

THE SENTINEL



OFFICIAL SAFETY NEWSLETTER OF CIVIL AIR PATROL

National Commander Announces Safety Changes

MGen Dwight Wheless, in his opening remarks at the Winter National Board Meeting, revealed a revised Safety Pledge and several new safety initiatives that he personally developed. The Commander-directed, revised safety pledge and 12-point safety program are quoted below:

Safety Pledge

As a Civil Air Patrol member I pledge to promote an uncompromising safety environment for myself and others, and to prevent the loss of, or damage to Civil Air Patrol assets entrusted to me. I will perform all my activities in a professional and safe manner, and will hold myself accountable for my actions in all of our Missions for America.

1. I want every unit to recite this Safety Pledge at every unit activity.
2. All units which remain free of accidents for one year from this date will be awarded a Unit Citation.
3. The Safety Officer in each Unit awarded a Unit Citation will be awarded a National Commander's Commendation ribbon.
4. All Wings receiving an "Excellent" or better in "Safety" at your next Compliance Inspection will be presented a special green pendant for your flagpole, and upon approval by that Wing CC the Wing Safety Officer will be invited to make a special safety presentation to the entire National Board.
5. I task the Operations Committee with devising an Operating Risk Management pre-flight form which will be reviewed by the NEC with the objective of making the form required.
6. I task the National Safety Officer to work with the HQ Safety Director in identifying special safety correspondence courses which Lt Gen Regni has indicated could be shared with CAP Safety Officers. The Safety Officer will then work with the Safety Subcommittee to energize a plan for fielding these courses.
7. In the appointment of new Region Commanders the National Commander will consider whether the person has served as a Safety Officer at some level; Region Commanders will be required to advise the National Commander as to whether Wing Commander selectees have served as a Safety Officer at some level and will review with the National Commander an assessment of the selectee's awareness of the importance of Safety to Civil Air Patrol before the appointments will be approved.
8. I will declare a National Safety Day in Civil Air Patrol, on which day I will want every Wing to have special programs and activities for Cadets and Seniors focusing on Safety. The only flights to be flown on that day will be actual missions, flights related to special safety instruction, and Cadet orientation flights.
9. Within any Region in which any accident occurs, the National Commander will have a Special Safety Review conducted to determine the degree of the Region's safety emphasis. I consider a Commander's lack of emphasis on Safety to be a dereliction of the duty owed to our members.
10. Special Safety Awards will be presented for the balance of this year to those Cadets and Seniors with the best ideas to promote safety. I will ask the Executive Director to provide a staffer who can take ideas submitted by email or US Mail and sort through the ideas selecting the best for publication in CAP News along with the name



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and Wing of the submitter.

11. Finally, the National Commander will continue to pay special attention to a Wing's safety record in the assignment of assets including aircraft, gliders and vans.

12. This list will be supplemented with suggestions from the Safety Subcommittee and National Safety Officer.

Need Help From The USAF? Just Ask!

I recently heard from a wing safety officer who needed assistance from a nearby AF safety office. He was uncertain about whether this was possible, and if it was, how to proceed. It is possible and for others that might have the same question, here's the answer:

Air Force Policy Directive 10-27, 21 December 2000, sets guidelines for AF support to and use of CAP. This policy directive reviews the development of the CAP from the Congressional charter through public law that establishes status as an Auxiliary of the Air Force. With this status comes AF support in the form of personnel, logistic and financial support. Also addressed is installation-level support that comes at the AF installation commander's discretion and expense. This is where a close relationship with the leadership of a nearby Air Force base can pay-off. Services and facilities to assist CAP can include temporary billeting, messing, transportation and yes, even safety services, i.e. speakers at safety meetings, posters, literature, risk management, facility inspections, etc. All you have to do is ask.

Are You Getting Enough Sleep?

Have you ever flown "under the influence" – of fatigue? Most pilots have, more often than they care to admit. "After all", you might say, "it's not like I'm flying drunk". There's evidence that it just might be as dangerous. In my opinion, flying tired is more dangerous because a person can easily justify doing it. "I've done it before, I can do it again". "Besides, this is an important mission".

The nature of our volunteer organization can really set up a pilot to fly fatigued. Most of our members have full-time, day jobs and participation in evening and weekend CAP activities can have a cumulative affect towards fatigue. Add to this,

the no-notice wake-up in the middle of the night for an ELT or actual search mission and you compound the problem by interrupting natural sleep cycles. While our CAP crew duty limitations now recognize pre-mission, non-CAP activities, it is still extremely important that each crewmember honestly and accurately assess the fatigue risks associated with earlier activities. The cumulative affect on your level of fatigue could place you and your passengers in a dangerous position.

So, how do you tell when you're becoming dangerously tired? I think most people can relate to sitting back after lunch, feeling warm and comfortable, no thoughts crossing your mind. Your eyelids get heavy, your eyes start to cross and you're fighting the urge to totally succumb. (In fact, I feel that way right now as I'm writing this!) But seriously, if you pay close attention, as you get tired, you'll notice a subtle disintegration of your performance and the high standards you normally adhere to. If you're flying, you'll notice a tendency to pay attention to only one or two instruments. Your outside scan will slow or maybe even stop. Decisions will take longer. Attention span will shorten. You might even recognize you're performing poorly, but you just don't care. If your body is tired enough, it will eventually shut down whether you like it or not.

Prevention measures include: regular exercise, a healthy diet, alcohol avoidance, fatigue awareness and honest introspection. Save the heavy eyelid action for the recliner or your bed. Remember, **Alert Today - Alive Tomorrow!**

Other Safety Meeting Topics

- **FAA Aircrew Survival Videos**
<http://www.cami.jccbi.gov/AAM-400/survivalvideos.html>
- **All About Fire Extinguishers**
<http://www.hanford.gov/fire/safety/extingrs.htm>
- **Understanding Tires For Your Safety**
<http://www.safercars.gov/Tires/>
- **Ten Steps To Safer Soaring**
<http://www.soaringsafety.org/presentation/TenSteps.ppt>
- **Photos With A Safety Message**
<http://www.safetycenter.navy.mil/photo/archive/default.htm>

***In case of sprains & strains
remember "rice"
- rest, ice, compress and elevate***