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# The Safety Chain

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Happy New Year. This is the time of the year most everyone it seems wmakes resolutions for the coming year. I used to, but I stopped this practice some time ago. It seems the resolutions I made were kept only for a few days, and then poof, those resolutions were forgotten. However, I am asking everyone in the Kentucky wing to make just one resolution. Incorporate risk management in everything you do.

Risk management (RM) cannot prevent mishaps. By including RM in our activities ity forces us to take a look at what we do and identifying potential risks that may lead to injury. Can we identify every potential risk? Not really. But if we eliminate or minimize the potential problems before hand, we reduce the likelihood of having a mishap.

When I was a younger private pilot having maybe 150 hours, I jumped into an aircraft that I accumulated many hours in a twelve month period. After taxing out to the runway I realized I left my check list in the hangar. I thought, "no porblem, I've have performed many pretakeo off checks, so I can do it this time without the check list." End result, I forgot to check three items on the list, items such as simple as setting the Directional Gyro (DG), setting flaps to the takeoff position, setting the trim for takeoff. Although none of these forgotten items caused a mishap at the time, I was just plain lucky as a mishap was in the making. The best thing I could have done was to taxi back to the hangar and get my checklist.

Like the title of this newsletter, mishaps are not an isolated event, but a chin of event. Break one link in the chain and the mishap can be prevented.

Between January 1, 2018 and March 31, 2018, **ALL** units are required to perform the annual ORM briefing to squadron members; and, conduct one unit meetimng devoted only to safety. This is the annual safety stand-down day. Safety officers be sure to record these events in SIRS. Group Safety Officers provide assistance to your units completing this requirement.

*Semper Vigilans*