



## Safety recommendation no. 470

<b>Date of the publication</b>	02.09.2013
<b>Number of the final report</b>	2179
<b>Safety deficit</b>	<p>On 19 May 2012 at 17:35 local time, an ASW 28-18 glider had an accident on the Falknishorn mountain. The pilot was seriously injured by the impact; however, he was able to exit the aircraft on his own. Swift medical care would have been essential. However, the wreckage was only located approximately six hours after the accident, and rescuers did not arrive until approximately 13 hours after the accident; the pilot had died in the meantime. The investigation indicated that the glider had been recognized as overdue only with a considerable delay and had carried an emergency transmitter of a fairly old design, which made locating it more difficult.</p>
<b>Safety recommendation</b>	<p>The Federal Office of Civil Aviation, in conjunction with the relevant aviation associations, should develop simple operational and technical measures that are economical to implement, in order to ensure that injured glider pilots can be located quickly.</p>
<b>Addressees</b>	BAZL Bundesamt für Zivilluftfahrt
<b>Stage of the implementation</b>	<p>Partially implemented. In a letter dated 3 February 2015, the CASO explained that on the basis of the safety recommendation the STSB, the FOCA and the gliding association delivered the following recommendations at a safety seminar:</p> <ul style="list-style-type: none"><li>• Installation and use of emergency transmitters</li><li>• Use of the SPOT system to track the flight (with attachment of the SPOT to the belt of the parachute, so that the pilot can be located if he bails out)</li><li>• Installation and use of Flarm/Powerflarm (localisation of the Flarm unit via the Flarm organisation)</li><li>• Mobile telephones switched on during the flight (possible localization after an accident)</li><li>• Flight notification to flight operations manager / colleagues / family member (pilot provides information about his projected flight)</li><li>• Carrying of signaling material, mirror, whistle, flashlight in the aircraft (emergency kit)</li></ul> <p>The CASO is of the opinion that the deployment of these measures in combination would result in improved localization of a pilot who has had an accident.</p> <p>The measures recommended by the CASO and the FOCA are regarded by the STSB as expedient, particularly as they take into account the results, which have been well known for some time, of various accident investigations. However, the STSB notes the absence of new approaches and above all of extensive implementation and the provision of efficacious information about these possibilities to a majority of the pilots concerned. The</p>

discussion at a single safety seminar with a limited circle of participants should be assessed as a good start. In connection with the adoption of broadly familiar approaches, however, it cannot be said that the safety deficit identified by the STSB has been sustainably eliminated. For this reason the safety recommendation is currently deemed to have been only “partially implemented”.

---

**Investigation report concerning  
the safety recommendation**

Schlussbericht

---