

## 2009/2010 Incident Analysis Report

2009 and 2010 were memorable once again for the lack of sun and light winds. Good kite surfing years though! That said, the cross-country distance flown goes up year on year so it's not all doom and gloom.

There were 88 reported incidents in 2009 and 91 in 2010. The percentage of injuries (59 and 60) was 67% and 66% respectively, and therefore reasonably consistent with previous years. Under-reporting continues to make it difficult to be certain of the true figures.

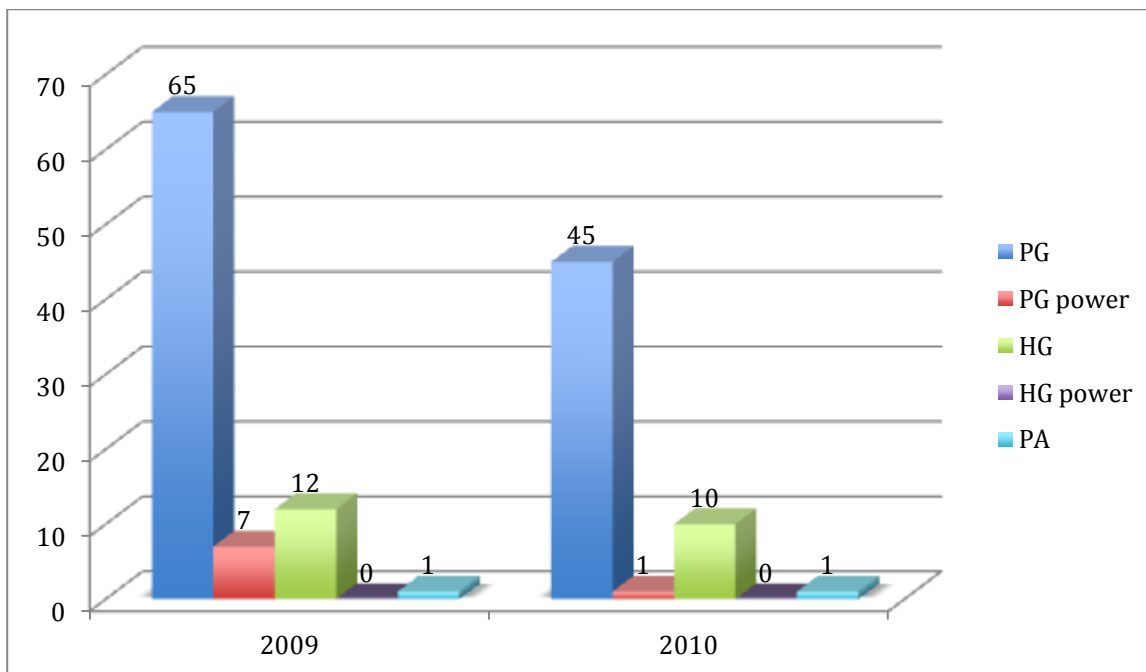
As in previous reports, there are a few things to bear in mind: As noted above, not all reports relate to injuries. Those that do not involve injury will include lucky escapes, equipment issues, damage to third-party property, etc. Many of the percentage figures will not add up to 100% as, for example, in one incident a person may have more than one injury etc.

As in previous years, the report has been split into CP+ and Training incidents.

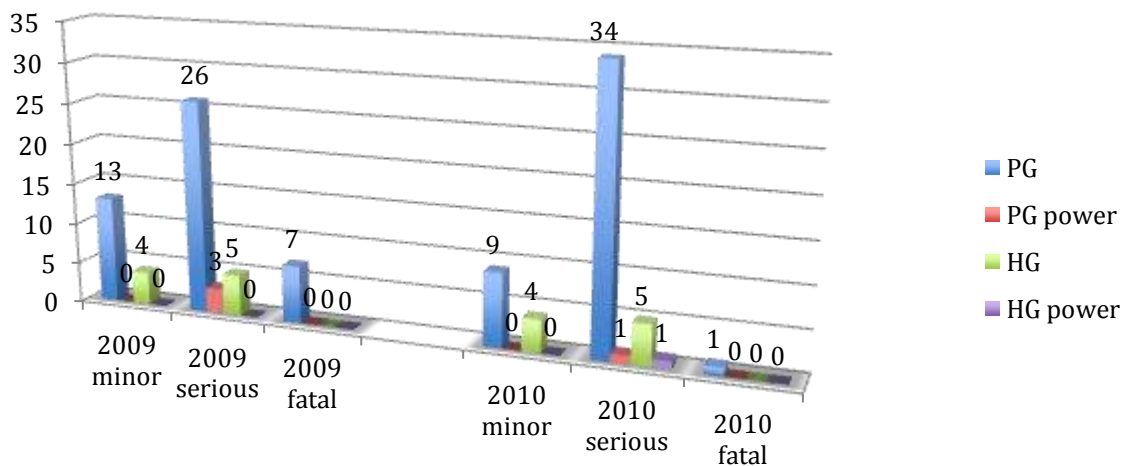
Total reported incidents (inc. training): 2009 = 88 2010 = 91  
Involving injury (inc. training): 2009 = 59 2010 = 60

