

# SAFETY

USAF Aero Club Teams, Hello and allow me to introduce myself.

I am Lt Col Sean Orme and I am stepping into Lt Col Koch's very big shoes to be your new ops and safety director. Prior to this position I was pilot at the 55th Wing at Offutt AFB, NE and prior to that I was a tanker pilot out of McConnell AFB, KS. I have had the opportunity to be exposed to a fair amount of diverse flying and I look forward to working with all the flying and maintenance teams across the Aero Club enterprise.

As for our AC Safety Grams we are considering making some tweaks with the most substantial action being our move from a monthly gram to a quarterly gram. However, this need not demand you change your team's execution of your safety program. Additionally, off cycle safety grams are an option and will be driven by situations or events in the aviation world from which we should or need to glean insight and lessons learned.

For this quarter I will leave you with the emphasis items which CSAF just pushed out to the USAF Total Force flying corps.

Recently having come from AD flight ops and personally knowing of specific flight incidents at one base alone, I can't emphasize enough the importance of very disciplined (yet still enjoyable) flight ops.

We know the Aero Club CFI teams will ensure their students have the flight tools they need to have in their tool kit.

1. Focus on the Fundamentals – There are multiple inferences and takeaways for flyers, staffs and maintainers for basic flight ops. It starts with a focused mindset and approach to being in the world of aviation. It can be summed up with:

a. Know yourself – how do you physically feel, where are you at mentally, are you properly focused on what requires your attention in the moment.

b. Know your aircraft – Normal ops, abnormal ops and everything in between. Both flyers and maintainers understand that aircraft can form their own personalities that we have to be ready to anticipate.

c. Know the procedures/books – aircraft specific, local, USAF and FAA.

d. Know your environment – not just your home airport or the immediate Terminal Air Forecast, but what do you anticipate Murphy's Law might have to say about your future flight intentions.

2. Risk/Crew Management – A consummate and ever-present consideration. Risk management starts in the planning phase (not necessarily in the planning room either as life events are ever present) and ends with the walk to the flight room (for students...being flight debrief complete may be more appropriate). It is vital to remember in the flight training environment if the risk is unreasonable today then there is always tomorrow to go fly. Instructors must simultaneously teach this fact to students and acknowledge that the RM process applies to them as well.

In addition to the principles above I would also recommend Aero Clubs members review the FAA Risk Management Handbook as there are tools in it that are useful to any flyer. Ultimately, having a solid method of managing risk is also an important factor in a pilot's ability to exhibit good flight discipline.

Have fun and fly safe,

Sean Orme, Lt Col,  
USAF Director of Operations & Safety USAF Aero Clubs