

The ISRM

Individual strategy of risks management

« **S** » because it's strategical... Each pilot play a game against the risks associated to his activity.

« **I** » like individual, because every pilot has his own distinct ISRM. It depends of its own experience, types of flying, objectives and skills..

Understand the ISRM

It's a method inspired by the model of accident causation, originally proposed by James Reason, a theoretical representation of the multiple factors of risk, for us in free flight. It's not sure-fire but it can helps to understand on long term what's our activity's made of.

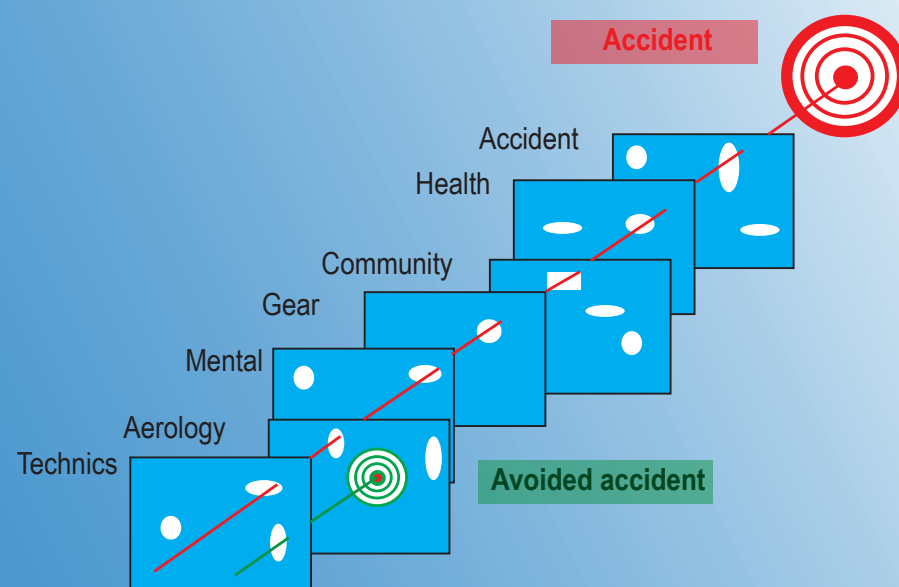
As risk is real in free flying, it can be restricted by getting a better knowledge of our forces and our weaknesses in every domain as well as by looking for larger safety margins.

Different plates protect us from accidents :

- Skills of piloting
- Skills in aerology (when to go, where to go...)
- Knowledge about accidents (type of accidents, aeronautical culture...)
- Skills about gear stuff (right choice, servicing, setting, ergonomic...)
- Physical fitness (eyesight, tiredness, reflexes, illness, cold temperature ability...)
- Relation to group (share or ask for informations, join a group of pilots for help-share...)
- Mental (manage stress, attention, ability to give up, resist to group effect...)

These virtual plates can slide sideways. When failures add and made the holes to align, it permits "a trajectory of accident opportunity". Safety relying then on hazard or chance...

As many ISRM as number of pilots and this as soon as entering a course



To elaborate its own ISRM, each pilot have to :

- Realise a report of usefull skills for its personal practice
- Identify skills missing
- Acquire these skills (fill holes on the plates)

The ISRM should be continually re-assessed at each step of progression