### 2009/10 Statistics CP+

Breakdown of CP+ reported incidents: 2009 = 85; 2010 = 57.



## Severity of injuries '09 and '10



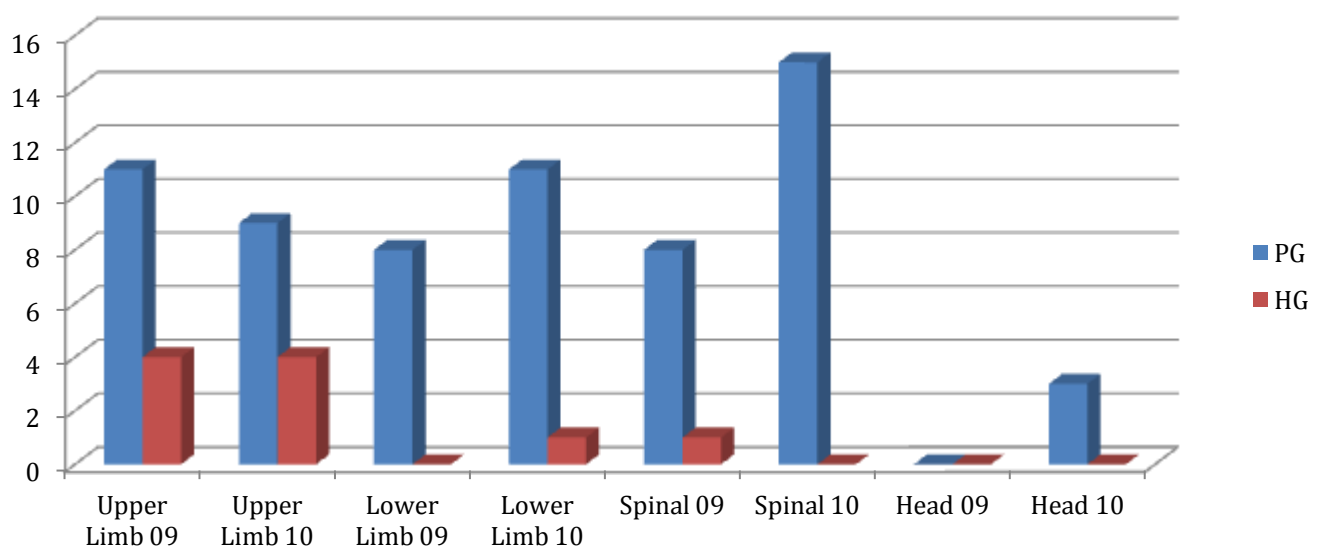
It is important to note that the descriptions Minor, Serious and Fatal are recognised EU terms for the purpose of accident investigation. Not all Serious incidents are actually that serious, e.g. a broken limb (including wrists and ankles but not fingers or toes) is classed as serious. Clearly there is quite a range within the term when comparing a fractured wrist to a badly crushed vertebra.

Of the serious PG incidents, upper-limb injuries accounted for 42% (09) and 26% (10); lower-limb 31% (09) and 32% (10); and spinal 31% (09) and 44% (10).

Of the serious HG incidents upper-limb injuries accounted for 80% (09) and 80% (10); lower-limb 0% (09) and 20% (10); and spinal 20% (09) and 0% (10).

Parascending and power injuries are not included in the chart due to the low numbers.

