

THE SENTINEL



OFFICIAL SAFETY NEWSLETTER OF CIVIL AIR PATROL

Sentinel Name Change By the National HQ Safety Team

Are you interested in a \$100 Vanguard gift card? Here's how to win.

Help CAP rename the "Sentinel." The goal is to communicate who we are and what we are about as an organization in terms of safety to internal and, in the future, external audiences. Emphasis should be placed on a catchy air and ground theme. A newsletter header design can be submitted also.

Use the safety suggestion tool on eServices to submit your new name ideas and safety@capnhq.gov for header suggestions. The winner will be recognized in the May issue.

Check Pilots in CAP: Be a TRUE Friend By Maj Alan Matson, Stan/Eval Officer, MN Wing

The check ride process in the Civil Air Patrol is our opportunity to evaluate the ability of a pilot to safely execute the responsibilities of pilot in command. We do this in order to ensure our resources, both people and equipment, will be safe in the hands of a particular pilot. Personal injury and/or aircraft damage resulting from inadequate pilot judgment, knowledge, skills or abilities can cost our organization far more than the immediately apparent damage.

While a dented control surface may seem like a small thing, the repair could cost thousands of dollars, and may require taking the aircraft out of service for an extended time period. Out of service aircraft are not available to accomplish CAP's missions.

The people who fly in our aircraft are depending on the pilot to operate the aircraft in a safe manner. These people are entrusting their physical well being to the fact that a CAP check pilot has properly evaluated the pilot before granting the privilege of flying CAP aircraft.

Injuries to personnel caused as a result of our flying activities are the worst type of adverse event in many ways. No family wants to hear one



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of their own has been hurt (or worse) in a flying accident, and no CAP leader wants to have to explain such an event to a family.



If a pilot is given a “free ride” during the CAPF 5 process this may be his or her next ride.

While CAP check pilots cannot prevent events that are beyond their control, they do have the ability to control when a pilot is declared fit for flying in CAP. The CAPF 5 evaluation of CAP pilots is something that must be utilized for its intended purpose, and that purpose is to ensure pilots are capable of exercising good judgment, that they know the systems and limitations of the aircraft, and have the skills and ability to operate the aircraft. If the pilot cannot meet these standards, they should be sent back to receive more training on the areas in which he/she needs improvement.

There is no shame in having to receive additional training. Airline pilots are evaluated at least as often as CAP pilots, and they regularly find areas in which they need a bit more training before they can get back into the flight deck. The airlines enjoy an admirable safety record because of all of the additional training that is supplied to their pilots.

The next time you give a check ride to CAP friends or associates, do them a *real* favor. Make them meet the PTS standards (for the privileges they wish to exercise). If these people are not as proficient or knowledgeable as they should be, then be a *true* friend and suggest how they might improve on their area(s) of weakness. If your friends do not thank you, you can rest assured their family and friends will.

CAP check pilots are the gatekeepers to a safe flying operation. Sometimes we need to make the decision to send a pilot back for more training. In the final analysis, if you are questioning whether to approve a pilot or not, ask yourself one question: Would you trust this pilot to fly with your family onboard?

There often has been the debate of whether a close call should be called a "near-miss" or a "near-hit." A "near-miss" is defined as, "Phew, that was a close one; we sure came NEAR catastrophe. I am glad we MISSED it." The consequences of a "near-miss" may best be categorized as a moment where your deodorant is the only thing that was impacted, but it is a learning experience that cannot be ignored.

The links of events that could make up an incident or accident are the same links to the "near-miss" of a catastrophic event. So, would it be smart to inform about the close calls and learn from those experiences? The always correct answer is YES. Here is one of those examples:

A Cessna-182 was being flown by a CAP pilot and instructor in preparation for a Form 5 ride. The weather was clear and the wind was calm. It was late afternoon (4:00 p.m.), and the plane was returning from a one-hour training flight. The plane was on downwind when the instructor pilot cut the power back to idle and announced "simulated engine out" please initiate and announce your intentions. The pilot announced "simulated engine out" and started turning onto base preparing the final approach to the airport. An aircraft waiting to depart the same airport announced he was departing ahead of the CAP plane. As the CAP aircraft began to turn final, the departing aircraft began a take-off roll. The pilot and instructor were focusing on the slip into the final approach to the runway, while the aircraft on the runway continued its roll down the runway, never lifting off. Another aircraft that had landed in front of the aircraft on the runway and was taxing back from the landing asked the departing aircraft if it had a problem, was it aborting takeoff. The pilot said "yes" and had aborted its takeoff. Immediately upon hearing the announcement of aborted takeoff, the CAP pilot announced he was going around. The CAP plane began go-around procedures several feet from touching down on the runway.

