

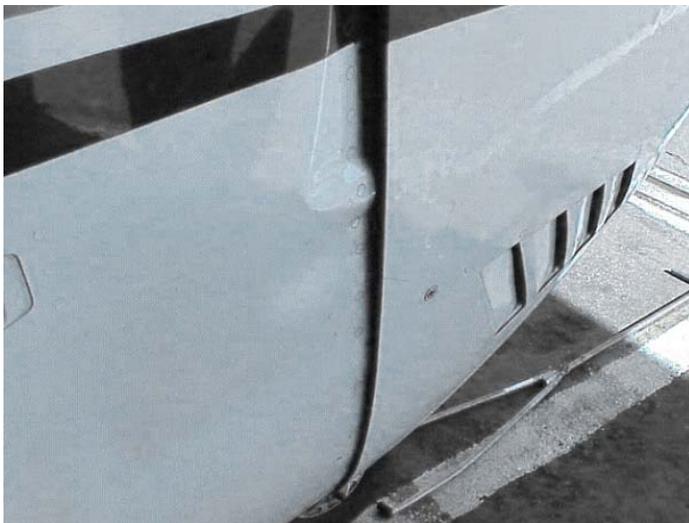
THE SENTINEL



OFFICIAL SAFETY NEWSLETTER OF CIVIL AIR PATROL

Washington Wing Hard Landing Aircraft Accident

On 13 Mar 05, at 1315 PST, a C-182Q, N96985, operated by the Washington Wing Civil Air Patrol, experienced a hard landing at Sander-son Field Airport, Shelton, Washington. The air-craft was being flown to administer a CAPF 5 check ride. Visual meteorological conditions prevailed at the time. The aircraft was substan-tially damaged and the 41-year old certificated private pilot-in-command and the 68-year old CFII flight instructor (CAP check pilot) were not injured.



Reported winds for runway 05 were 030/12G21 - a crosswind component of 7kts at peak gust. The aircraft touched down hard and without realizing the damage to the aircraft, was flown back to Bremerton, WA. Maintenance per-sonnel at Bremerton inspected the aircraft and found wrinkles in the skin forward of the right side door post, wrinkles to the firewall and lower stringer. This is the second aircraft accident of FY05.

Florida Wing Bird Strike

Last month, a Florida Wing pilot was enter-ing the traffic pattern at Hernando County Airport in a CAP C-172P when a large (yet unidentified) bird crashed into the aircraft windscreen. Unbe-lievably, the pilot was uninjured and landed safely. With a small change in trajectory, this could have been a catastrophic accident!



Last year, CAP had 5 damaging bird strikes. This is the first bird strike of FY05. There are typically three times of the year when bird strikes are on the rise. March and April tradition-ally host the Spring migration and the birds are known for keeping tight schedules. July and Au-gust are when many inexperienced young birds are present and the flying abilities of adults may be impaired as they molt their flight feathers. Au-gust through October is the Fall migration with September being the most hazardous month for bird strikes. **What can you do as a pilot?**

- Check airport documentation, NOTAMs & ATIS.
- Plan to fly as high as possible. Only 1% of gen-eral aviation bird strikes occur above 2,500'



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- Avoid flying along rivers or shore lines, especially at low altitude. Birds, as well as pilots, use these navigational features
- Slow down when bird activity is heavy. Birds have time to get out of the way up to 80-90 knots - higher speeds mean a greater strike chance.
- If you see a bird ahead of you, attempt to pass above them as birds usually break-away downward when threatened.

Driving Safely with a Trailer

CAP activities frequently require the use of trailers. In fact, last Spring, CAP had a loss of control highway fatality that involved a trailer. The National Highway Traffic Safety Administration has an excellent brochure on this topic at:

<http://www.nhtsa.dot.gov/cars/problems/equipment/towing/Towing.pdf>

Here are some of the main points:

Take time to practice before driving on main roads and never allow anyone to ride in or on the trailer. Consider the following safety tips each time you drive with a trailer:

General Handling

- Drive at moderate speeds. This will place less strain on your tow vehicle and trailer. Trailer instability (sway) is more likely to occur as speed increases.
- Avoid sudden stops and starts that can cause skidding, sliding, or jackknifing.
- Avoid sudden steering maneuvers that might create sway or undue side force on the trailer.
- Make wider turns at curves and corners.

Braking

- Allow considerably more distance for stopping.
- Always anticipate the need to slow down. To reduce speed, shift to a lower gear and press the brakes lightly.

Acceleration and Passing

- Pass on level terrain with plenty of clearance. Avoid passing on steep upgrades or downgrades.
- When passing on narrow roads, be careful not to go onto a soft shoulder. This could cause your trailer to jackknife or go out of control.

Downgrades and Upgrades

- Downshift to assist with braking on downgrades and to add power for climbing hills.
- On long downgrades, apply brakes at intervals to keep speed in check. Never leave brakes on for

extended periods of time or they may overheat.

Backing Up

- Put your hand at the bottom of the steering wheel. To turn left, move your hand left. To turn right, move your hand right. Back up slowly. Have someone outside at the rear of the trailer to guide you, whenever possible.
- Use slight movements of the steering wheel to adjust direction. Exaggerated movements will cause greater movement of the trailer. If you have difficulty, pull forward and realign the tow vehicle and trailer and start again.

Parking

- Try to avoid parking on grades. Once stopped, apply the parking brake, shift into Park, and then remove your foot from the brake pedal. Following this parking sequence is important to make sure your vehicle does not become locked in Park because of extra load on the transmission. For manual transmissions, apply the parking brake and then turn the vehicle off in either first or reverse gear.
- When uncoupling a trailer, place chocks or blocks at the front and rear of the trailer tires to ensure that the trailer does not roll away when the coupling is released.

Camp Stove Safety

This past Winter, a cadet was burned while starting a widely-known, "white gas" camp stove. Burns on the right side of his face were treated at a hospital and he was released. As a kid, I can still remember my Dad pumping the "white gas" stove to get the pressure up before trying to light it. I remember the flame ball that often shot-up from that stove when the match came near it. Please make sure you manage the risks associated with this piece of equipment:

- Follow manufacturer's guidance
- Confirm that the stove is in good condition.
- Light using a long match or fireplace lighter
- Adult supervision

Other Safety Meeting Topics

- **Cessna 182 Skylane Safety Highlights**
http://www.aopa.org/asf/publications/cessna_skylane.pdf
- **Camping Safety**
<http://www.safetycenter.navy.mil/ashore/recreation/safetybriefs/campingBrief.htm>

A safer you is a safer me