



Soaring Safety Foundation 2025 Safety Report Review



SOARING SAFETY FOUNDATION

Nov 1, 2024 – Oct 31, 2025

**SAFETY
REPORT**
SOARING SAFETY FOUNDATION

Agenda

- Review the Report Statistics
- Discuss SSF Recommendations
- Apply SSF Recommendations to 3 Scenarios



What is the Soaring Safety Foundation?

Training and Safety Arm of the Soaring Society of America

Mission: “Safety Through Training”

1. Provide information and analysis of incident and accident **trends** in order to develop better training tools.
2. Provide instructors and pilots with the **tools** needed to teach/learn...skills needed to safely fly a glider.



Analyse, Provide Training Tools

Code of Federal Regulations

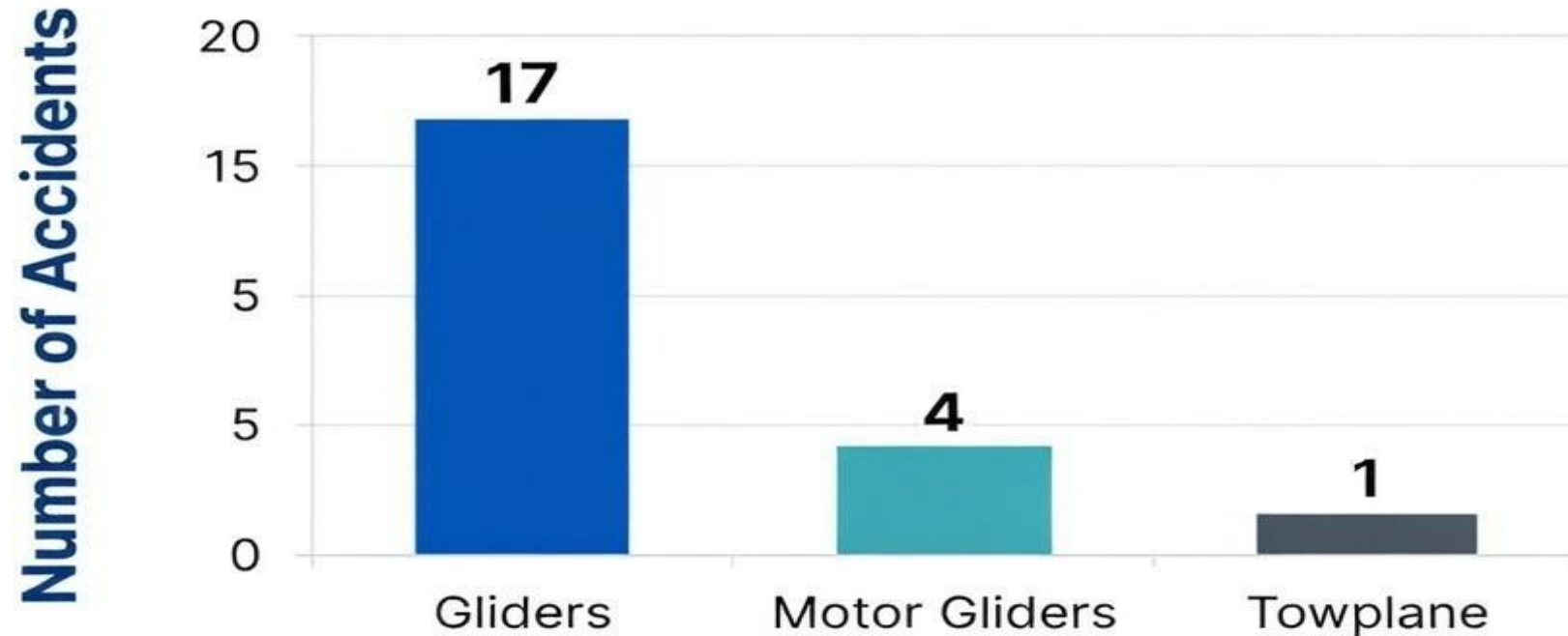
NTSB 49 CFR 830

2025: 22 Soaring-Related
Accidents Met Reporting
Requirements



2025 Soaring Related Accidents

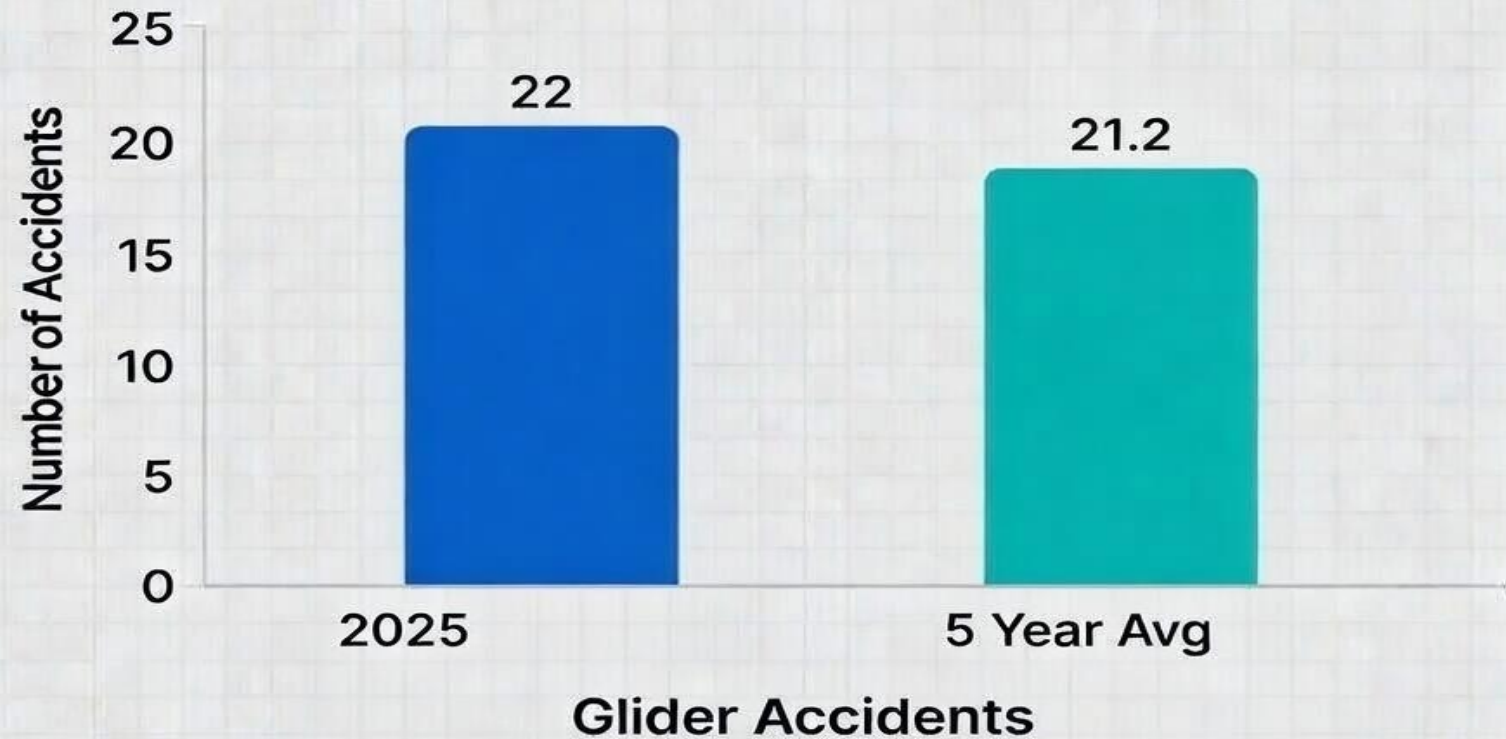
Number of Accidents



Source: SSF