Did you see the links of disaster lining up? Do you think link No. 1 is the fault of the departing aircraft not announcing the failure to depart? Some of the links of disaster may be obvious when we read about it, but it was not so obvious when we were younger pilots, or even experienced pilots in the same situation.

So what are the links? Here are some questions that could have been asked that are not so obvious:

- 1) Did the time of day prevent the pilot of the CAP aircraft from seeing down the runway because of the sun being in his eyes?
- 2) What was the landing direction?
- 3) Was sterile cockpit procedure being followed?

- 4) Was the instructor pilot being utilized as a crew member to hold or read checklists for the pilot at the controls so he could remain 'outside' the aircraft, visually flying the aircraft?

Hear are some "what if" questions:

- 1) If the pilot of the third aircraft had never said anything, would the CAP aircraft had time to react?
- 2) Did the third aircraft remove one of the links of the chain heading toward disaster?
- 3) Could the "safety margin" have been broadened by aborting the approach by the CAP aircraft earlier, assuming they saw the aircraft on the runway?

Here are a couple of notes that came from the crew as a lesson learned:

- 1) When performing emergency procedures, such as engine out, it is important to keep eyes both in and out of the cockpit and not become fixated on airspeed, altitude or extending flaps and not see the actions of the traffic around you because you are tucked inside your airplane. Fly the airplane.
- 2) While it is prudent for a pilot of an aircraft to announce his/her intentions to create awareness for others, all pilots and passengers should always keep eyes looking ahead and around to identify hazards, like an aborted take-off in this case.
- 3) Non-towered airports increase this risk multifold, as you do not have tower personnel with their eyes focused on the aircraft departing or landing and can help prevent aircraft completing a landing to land with another aircraft on the runway due to mechanical issues.

This could have been a serious accident, but with the willingness of this crew to come forward, as it is hoped for in all cases, let's take all the 600 moments we have close calls, "near-misses," and learn from these experiences. This proactive learning method will get our awareness piqued before a mishap as opposed to waiting for a mishap. Focus on the close calls; these will prevent the "hits." And, this should be discussed for ground and bodily injury possibilities, too.

BEST PRACTICE – Near-Miss Reporting Tool - Another Form 78 Use

This is a best practice. A Form 78 is purely an initial notification of an event. This can be used to collect data for any mishap and near-miss reporting. The filing of a Form 78 does not impose limitations on our members, but it opens the doors to sharing and education. On the electronic entry page of the Form 78, just click on the box next to "Near-Miss?" which tags the event entry as a near-miss. NHQ safety now has the ability to code Form 78 entries as a near-miss and we want to start sharing and learning from those experiences.

The following are real life-events and mishaps that are based upon true stories. Names of members and other identifying information have been removed, and resemblances of these events that may have occurred in a CAP unit near you are likely coincidence. You have asked for this, so here it is. Please be positive and learn from each other. These are events you may not want to repeat.

- While participating in the shuttle run, a cadet fell and twisted a knee.
- While in the pattern to land, another CAP aircraft observed the tow bar attached to the flying aircraft. The aircraft in flight was notified and emergency services were on stand-by during the landing. The aircraft landed without further event.
- While pushing the aircraft back into the hangar, the left aileron struck the hangar door. The hangar door had not been opened completely for the aircraft type. The trailing edge of one aileron was bent by the impact to the hangar door.
- Aircraft overvoltage light illuminated in flight, smoke in the cabin, precautionary landing made without further event.
- A cadet playing ultimate frisbee had his fingers stepped on when going for the frisbee.
- During an airshow, cadets were treated for blisters on feet and sunburn.
- Aircraft being towed out of the hangar by the pilot was pulled into the hangar door, causing dents in the leading edge of the aircraft wing approximately a foot and half from the wing tip.
- Cadet finger injury during volleyball event.
- CAP van damaged while backing up, scratching rear quarter panel.
- CAP vehicle damaged when turning out of a gas station, impacting the gas station cement safety column.
- While backing a CAP truck, impacted a private auto behind the truck that was not visible in the mirrors.

