Brother Delts: **RISK MANAGEMENT** in Fraternity activities and aviation has many parallels. It is usually many supporting activities or conditions that permit the accident or fatality.

To demonstrate this, let us use a music scale as a graphic example:

Safest choices and conditions at the chapter

An accident or fatality at the chapter

The dynamics that move the note around is basically the choices made by you, your brothers and your house corporation. Let’s look at some dynamics that will cause the note to descend to, for example, a fraternity fire:

- Burning candles, incense. Barbecuing.
- Blocked hallways, rooms, and exits by furniture or debris.
- Discharged fire extinguishers or missing fire extinguishers.
- Tiredness, fatigue, lack of sleep due to very late hours.
- Halogen lamps (very high temp bulbs) and flammables near them.
- Burned out exit lights, missing exit signs.
- Intoxicated brothers and guests.
- No fire drill exit practice. Guests unfamiliar with exits.
- Ignoring a fire alarm or smoke alarm as a nuisance.
- Overcrowding of building due to party, etc.
- Cigarettes, cigars.
- Overloading electrical outlets and circuits.

Now let’s look at choices that will make our note ascend toward safety:

1. If a fire alarm sounds, always treat it as an actual fire.
2. Stay close to the floor to avoid inhaling rising fumes and hot smoke.
3. Feel the door and doorknob - if both are not hot exit the room and close the door behind you - **CALL 911**.
4. If either is hot - the door is probably a very poor escape route, in this instance try to get out a window or fire escape - **CALL 911**.
5. Try not to panic.
7. Moderate drinking and no illegal drugs.
8. Have and practice an escape plan for fires and earthquakes.
9. Clean house and hallways.

In the immortal words of Mark Twain, “It is better to be careful a hundred times.....than to die once.”

Have an upscale school year!!

Fraternally,

Denny Brawford  
Western Pacific Division President  
Housing Commission

(Brawford has been a volunteer fireman and is a 747-400 pilot. Please reproduce and post where all our brothers can read this. Thanks.)