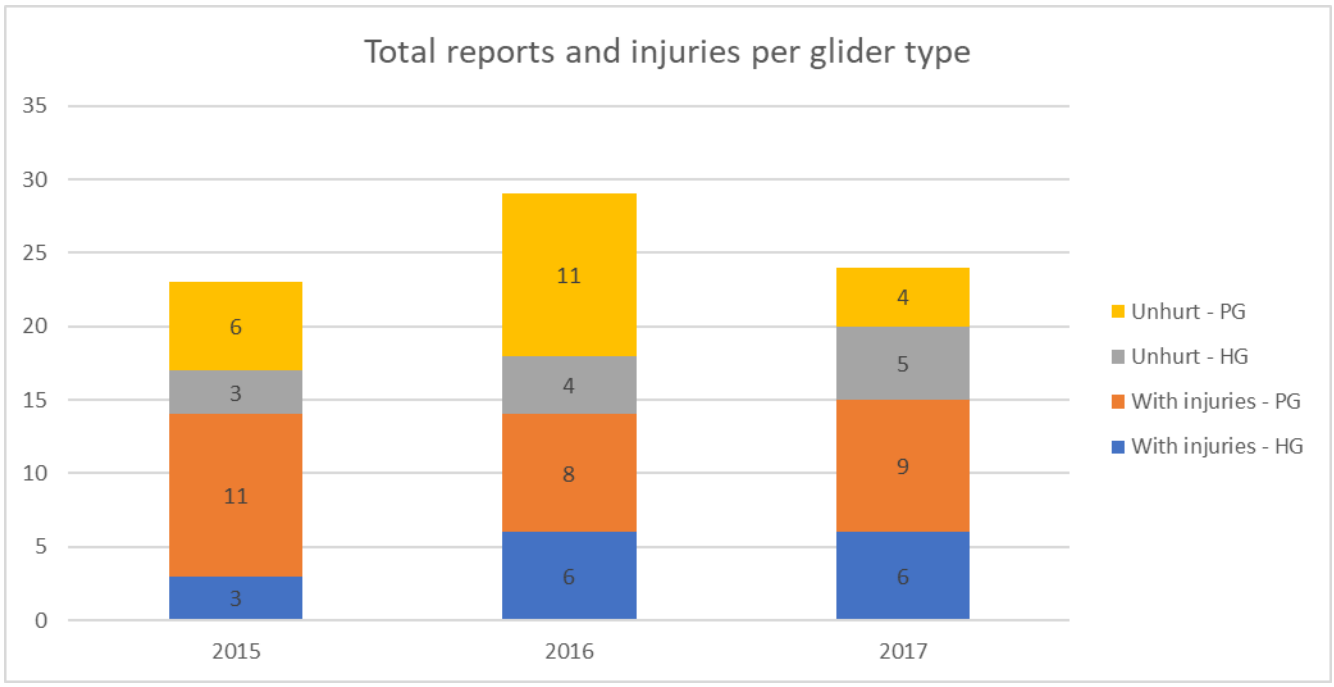
https://www.bhpa.co.uk/documents/safety/informal_investigations/?filter=