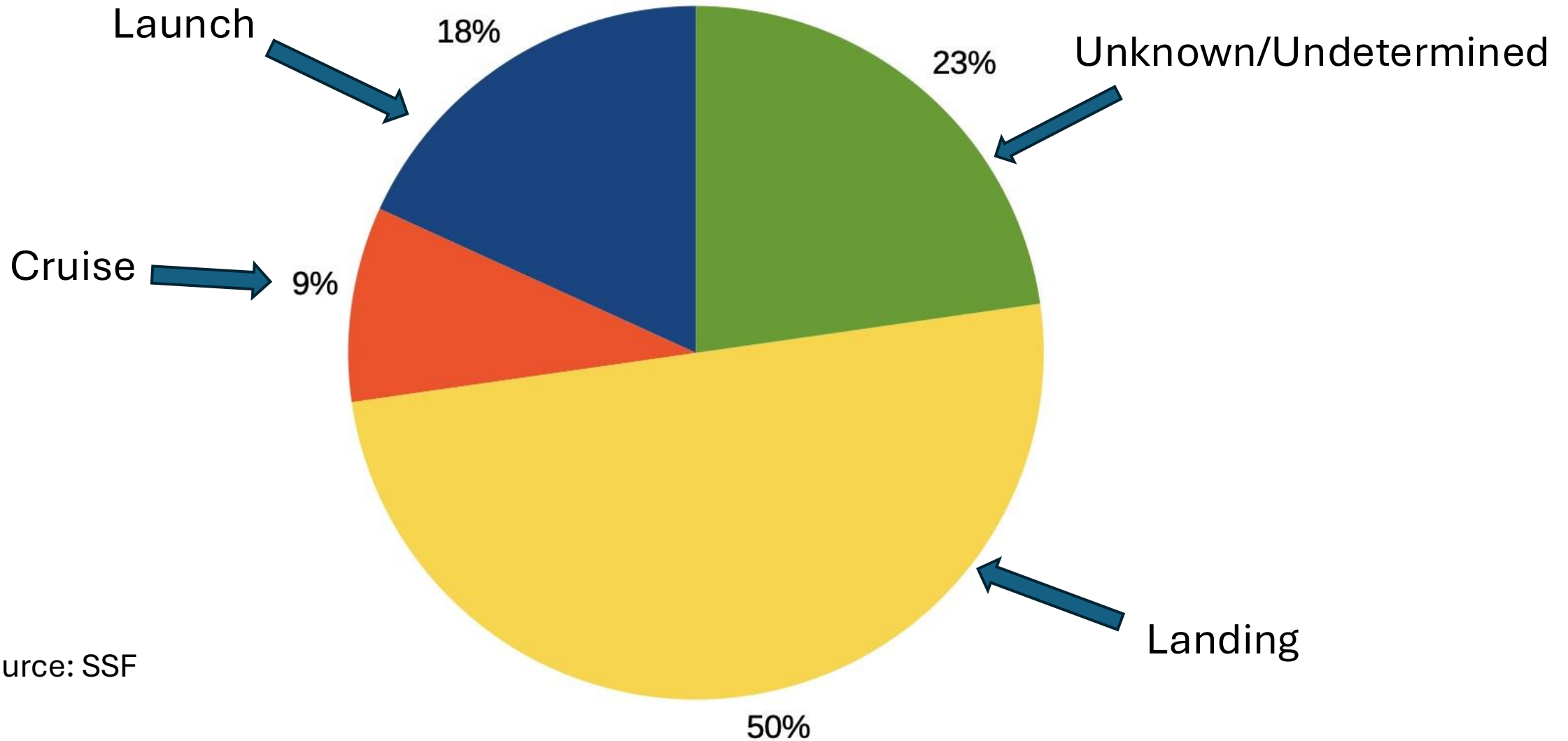
Data: User provided

2025 vs. 5 Year Average



Data: User provided

2025 Percent of Accidents by Phase of Flight



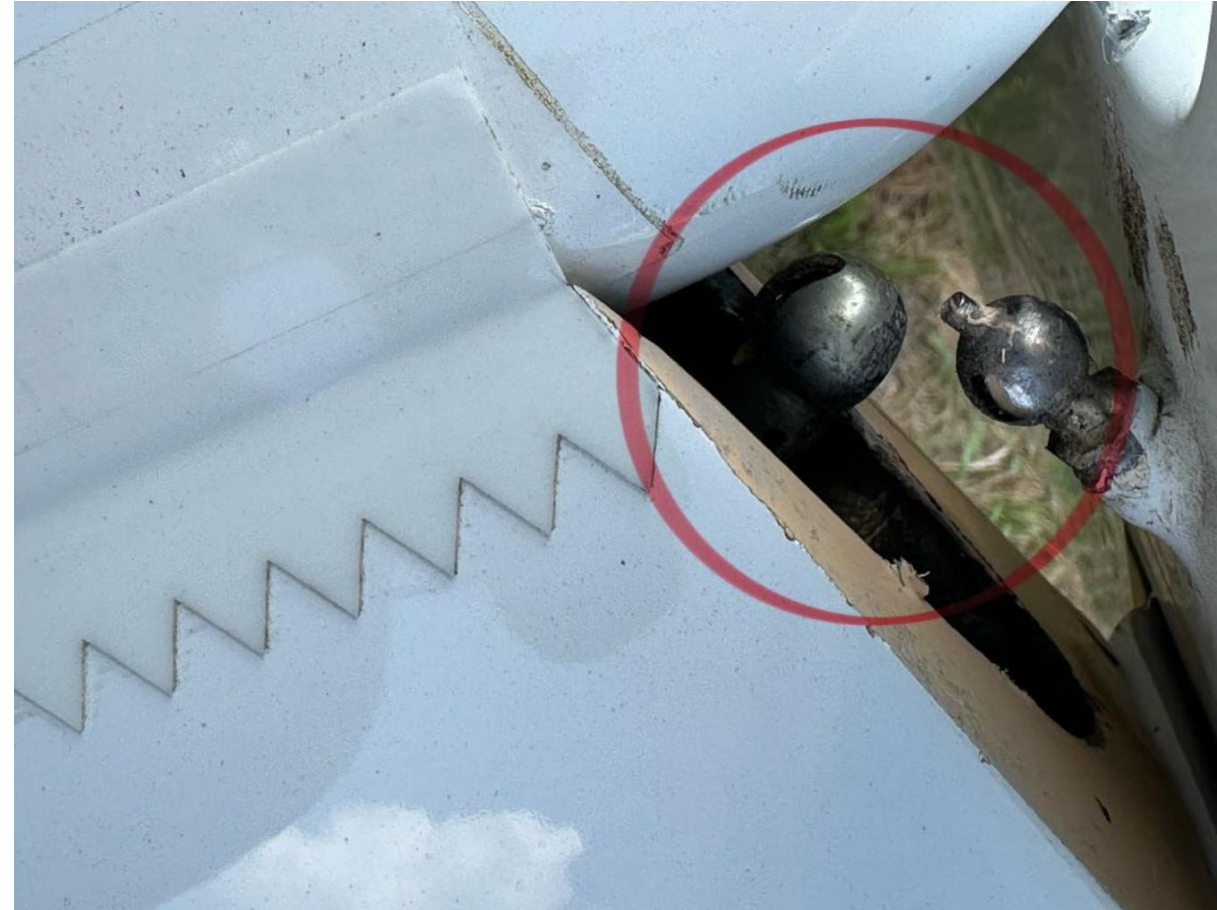
Source: SSF

SSF Report on Human Factors:

“The causal factor behind most glider and towplane accidents”