## Breakdown of serious injuries



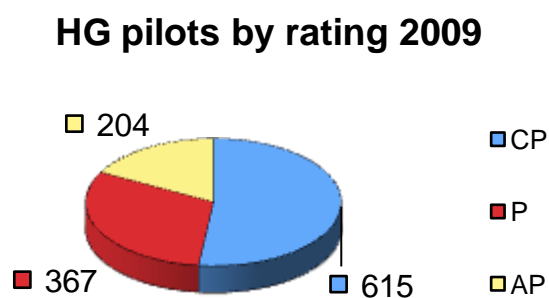
## Causal Factors

The database has the facility to record the causes of the incidents and accidents. The table below shows a selection of the causal factors common to our incidents. The figures are, once again, very similar to those of previous years. The major causes of paragliding and hang gliding accidents are still glider-handling errors and misjudgement of the weather (often a combination of the two). In the chart below causes are classified according to the rating of the pilot involved.

Human Factors	CP 09	CP 10	P 09	P 10	AP 09	AP 10
Pre-flight Check (omission)	3	2	1	5	1	1
Controlling Glider (error)	19	20	20	6	2	8
Judgement Position (error)	8	12	8	11	0	7
Awareness (lack of situational awareness)	12	9	6	4	0	3
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Environmental Factors	CP 09	CP 10	P 09	P 10	AP 09	AP 10
Unsuitable Site	0	0	0	1	0	0
Judgement Weather (error)	4	6	10	11	1	2
Judgement Orography (misjudging airflow around terrain)	5	2	5	8	1	4
Judgment Wind Gradient (error)	0	0	0	0	0	0

## Ratings

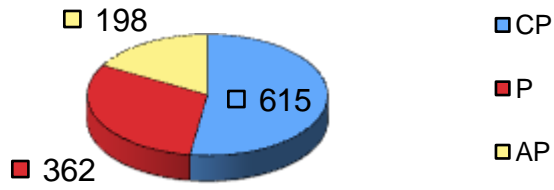
The following charts and tables are to enable a quick visualisation of membership breakdown per rating. Due to the low number of reported incidents (and known under-reporting) too much should not be read into these figures. The actual number of incidents can be seen in brackets in the '% accidents' columns. A small change in the numbers can make a big difference in the percentages.



1186 rated hang glider pilots

HG 09	% HG membership	% HG accidents
<b>CP</b>	52%	33% (4)
<b>P</b>	31%	42% (5)
<b>AP</b>	17%	25% (3)

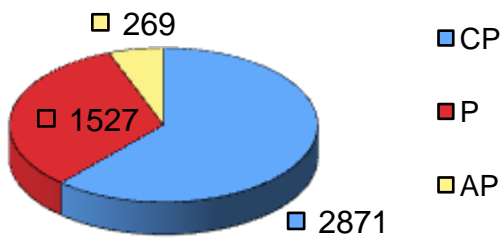
### HG pilots by rating 2010



1175 rated hang glider pilots

HG 10	% HG membership	% HG accidents
CP	52%	60% (6)
P	31%	10% (1)
AP	17%	30% (3)

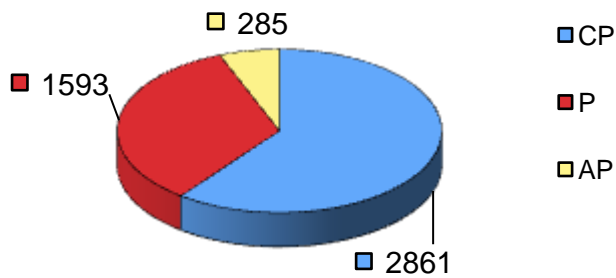
### PG pilots by rating 2009



4667 rated paraglider pilots

PG 09	% PG membership	% PG accidents
CP	61%	45% (29)
P	33%	51% (33)
AP	6%	4% (3)

### PG pilots by rating 2010



4739 rated paraglider pilots

PG 10	% PG membership	% PG accidents
CP	60%	51% (23)
P	34%	40% (18)
AP	6%	9% (4)

## **Fatalities**

2009 was not a good year for fatalities. There were seven in total: six paraglider pilots and one non-member paramotor pilot. Of the BHPA members, two were CP rated, three were P rated and one had an AP rating. 2010 was significantly better with only one fatal accident, involving a non-member paraglider pilot.

## **Mid-Air Collisions**

There were ten mid-air collisions reported in 2009. One of the mid-air resulted in the death of both paraglider pilots. A further two involved serious injury to the pilot. Breakdown by type is as follows; PG/PG 8; HG/PG 1; PG/model 1.

