# Agenda

- Safety Culture
- Online Safety Reporting Site
- Safety Committee / Chief Pilot
- Other
  - Online Quiz
  - Launch Procedures
  - Transition to High Performance Gliders

# GBSC Safety Culture

## Have we achieved a safe culture?

# GBSC Safety Culture

"If you are convinced your organization has a good safety culture, you are almost certainly mistaken – A safety culture is something that is strived for but rarely attained – The process is more important than the product . . . I define safety culture simply as doing the right thing, even when no one is looking."

NTSB Vice Chairman Robert Sumwalt

# GBSC Safety Culture

# Conflicting Pressures

- Risks: injury or death, damage, club reputation, ability to fly

- Incentives: fun, learning, qualification, launch rate, inclusion, weather

# GBSC Safety Culture

Testimony by head of the Navy's nuclear program, Admiral F.L. ``Skip'' Bowman: "...embrace a system that ingrains in each operator a total commitment to safety, a pervasive, enduring devotions to a culture of safety...Safety is mainstreamed"

## GBSC Safety Culture

Other testimony re: Navy SUBSAFE program: "The hallmark of a strong safety culture is to look continually and actively address the minor problems in order to prevent the major problems."

# GBSC Safety Culture

## Have we achieved a safe culture?

- Takeoffs in blinding dust – Rwy16

- Unassisted t/o from GDM; veered taking out a landing light

- ASI inop following work to remove a vario

- Gear wouldn't lock due to parachute strap caught in the gear mechanism

# GBSC Safety Culture

## Just Say No

"Your job is to say no when it is appropriate to say no . . . To be the last line of defense in the safe operation of the aircraft. To say the the aircraft is not moving because of whatever . . ." *Soaring* March 2017, 2017 Safety Program, by Tom Johnson

# GBSC Safety Culture

European Organization for the Safety of Air Navigation (2013)

". . . instead of only looking at the one case in 10,000 where things go wrong, we should also look at the 9,999 cases where things go right in order to understand how that happens."

- Positive control check that catches an improperly connected control

- A rudder waggle that gets a pilot to check his dive brakes

- Wing runner putting the wingtip down when a potential problem is seen

- Decision not to release from tow early; re: chance of a opposite direction mid-air

# GBSC Safety Culture

## Attributes of a good safety culture (Sumwalt)

- Informed culture – collects and analyses data; e.g. confidential safety reporting systems

- Reporting culture – is receptive to safety problem reports; no disciplinary proceedings if reporting a hazard or incident that was unintentional

- a Just culture – enables the transition from 'punishing imperfect individuals' to a 'self-improving system'

# Safety Meeting 2017

## GBSC Safety Culture

# GBSC Safety Report

Increase awareness of conditions or actions that could affect safety.
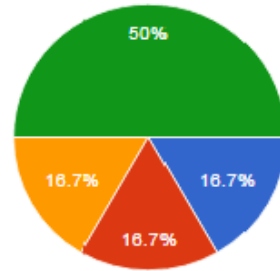
\* Required

GBSC does not capture your identity when you submit the form. Optionally, you may enter your name so that an instructor can follow up with you.

Operational Phase (6 responses)
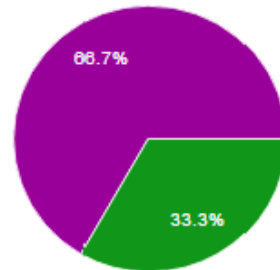
- Assembly
- Pre-Flight
- Ground Handling
- Flight Operations
- Retrieve
- Disassembly

50%
16.7%
16.7%
16.7%

**Flight Operations**

During what phase of flight was this observed? (3 responses)

- Launch/Takeoff
- Tow
- Free Flight at Altitude
- Pattern
- Landing
- Roll-out
- Other

66.7%
33.3%

# GBSC Safety Culture

## Who leads the process toward a positive safe culture?

- Chief Pilot: Roy Bourgeois

# GBSC Safety Culture

**GBSC's Chief Pilot**, who is appointed by and reports to the Board of Directors, sets the club's standards for safe, efficient flying, through communications and by example. Further, s/he sets standards for experience, performance, and conduct by the club's instructors and tow pilots. He is the final authority with regard to compliance with club rules, procedures, and FARs as they pertain to flight operations.

The Chief Pilot may serve also as chief flight instructor and/or chief tow pilot, at his choosing. Alternatively, the Chief Pilot may appoint a chief CFIG and/or chief tow pilot and delegate appropriate responsibilities, with appointments approved by the Board of Directors. In either case, the Chief Pilot will have input with respect to standards in the instructor and tow pilot communities.

The Chief Pilot serves as a key member of the Safety Committee, and works with the Safety Committee to promote a proactive safety culture.

# GBSC Safety Culture

## Who leads the process toward a positive safe culture?

- Chief Pilot: Roy Bourgeois / Chief Instructor: Phil Gaisford

- Safety Committee: Roy Bourgeois, John Hansman, Rick Roelke, Tom Witkin (Safety Officer), Vitaly Zolotusky

- Board of Directors

# All of you!

## GBSC Safety Culture

- Safety culture elements handout
- Online quiz
- Revised launch procedure
- Transition to high performance gliders