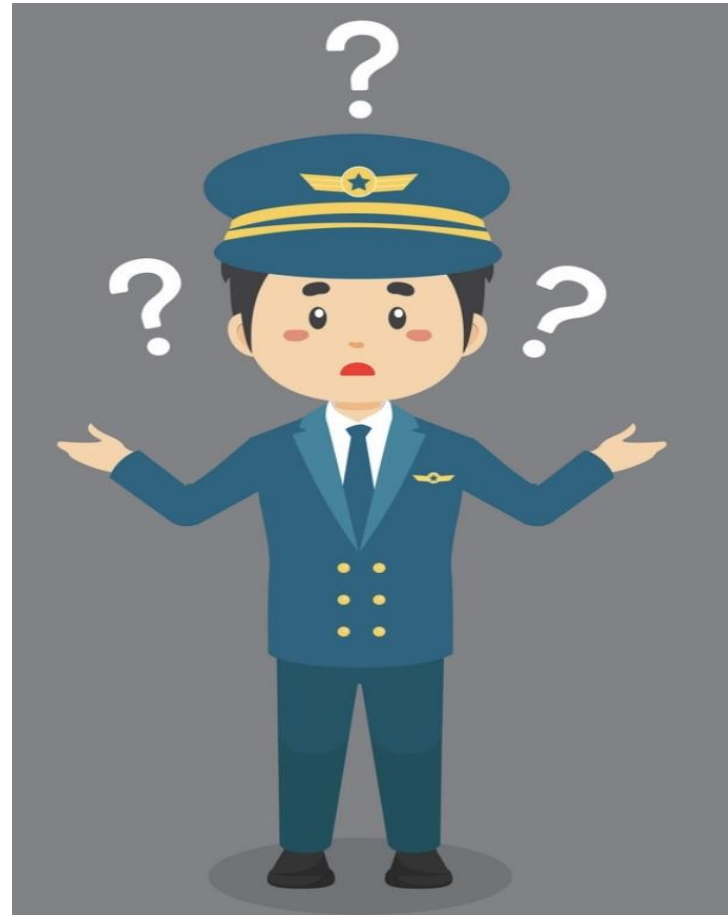
2025

- 22 Accidents
- 19 No Mechanical Malfunctions
- 2 Motor Glider Engine Failures
- 1 Assembly Error



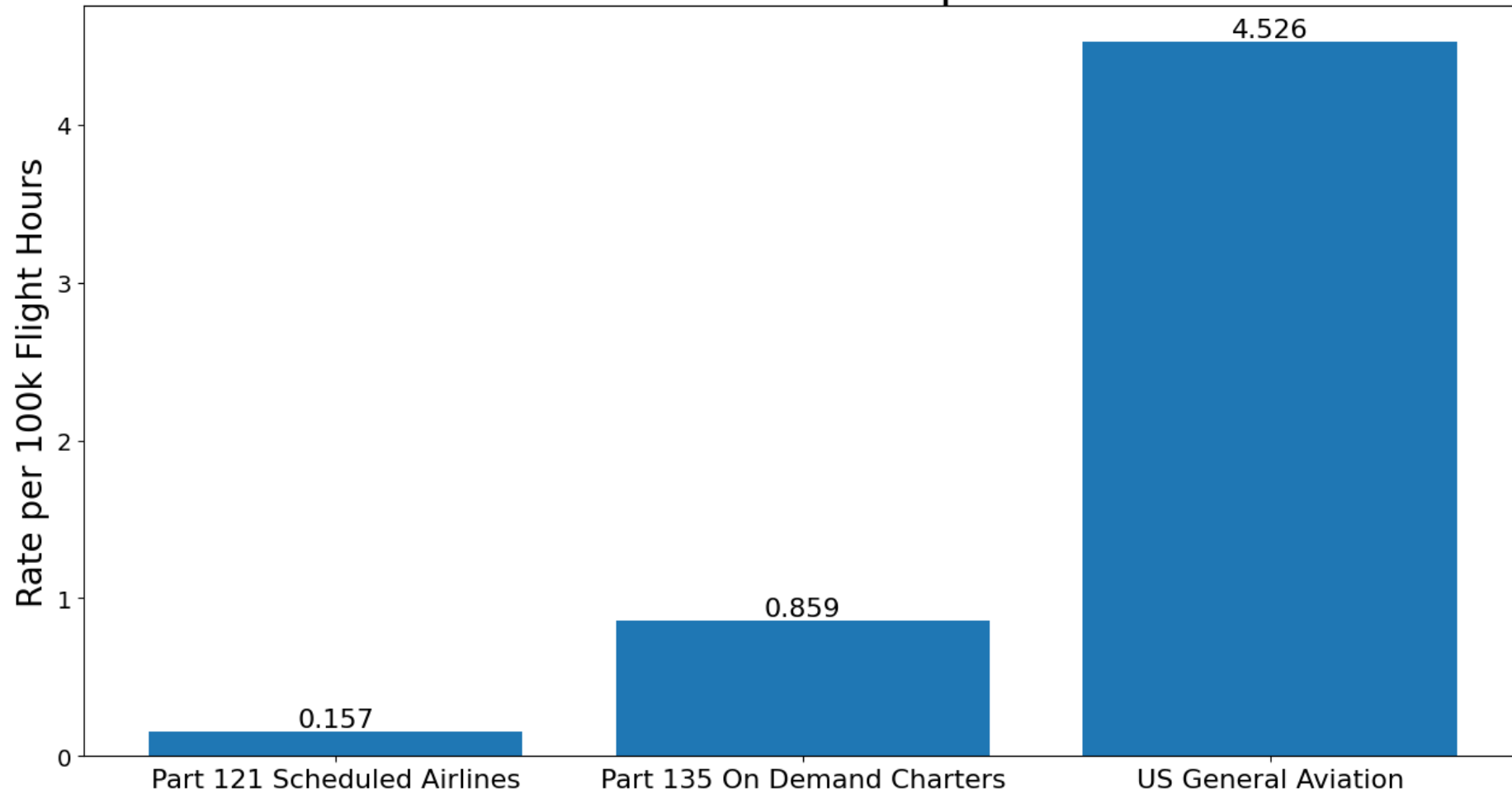
Can We Improve?