In 2010 there were three reported mid-air collisions. 2 PG/PG and 1 HG/HG. Of the six pilots involved, one sustained a fractured vertebra (due to descending in a head-down position under a parachute that was too small), one a fractured pelvis and one suffered minor injuries.

## **Emergency Parachute Deployments**

There were three intentional deployments reported in 2009 and one unintentional. The unintentional deployment resulted in serious injury to the pilot.

There were five intentional deployments reported in 2010. Of the five, four involved injury, two of which were serious. There were two unintentional parachute deployment reported, one of which involved minor injuries to the pilot.

## **Tandem Incidents**

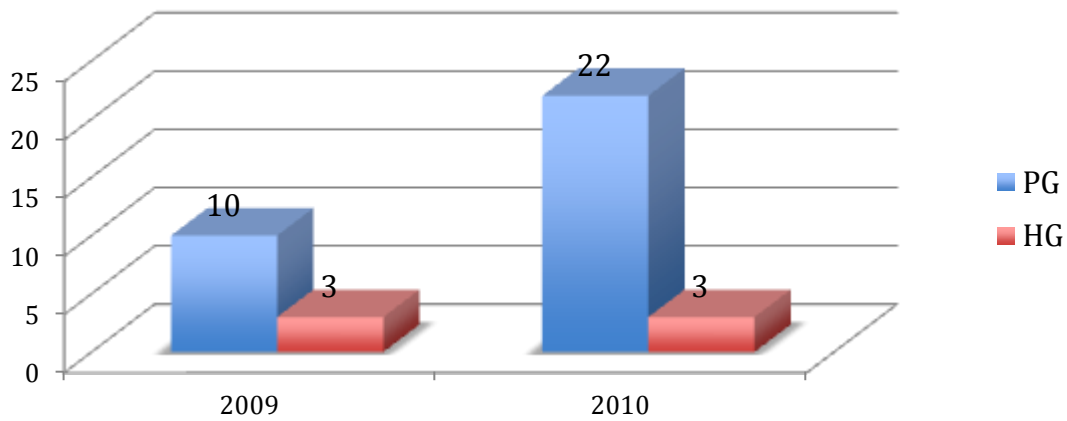
There was only one tandem incident reported in 2009. Neither pilot or passenger were injured. There were three reported tandem incidents in 2010, of which one involved serious injury to the pilot.

## **Incidents/accidents occurring in schools**

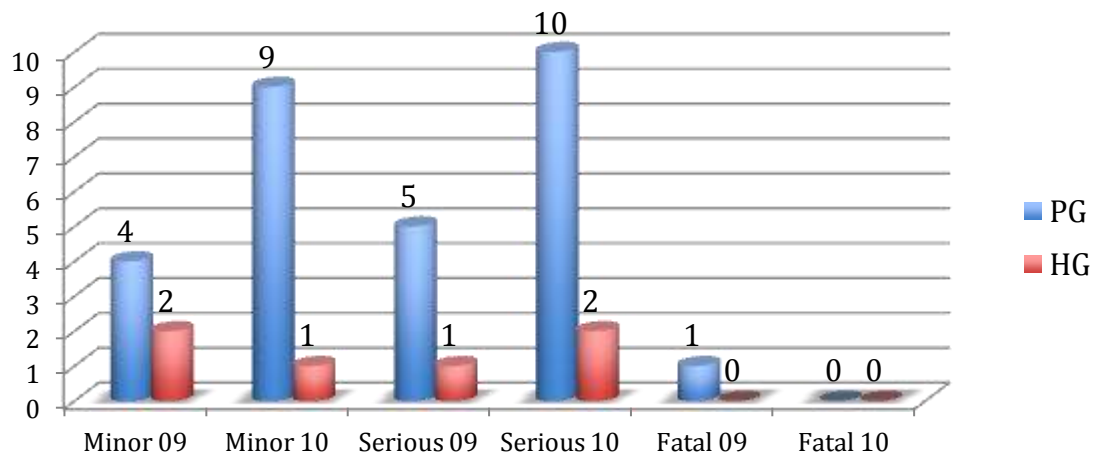
13 incidents that involved injury to the student were reported in schools in 2009, and 25 in 2010. There was only one reported 'power' injury. The graphs that follow give the breakdown of the injuries and type of injuries that occurred in schools in 2009 and 2010.