Here is a common thread to the incidents that have not been published because they still are under review:

Vehicle Damage – Backing up. This seems to continue to be the highest risk area when operating CAP vehicles.

What is the best practice? Use a spotter for all movement activities in reverse, do not back up in traffic and park “out” in parking lots to facilitate driving forward when leaving from a parked location.

Bodily Injury – Cadets passing out in formation.

What is the best practice? Cadet leaders should always re-emphasize in formations physiological safety measures, particularly for guests and new members. Take frequent breaks and stay hydrated.

Aircraft Events - Flat spotting tires, hangar rash, and unreported hangar rash.

What is the best practice? Flat spotting tires have been typically noted during the practice of short field landings and during weather events during some form of landing turbulence where pilots have noticeably been a little more on the pedals to control the aircraft. A best practice for short field landings has been to announce, "simulated braking, short field landing" and not apply the brakes. For skilled weather landings, be aware of feet position on the pedals; flying like a helicopter pilot does not work well when airspeed is needed for a good landing in an airplane.

These best practices are not all inclusive. If you have a best practice, please post it in the safety suggestion tool within eServices.

Hear Our Thoughts, Hear Our Experiences By Members of the Civil Air Patrol Nationwide

Here are some of the words of wisdom often overlooked in our daily lives. As stated in February, complacency can slide into our world in simple ways that we miss in the hustle and bustle of daily life. Thank you for your submissions. If you have a practice or safety awareness topic to share, the instructions are in the January "Sentinel" for your reference. Keep in mind these are ideas, not CAP policy.

Cole L Oakland	KS- 034	February 2010	Try not to use mobile radios while driving CAP vehicles, and try to allow other cadets or seniors to talk, so you do not have to focus on the radio, and not focus on driving.
Aaron J LaMantia	PA- 125	February 2010	Make sure you have a pair of sunglasses as part of your winter gear to prevent snow blindness.
Charles W Miller	NY- 109	February 2010	Make every cadet and senior member a safety officer by having all cadets complete the Safety Basic course/test and all senior members complete both the Safety Basic and Senior Course/test. All squadron, group, and wing commanders should complete the Safety Basic/Senior/Master courses/tests. This will afford all members to focus more on safety.
Nathan T Hayden	NY- 073	February 2010	Supply a safety checklist before an event.
Choya T Shanahan	TX- 450	February 2010	I would suggest that GTL paperwork in the 24-hour pack be amended to include: Ground Team Interrogation Form; CAPF 78; Mishap Notification Roster; and Unit Log Forms....nobody ever tells you these things but there have been many times that my mission would have been compromised if I had not had them!
Jason L Clevenger	PA- 125	February 2010	Clear icicles from gutters before they fall.