We Have to Focus on Human Factors!



Airlines vs General Aviation

Accident Rate Comparison



Risk Management Tools Address Human Factors

Professional Aviation





- Culture
- Experience
- Training/Evaluating
- Currency
- SOP's
- IMSAFE
- CRM

Soaring Equivalents

- Culture
- Personal Minimums
- WINGS
- Proficient vs Legal
- AFM, GFM, FAR/AIM, Club SOP's
- IMSAFE
- SRM

PAVE Checklist

Applies the Risk Management Tools

- | | | | |
|----------|---|-------------------|---|
| P |  | Pilot | <ul style="list-style-type: none">➤ Personal Minimums➤ IMSAFE |
| A |  | Aircraft | <ul style="list-style-type: none">➤ WINGS |
| V |  | enVironment | <ul style="list-style-type: none">➤ Proficient vs Legal |
| E |  | External Pressure | <ul style="list-style-type: none">➤ AFM, GFM, FAR/AIM, Club SOP's➤ Culture |

3 Scenarios

Use PAVE to Manage Risk and Make Good Decisions

Identify, Assess, Mitigate

1. Crosswind Operations
2. Selecting a Suitable Landing Site
3. Hangering the Duo Discus

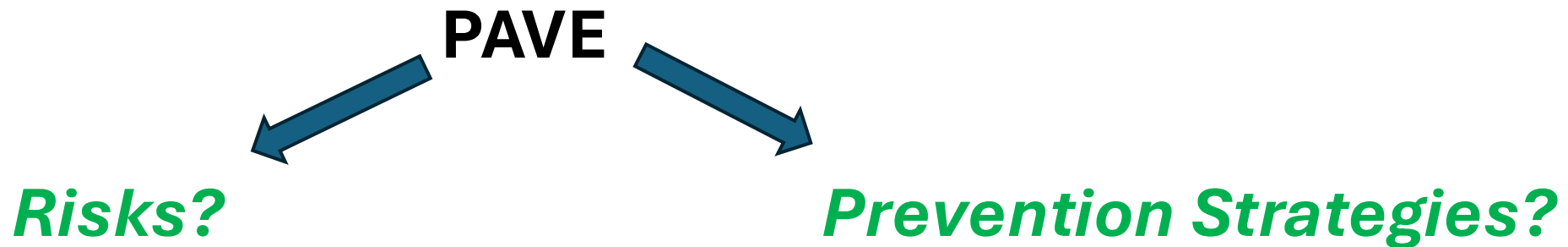
Scenario #1- Crosswinds

Fred, a private-rated pilot, flew 6 hours last season. This season he gets current in early May on a calm day. Today he's meeting a non-pilot friend at the Chicago Glider Club for a ride. Winds are forecast to be 180° 10G20kts. The windsock is indicating a 10 knot south wind. Other gliders are staging and Fred's friend has just arrived.



Scenario #2-Selecting a Suitable Landing Site

Ingrid, a commercial pilot, has been getting lower and lower in the Blue ASK-21 as the overcast sky is moving in. It is now obvious that the day is almost done. She's 3 miles east of the glider club at 1000 ft AGL. There is a light west wind. She points directly at Runway 27 and notices it's clearly rising up the canopy.



Scenario #3-Parking the Duo Discus

Joe and Sue are putting the Duo Discus back in the north hanger after a nice 2-hour flight. It's about 5pm on a hot July afternoon. They roll the Duo up to the dolly, which is placed on the concrete just in front of the hanger. Joe, Sue, and a third helper are having trouble getting the Duo up on the dolly. There's a lot of pulling and pushing going on, and Joe worries something bad might happen. He's pretty new to the club. Sue is a long-time member and is determined to get the Duo up on that dolly. Should Joe speak up?



Risk Management Tools and PAVE Review

- Personal Minimums
- WINGS
- Proficient vs Legal
- AFM, GFM, FAR/AIM, Club SOP's
- IMSAFE
- Culture
- Resource Management

Questions/Comments?