Parascending is not included in the graphs as there were no reported parascending incidents in schools.

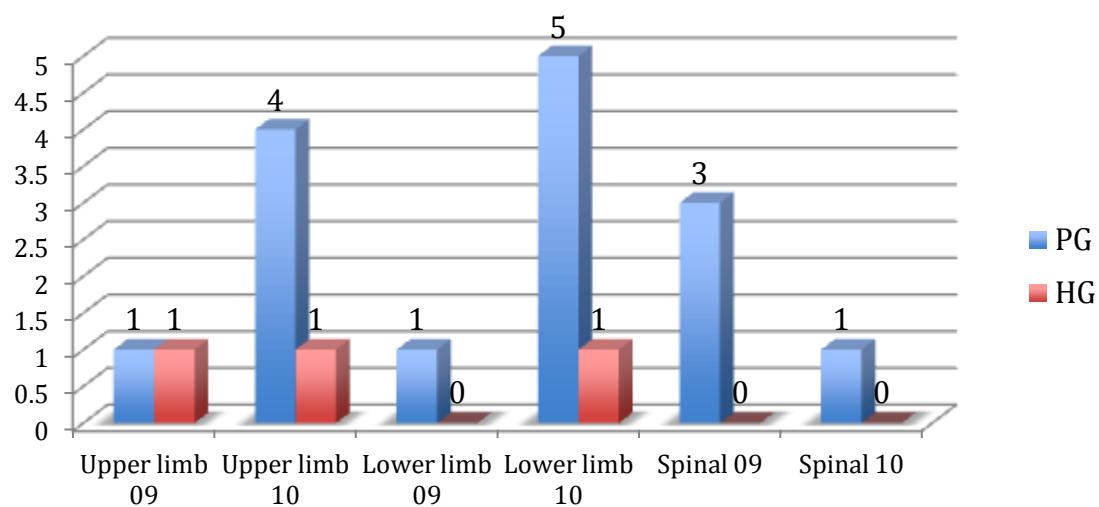
## Total accidents in schools 09 and 10



## Severity of injuries 2009 and 2010



## Breakdown of serious injuries



As in previous years, the most notable numbers appear to be in the paragliding upper- and lower-limb categories. This is perhaps to be expected given the nature of the sport, but it must also be said that little in the way of meaningful conclusions can be drawn due to the low numbers.

Closer inspection of the actual individual incidents shows that the majority of the accidents in schools, both minor and serious, tend to stem from the student falling over during take-off or landing rather than from falling from height.

The most common injuries to students are fractured and sprained wrists and ankles, with failure to control the glider being the most common cause.

### **Numbers Involved**

In 2009 and 2010 the BHPA welcomed 3,847 and 4,126 new members respectively (Introductory, Training, Full and Concessionary memberships). This is almost identical to the two previous years in terms of new members overall, however the number of pilots achieving CP their rating increased to 636 in 2009 and 710 in 2010 (2007: 572; 2008: 480).

CPs achieved 2009: PG = 87%; PG power = 4%; HG = 8%; HG power = <1%; PA = <1%

CPs achieved 2010: PG = 77%; PG power = 13%; HG = 8%; HG power = <1%; PA = <1%

A total of 1,104 new paragliding CPs (82% of the overall total) were achieved in 2009 and 2010, a slight increase on the previous two years. There were also:

118 (9%) new PG power CPs.

111 (8%) new HG CPs.

6 (<1%) new HP power CPs.

7 (<1%) new PA CPs.

### **...and Finally**

The usual "Big Thanks" to all who submitted reports. The number of reported incidents increased slightly on previous years but is still below the number of actual incidents that are occurring. If you have an incident or witness an incident, please complete an Incident Report form. When filling the form please remember that all the data fields are important. Only leave a field blank if you do not know the answer.

Completing an Incident Report Form has been made very much easier by the provision of online reporting <https://contact.bhpa.co.uk/incident.php>. When you've completed all the necessary fields you can review your report to check that it is accurate and before sending it. It is also possible to upload a map or photo in support. Paper forms are still available from the BHPA Office or your Club Safety Officer, and can be downloaded from the BHPA website.

This and previous reports are available to view on the BHPA website. The analysis for 2011 and 2012 will follow later this year.

Happy flying and please don't become one of the statistics!