

## **ITALIAN REPORT TO CIMP 2011**

### SUMMARY

- 1) *Safety of Flying.*
- 2) *MEDICAL EXAMINATION.*
- 3) *ACCADEMIC ACTIVITY*

*THE REPORT IS COMPLETE FOR THE 2010; NOT ALL THE OFFICIALS REPORTS ARE AVAILABLE ABOUT THE FIRST PART OF THE 2011 BECAUSE THE YEAR IS NOT FINISHED.*

#### AEROPLANES:

*THE REPORTED ACCIDENTS ARE 36 (LAST YEAR WERE 43)*

#### HELICOPTERS:

*THE REPORTED ACCIDENTS ARE 5 (LAST YEAR 6)*

#### GLIDERS:

*THE ACCIDENTS ARE 4 (LAST YEAR 14)*

#### BALLOONING:

*THE ACCIDENTS ARE 2*

*IN 2010 IN ITALY IN THE GENERAL AVIATION WERE LOST 13 PEOPLE (LAST YEAR 22)  
MOSTLY IN GLIDING ACTIVITY AND IN PRIVATE FLYING.*

#### PARACHUTING:

*IN 2010 THE FATAL ACCIDENTS WERE 10 (31 AUGUST 2011 2)*

*IN THE ULTRALIGHT ACTIVITY ONLY THE FATAL ACCIDENTS ARE OFFICIALLY REPORTED.*

*THE DATA ARE REFERRED TO THE 2010 YEAR PARAPENT 1*

*DELTAS 1*

*ENGINED ULTRALIGHTS THE ACCIDENTS WERE 14 WITH 19 FATALITIES.*

*UP TO THE 31 AUGUST 2011 PARAPENT 3*

*DELTAS 1*

*ENGINED ULTRALIGHTS THE ACCIDENTS 12 WITH 17 FATALITIES.*

*IT IS VERY DIFFICULT TO ANALIZE, FROM THE STATISTICAL POINT OF VIEW*

*THE NUMBER OF THE ACCIDENTS IS FOR THE GENERAL AVIATION AIRCRAFT IS LESS THAN IN THE PREVIOUS YEAR BUT THIS DOES NOT REPRESENT AN IMPROVEMENT IN SAFETY, BECAUSE HAS TO BE PUT IN CORRELATION WITH THE REDUCTION OF THE FLYNG ACTIVITIES CAUSED BY THE ECONOMIC DEPRESSION.*

ALSO FOR THE ENGINED ULTRALIGHTS IS DIFFICULT TO ANALIZE THE TREND BECAUSE THE NUMBER OF ACCIDENTS ARE INCREASED BUT ALSO THE NUMBER OF THE FLYNG MACHINES, IN THIS GROUP, IS INCREASING WITH EXPONENCIAL SPEED.

I DON'T KNOW IF THE TREND IS THE SAME ALSO IN OTHER COUNTRIES BUT, WHILE THE NUMBER OF SINGLE ENGINED (2-4 SEATS) GENERAL AVIATION PLANES IS IN A PHASE OF PROGRESSIVE REDUCTION, THE NUMBER OF THE ULTRALIGHT ENGINED MACHINES IS IN EXTREMELY FAST INCREASE. AND MANY OF THIS NEW ULTRALIGHT AIRCRAFT ARE OF VERY SOPHISTICATED CONSTRUCTION, MANY IN CARBON FIBER AND WITH VERY ADVANCED (AND EXPENSIVE) AVIONIC.

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IN THE LAST YEAR NOTHING NEW IN THE FIELD OF MEDICAL EXAMINATIONS RULES:

THIS IS A POSITIVE ASPECT, BECAUSE IN THE PREVIOUS YEARS EVERY TIME SOMETHING NEW IN THE MEDICAL RULES WAS INTRODUCED, THE CHANGEMENT NOT WAS POSITIVE.

BUT WE HAVE TO TAKE INTO ACCOUNT THAT THE RULES FOR THE MEDICAL EXAMINATIONS APPLIED IN ITALY ARE THE MOST SEVERE THAT IN ALL THE OTHER PARTS OF THE WORLD.

IN ITALY THE PROFESSIONAL AND COMMERCIAL PILOTS AND CREW MEMBERS ARE EVALUATED BY THE MILITARY DOCTORS IN THE SPECIFIC INSTITUTES OF THE ITALIAN AIR FORCE.

THE PPL AND GLIDERS PILOTS ARE EXAMINED BY THE DOCTORS WITH THE FOUR YEARS UNIVERSITARY POST GRADUATE LICENCE IN "AEROSPACE MEDICINE".

THE PARACHUTISTS, HANG GLIDERS AND THE OTHER FLYERS ARE EXAMINED BY THE SPORT MEDICINE DOCTORS, ALSO IN THIS CASE THE POST GRADUATE LICENCE OF THE M.D., ARE OBTAINED THROUGH FOUR YEARS OF UNIVERSITARY COURSE.

ABOUT THE MORE FREQUENT CAUSE OF ACCIDENTS FOR THE HELICOPTERS ARE REPRESENTED BY THE ELECTRODUCTS COLLISIONS IN THE MONTANEOUS LANDSCAPE.

THE MORE FREQUENT GLIDING ACCIDENTS CAUSES ARE THE SAME: CRASH AGAINST TREES OR MOUNTAINS, IN FLIGHT COLLISION AND DURING THE TUG PHASE.

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IN 2010 AND IN THE FIRST PART OF 2011 I PERSONALLY GAVE SOME ACADEMIC PAPERS IN DIFFERENT ITALIAN UNIVERSITIES SPEAKING ABOUT GENERAL AND SPORT AVIATION. - THE LAST PAPER WAS GIVEN SATURDY 2 SEPTEMBER 2011 IN OCCASION OF THE CELEBRATION OF THE 100<sup>TH</sup> BIRTHDAY OF THE ITALIAN AEROCLUB-

IN THE LAST WORLD AIR GAMES THE ITALIAN PILOT PIETRO FILIPPINI WON THE GOLD MEDAL IN GLIDER AEROBATICS: WE TOOK THE OCCASION TO STUDY, REPRODUCING THE SAME OFFICIAL AEROBATIC PROGRAM, THE PHYSIOLOGICAL, CARDIORESPIRATORY, METABOLIC, BREATH BY BREATH, GPS, AND VIDEORECORDED PARAMETERS IN SIMULTANEOUS WAY, THE PILOT PERFORMANCE.- I PRESENTED HERE SOME OF THE DATA OBTAINED:

PROF ANTONIO DAL MONTE 10/2012