Our data 2015-2017

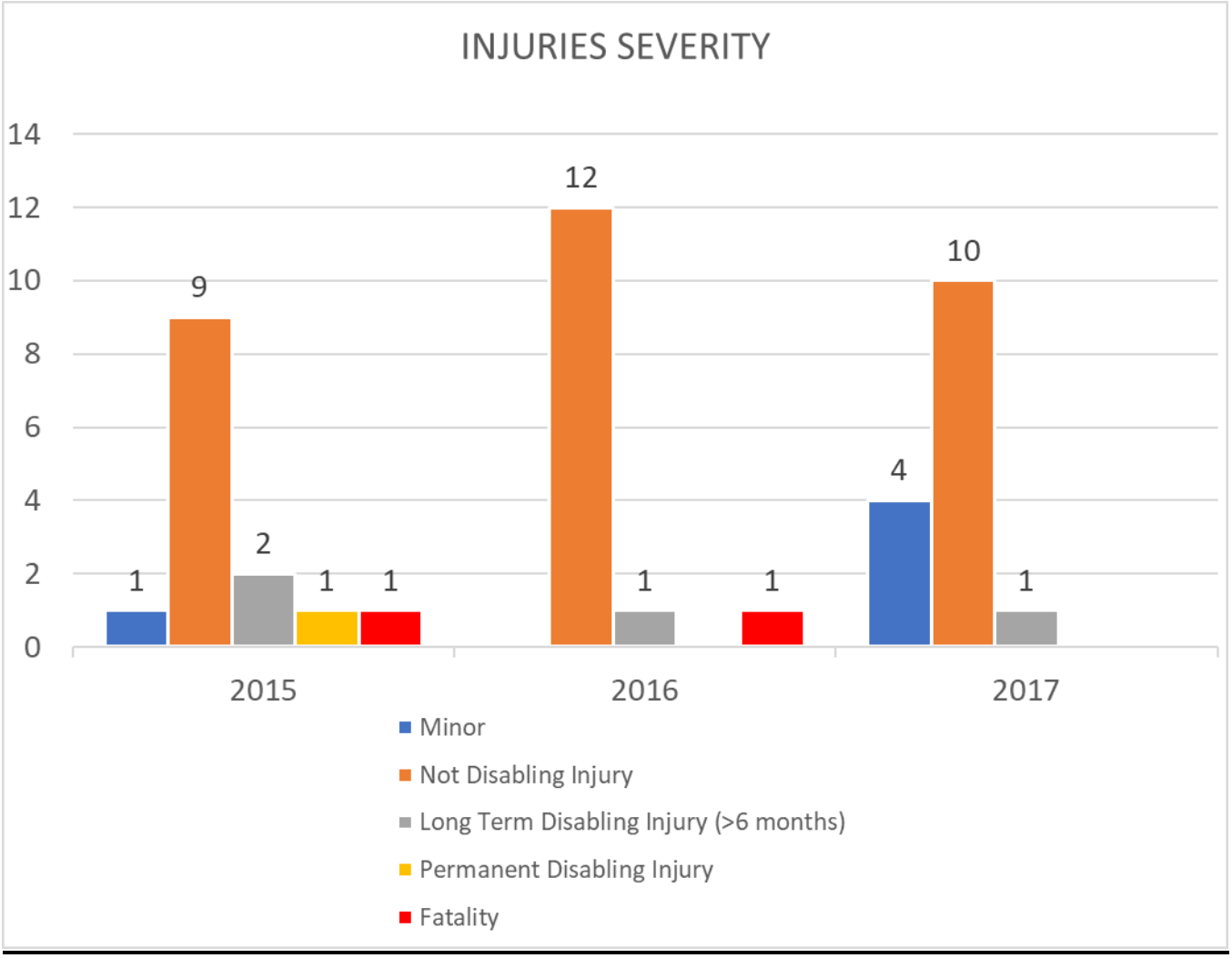
Here are some figures showing the HPAC Accident/Incident data available on February 1, 2018. It should be noted that when the same incident is reported by more than one person, it is counted as a single event/report.

These figures represent only submitted reports (and in some cases events for which sufficient first-hand information was available). For example, for 2017, at least 10 known events have not been reported. It is certain that the number of reports we have does not allow for the production of statistically significant results.





The table above shows that pilots write reports even in the absence of injury, which should be encouraged. One of the incident definitions found on the HPAC website is *provides information relative to the interest of the flying community.* Even with no injury, a lot can still be learned from an incident report.



Type of injuries 2017

- Cuts, twisted finger
- Shoulder, ankle and elbow contusions
- Concussion
- Broken ribs
- Fractures of humerus, tibia, arm, wrist, elbow
- Fractures of vertebrae, pelvis, coccyx

Overview of 2017 Accidents/incidents (you can access a more detailed description at the following link http://beta.hpac.ca/safety/accident-and-incident-reporting-air/)

Unhurt

PG	• Overcontrol in thermal, spin, tree landing
HG	• tandem crash on launch, insufficient airspeed
PG	• Tree landing, too low close to the mountain
PG	• Tree landing, flew too far
PG	• Along the ridge, wind shear, collapse, autorotation, tossed reserve, hard landing
HG	• Bad launch, angle of attack too high, right turn to the cliff

HG • Ran out of altitude and forced to have an unplanned landing

HG • Lower than normal approach, HG wing touched thin branches, belly landing

HG • Low speed at launch, tree landing

With injury

PG • Top landing in new place and landed too far back in rotor, slammed down very hard.

HG • New with Atos rigid wing, too low and clipped power lines

HG • Strong thermal, spinning, black out, tree landing

PG • Collapse at launch, return to mountain, tree landing

PG • Risers crossed at launch, lost commands, lost control, tree landing

PG • Too low and fast approach, trying new approach, caught the ground.

HG • Hard landing with wing

PG • Storm coming, forced landing, caught storm, gusts and rain, wet wing, deep spiral rotation, throw reserve.

PG • At launch wing not fully inflated, decided to abort too close to the edge, slid down 30 feet

PG • Sharp turn on short low final into a tight LZ, High speed contact with the ground

HG • Stall at take-off, wing tip touched tree, flipped over.

PG • Pilot drawn hard right towards hill at take off, right brake snagged on something, was at 8-10 feet and decided to tree land, hurt a rock.

HG • Launch from a small hill 1-2 feet altitude, one wheel contact the ground, then swung through the control frame.

PG • At launch airborne too low, hit tree, spun and crashed

HG • Airborne with the left wing touching the runway

Since no progress is possible without member participation and reporting, we strongly encourage you to contact us with your ideas and concerns. Complete your report of a previous accident/incident if you have not already done so. It will allow us to improve all the HPAC Accident/Incident data.

We hope to learn from all our experiences to promote safety for current and future members.

Thank you for your cooperation.

Suzanne Francoeur and Tyler Gillies, Co-Chairs, HPAC Safety Committee safety@hpac.ca