

SPP Quarterly Safety Report

Quarter #	4	October - December	Year:	2012
SPP Safety Officer:			Hynek Cibula	

Flying site	Month	Event reported to SPP SO	Nature	Report submitted to USHPA	Pilot rating	General conditions on site
<i>BELL MOUNTAIN</i>	<i>OCT</i>	<i>NO</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>
	<i>NOV</i>	<i>YES</i>	<i>Injury accident (1)</i>	<i>YES</i>	<i>P2</i>	<i>WSW 5+, mostly sunny, light thermals</i>
	<i>DEC</i>	<i>NO</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>

Accident / Incident reports:

A P2 pilot has crashed landed on Bell Mountain SPP flying site November 3rd, 2012. As conditions changed (increased wind speed) during his early afternoon flight, the pilot was facing decision where to land and choose alternate landing field (34°58'03.51"N / 83°44'40.56"W) with scattered structural obstacles. A collision with roof of a house occurred shortly after (most likely) down-wind turn into a final glide. Pilot did hit the side of roof at gutter level with bottom of his harness then was pulled over the roof and fell on the other side of building.

Injured pilot was airlifted to Chattanooga's hospital trauma center after receiving first aid from present doctor and called EMS. Pilot was conscious at all the time and fully aware of situation.

As a result of landing crash; he did suffered of multiple fractures of pelvis, internal bleeding, detached sacrum, few broken thoracic vertebrae and minor cerebral hemorrhage.

SO's note:

Pilot is in stage of recovery after his very serious injury, was transferred to home care already and will be undergoing some more rehab further in time. He's in good spirit but his future flying remains questionable. Any more details will be up to him to reveal if he will decide to share with flying community.

Conclusion:

True:

Pilot was hesitating to react on changing weather conditions, perhaps not realizing limitation of low rated wing in increasing wind situation. As a result he got caught in mid air by strong headwind, not being able to penetrate sufficiently towards the main landing zone. He made his emergency second decision quite low above the lake surface, so he already limited himself to only one remaining option.

Questionable:

It is quite unclear but probable that his contact with roof was the result of low downwind turn to final glide, causing him to loose quickly remaining safe altitude, while increasing his ground speed and decreasing his, so needed, reaction time to avoid collision.

Flying site	Month	Event reported to SPP SO	Nature	Report submitted to USHPA	Pilot rating	General conditions on site
<i>CHILHOWEE MOUNTAIN</i>	<i>OCT</i>	<i>NO</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>
	<i>NOV</i>	<i>NO</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>
	<i>DEC</i>	<i>NO</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>
Accident / Incident reports:						
<i>NONE</i>						
Conclusion:						
<i>NONE</i>						

Flying site	Month	Event reported to SPP SO	Nature	Report submitted to USHPA	Pilot rating	General conditions on site
<i>PIGEON MOUNTAIN</i>	<i>OCT</i>	<i>NO</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>
	<i>NOV</i>	<i>NO</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>
	<i>DEC</i>	<i>NO</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>
Accident / Incident reports:						
<i>NONE</i>						
Conclusion:						
<i>NONE</i>						

Flying site	Month	Event reported to SPP SO	Nature	Report submitted to USHPA	Pilot rating	General conditions on site
WALDEN RIDGE	OCT	NO	N/A	N/A	N/A	N/A
	NOV	NO	N/A	N/A	N/A	N/A
	DEC	NO	N/A	N/A	N/A	N/A
Accident / Incident reports:						
NONE						
Conclusion:						
NONE						

Flying site	Month	Event reported to SPP SO	Nature	Report submitted to USHPA	Pilot rating	General conditions on site
WHITWELL PG	OCT	NO	N/A	N/A	N/A	N/A
	NOV	NO	N/A	N/A	N/A	N/A
	DEC	NO	N/A	N/A	N/A	N/A
Accident / Incident reports:						
NONE						
Conclusion:						
NONE						

Flying site	Month	Event reported to SPP SO	Nature	Report submitted to USHPA	Pilot rating	General conditions on site
<i>SOUTHERN PARA PILOTS FLIGHT PARK</i>	<i>OCT</i>	<i>NO</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>
	<i>NOV</i>	<i>NO</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>
	<i>DEC</i>	<i>YES</i>	<i>Incident w/o injury</i>	<i>NO</i>	<i>student pilot</i>	<i>WNW 3-5 increasing with altitude</i>
Accident / Incident reports:						
<p><i>Incident happened the December 8th, 2012 while towing student pilot from SE launch towards trailer building. Student pilot (further SP) was launched into light cross wind for his last tow before lunch break. After successful take-off, SP demonstrated necessary drift to the left, following wind direction, while the tow line got caught over bushes, growing next to mid-field gate. As the SP continued his accent and drift, the redirected line caused him to turn further left without any option for flight pat adjustment and lock-out situation occurred shortly after. Thanks to quick reaction from instructors and especially from SP, the situation was resolved to both parties' satisfaction and pilot landed safely and without injury.</i></p>						
Conclusion:						
<p><i>SP demonstrated high level of knowledge and quick reaction to given situation by recognizing danger and released from a tow line timely and independently. Reaction of tow operator was also appropriate to given situation and line tension was released in first sign of a problem. Above mentioned bushes were eliminated right after that and SPPFP staff is constantly working on improving flight park safety and to meet pilots expectations.</i></p>						