Barbara A McGinness	IN-214	February 2010	Be prepared during cold weather. Have enough warm clothes and blankets in your vehicle for everyone in case of being stranded in snow. (or cold weather).
Patrick T Kon	PA-328	February 2010	Ice skating on thin ice can be deadly; skate in supervised areas.
James L Mead	IN-126	February 2010	Many times when an accident or incident occurs, I hear "they should have known better because it is just common sense." Common sense only works if everyone has had the same experiences leading up to the incident/accident. If someone was not raised having the same background or training that I have had, then what may be common sense to me, will not be common sense to them. If someone is raised in the country versus someone being raised in the city, then it may not be common sense, for both individuals, on how to behave around traffic, how to be safe on a farm, how to drive a particular vehicle, how to get around in the city, or how to hunt safely. Common Sense is not common sense to everyone in every situation.
James V Crawford	CA-445	February 2010	Animals need to be secured inside an automobile or in the back of a truck to prevent them from becoming uncontrolled missiles in an accident. Items not secured in a vehicle can cause as significant an injury as a collision in some circumstances.
Joseph R Schreckengost	PA-125	February 2010	Do not drive with a low or flat tire.
Robert Johnston	NC-169	February 2010	Operate your car as if you were a pilot and do not allow a person to drive if he cannot pass the IMSAFE test. You can be the FRO for a car driver. Illness, Medication, Stress, Alcohol, Fatigue, Emotion.
Nicholas W Rider	WA-049	February 2010	From personal experience (being tall) when at CAP activities involving aircraft, watch out carefully bumping into wingtips/struts etc. when in close quarters with an aircraft. I know this is a given for any groundcrew or FLM member, but when there is much going on it is easy to forget and inadvertently walk into a hard surface like this.
Daniel E Hartman	CO-159	February 2010	Eye protection should be mandated when threats to the eyes are possible. When operating or in the vicinity of power tools, in areas where there is threat of debris causing eye damage, when marching through woodlands at night or when visibility can cause twigs, thorns, or other debris to damage eye(s), when pouring or handling volatile liquids such as cleaning chemicals, gasoline, oil, etc., on the flight line by line personnel involved in the actual movement of aircraft, when handling rockets with propulsion systems attached, powder-charged rocket motors and spinning propellers on model aircraft. This list is not all-inclusive. If there is a doubt about safety, there is no doubt something should be done.
Kevin James Berry	PA-190	February 2010	Having just been hit with the biggest snowstorm in recent history; take care to limit exertion while shoveling snow so as to minimize the chance of back or other injuries and be wary of symptoms of shortness of breath or chest pain; seek medical attention for any persistent painful symptoms. Operate all snow removal power equipment according to safety instructions. Be aware of the symptoms of frostbite ways to prevent this type of injury.

Patricia A Kidd-Jordan	IN-123	February 2010	Avoid frozen pipes! Pay close attention to the weatherman when he says we're in for below freezing temperatures. The pipes under your bathroom and kitchen sinks can potentially freeze and burst, causing a great mess and inconvenience for both you and your neighbors. Luckily, there are simple steps you can take to help lessen the chance. Keep your faucets dripping slightly and your cabinet doors open to allow the warm air in your apartment to circulate around the pipes. I hope you stay warm this winter-you and your pipes!
Jeffery L Buchman	PA-001	February 2010	Anytime a member is on a ladder, even a short step ladder, another member should be there to assist, monitor and act as a backup should something happen.
John C Wigginton III	LA-093	February 2010	Squadrons can use the resources of The Air Force Safety Center for weekly and or monthly safety topics and also fantastic downloadable safety posters and artwork. There is a vast assortment of safety-related information at this site at http://www.afsc.af.mil/index.asp . I suggest that squadrons begin having a safety phrase for each week and using one from the Air Force for a starter being "BOTTLES AND THROTTLES don't mix !". Or maybe this one : At work or play, be safe night and day.
John A Schreckengost	PA-125	February 2010	When on a mission in hilly terrain, it is a good idea to have a walking stick to help balance yourself.
Bruce L Bennett	TN-119	February 2010	CAP vehicles should have decals on the fender above the tire stating what pressure is required in the tires. We do this in the TN Wing and it is foolproof. Tires heat up during driving. Tire pressure should be checked after the tires have cooled off to the ambient air temperature, not immediately after driving.
Robert K Kelly Jr	AK-015	February 2010	Remember, every gun is loaded and every prop is hot!!!

Did You Know?

Did you know General Courter's very first job in the Civil Air Patrol was as a Safety Officer? This is true. She was asked what she'd like to do and "safety" was her answer. She still chooses safety today as the National Commander of the country's largest Cessna fleet of aircraft and very spirited organization of 59,000 volunteer professionals. Aren't we all "generals" in safety?

Until Next Month

Discover, report, stop, share, listen, and learn. The things we have read about in this issue have already happened, so you are not allowed to experience these for yourself. Remember to "Knock it Off" and slow down. For streaming dialogues on some subjects, remember CAP Safety is on Facebook and Twitter. Have a good month.

