

# Safety needs Professionals

Prof. Alfred Ultsch, Ph. D., FLYTOP, Marburg, Germany

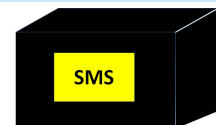
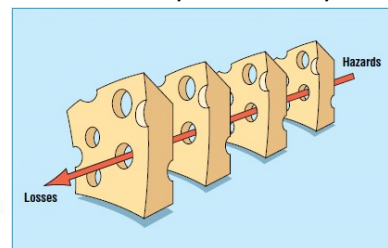
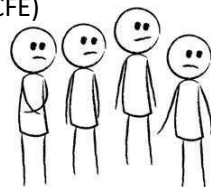
The risk for accidents or even dying in gliding is increased by ca a factor of ca. 20 compared to an acceptable risk level. For the last decades there has been almost no progress made to reduce this risk. The reason for this is, that we tried to only methods subsumed by safety science under the term Safety I. On the commercial side of aviation there has been a development for a different approach called Safety II, which can be applied together with the Safety I methods. Safety II consists of methods which are applied within the organization that performs the flights at the airfield in practice. So, our gliding clubs are the ideal environment for Safety II methods.

The main idea is to enhance the stack of cheese slices which James Reason proposed as a model of accident prevention systematically by more slices of cheese. Glider flying in Central Europe usually takes place within a gliding club, this club can organize and manage the improvement of the stack of cheese slices by an active search for safety relevant observations and a methodical derivation of practical projects which enhance the safety in the particular club or the airfield where the club is flying.

For this enhancement of safety within a club, specialists with training in Safety II is a necessity. In the same way as trained club members (technical officers) are concerned with the proper functioning of our gliders, some club members, called Safety Coaches could learn what these Safety II methods are and how they can be applied within the club. For the pilots, the Safety Coaches are trustworthy partners which can counsel on any type safety related problems and also help when critical incidents are encountered. For the club, the Safety Coaches are designated to operate what is called a Safety Management System (SMS). The working cycle of such an SMS is a loop of the following steps: 1) active search for safety relevant observations. 2) professional methods on how to derive from these observations practical projects for the club. 3) measure the safety of the club and the effect of the projects derived by step 2. 4) teaching and promoting safety enhancing behavior to club members and officers.

Is safety something that one can learn? Definitely! For example, do you have knowledge and or skills in the following areas, which are basic and essential for enhancing my personal and/or my club's safety:

- Peltzman-Effect
- Bad-Apple-Safety
- Dodson-Yerkes Law
- Consequence-free-errors effect (CFE)
- TAO2M
- denunciation avoidance
- amelioration of conflicts
- how to talk to pilots
- how to handle critical incidents for pilots and clubs
- the operation of a Safety Management System (SMS) for a club or a flight school
- Change Management for safety cultures.
- etc.



FLYTOP successfully developed and tested a trainings course for Safety Coaches. Ideally this starts with an presence course weekend followed by ca. 50 h of online training during one year.

A new training program for Safety Coaches starts in February 2024. People interested in participation send me an email: [ultsch@ulweb.de](mailto:ultsch@ulweb.de). There is only a limited number of participants. Participants with a mandate from their club to operate as Safety Coach will have preference.