

THE SENTINEL



OFFICIAL SAFETY NEWSLETTER OF CIVIL AIR PATROL

Springtime Flying

As winter begins to fade there are some things pilots need to remember that are unique to springtime flying. I would like to share some of those with you.

First is to think about your own personal flying skills. How much flying have you done during the winter? Have you flown at all? This is a good time to consider some recurrent training, and I am not talking about a Form 5. I am suggesting that you go out and have an instructor work with you to get rid of the rust in your flying skills that accumulated over the winter months, especially if you have not kept current. Even if you have done some flying during the winter, a little recurrent training will help improve your skills. Actually, recurrent training for pilots of any level of experience is always a good thing.

Weather is another springtime challenge that you need to be aware of. This is especially true in the mid-western states where cold air masses from the north are pushing and retreating with the warm moist air mass of the Gulf. These movements may bring violent weather with thunderstorms, winds, hail and even tornadoes. Turbulence is always a consideration and should be part of your pre-flight planning. Unlike the thermally generated air mass storms of mid-

summer, spring storms move quickly. While the weather conditions may be perfect as you may start your flight in the morning, a fast moving front can quickly change the day's weather and perhaps force you to return home or divert elsewhere.

Speaking of fast moving weather, this is a good time to bring up your crosswind piloting skills. It seems that the number of crosswind landing mishaps increase this time of year. The rapidly changing weather patterns and strong winds may prevent a pilot from planning to land on a runway that is aligned to the forecast winds. Knowing your aircraft's maximum recommended crosswind component, as well as your personal crosswind limitations, will help keep you out of trouble. Paying attention to the wind information on the ATIS or AWOS is important as well. Also, this is a good time to review your crosswind taxi techniques for control inputs on the airplane. Finally, have that instructor pilot we talked about earlier work with you to brush up on your crosswind takeoffs and landings to ensure you have the skills needed for safe operations.

Enjoy your springtime flying and always think safety first.

Maj Larry Mattiello



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Safety Talk

A safety briefing should be interesting, something the audience will understand and brief. (That's why it's called a briefing.)

Understanding some facts about listening, can help you design your briefing. For example:

1. We spend about 70 to 80 percent of our waking day communicating with each other.
2. About 45 percent of the time is spent listening.
3. Immediately after people have listened to someone talk, they forget about 25 percent of what they heard, no matter

how hard they thought they were listening.

4. People forget one-third to one-half of what they hear within 8 hours.
5. Our ability to listen and understand the deeper or more subtle meanings of what someone says is less than 25 percent.

Use examples and tell stories to get a point across. They may remember the story long after the briefing. Safety is a state of mind and we must keep it in our minds as we plan and execute our missions.

Col John Tilton, CAP/SE

Turn Around!

It's a nice day to do some flying and brush up on your proficiency. You preflight the airplane and get it ready. Everything seems right and correct. You taxi out to the runway, complete the Before Takeoff checklist, the engine run up is fine, you were cleared for take off and had a smooth takeoff roll. Feeling good you are looking forward to soaring through the still morning air.

All of a sudden, as you climb past 500 feet above the ground, the engine goes silent! With your heart now pounding and your adrenaline flowing you need to act fast. Switch tanks, boost pump on, everything forward, carb heat on, and maintain flying speed. Or do you really do what so many pilots have done in the moment of panic and just quickly have the plane "turn around".

A recent review by the aviation insurance industry of accidents in the take off phase concluded that the majority of them could have been "less" severe if the pilot had simply not done a "turn around" and tried to land back at the airport. Even though the plane would have still crashed, the chances of the occupants' survival would have greatly increased had there

been no deadly "turn around" to the airport. Turn arounds often result in the classic stall/spin accident with fatal results. So why do many pilots instinctively want to "turn around"? To understand how powerful this desire is, one only has to know the meaning of instinct, which is "*a powerful impulse that feels natural rather than reasoned*". This can be countered by replacing naturally instinctive reactions with learned reactions; habits.

In the case of an engine failure on takeoff, our instinct tells us to go back where we were safe; to "*turn around*"! However, a previously learned habit can replace that instinctive reaction, and maybe save our lives. This is why training is so important. Training is the acquiring of skills and habits by learning. In other words, we have to learn how to react correctly in a survival situation. In the case of in-flight emergencies, you have to be taught the correct procedure and, by practice through recurrent training, develop the proper habit to survive. You must take your instincts and "*turn them around*" by making proper flying procedures into learned habits.

Maj L. Mattiello

Hand Sanitizers

Chevron Oil published a fact sheet with the following information. A serious accident occurred when a construction employee used a Port-a-Potty at a construction job site. Before leaving the facility, he used a sanitizer liquid that is provided in the facility for washing hands. As he left the Port-a-Potty he lit up a cigarette in a windy condition and his hands were immediately engulfed in flames. His hands were severely burned. The culprit in this accident was the evaporating alcohol, commonly used in these types of hand sanitizers.

The alcohol content in many of over the counter sanitizers is very high. Some

sanitizers that Chevron looked at had an alcohol content greater than 60% by volume. With that high an alcohol content, any exposure to a flame source could have serious consequences.

The important lesson to be learned here is to make sure you take the time to dry your hands thoroughly when using soap sanitizers that come in the small packets or in liquid form.

If you need to be around a flame source, such as a lighter, match, stove, or gas torch, give your hands a time to dry before using any flame generating devices.

Maj L. Mattiello

Summary of CAPFs 78 Received at NHQ CAP for February 2007

Aircraft, Cessna 182, 3 Feb, ambient temperature conditions might have allowed enough "give" in the trim that the sleeve popped out of the boot.

Aircraft, Cessna 172, 6 Feb, person(s) unknown ran a ladder into the aileron.

Aircraft, Cessna 172, 11 Feb, aircraft parked and tied down; left wing tip

damaged by unknown object.

Vehicle, 23 Feb, civilian vehicle collided with CAP vehicle; tear in plastic cover on the top of the bumper.

Bodily Injury, 10 Feb, cadet hit head on vehicle door latch; received 3 staples and given medicine.

Bodily Injury, 15 Feb, SM exiting vehicle slipped on ice and broke his leg.

On-line Safety Reporting System

The new On-line Safety Reporting System will be "turned on" Monday, 9 April 2007. The new system will be accessible to all members at e-Services. Please note that mishap reporting will need to be done using both the on-line system and the paper CAPFs 78 and 79

until 31 July 2007. This will allow additional testing of the system under actual conditions and provide back-up until the system has fully proven itself. More information on the system and procedures will be forthcoming.

Lt Col Darrell McCalla, CAP/SEA