

THE SENTINEL



OFFICIAL SAFETY NEWSLETTER OF CIVIL AIR PATROL

Reducing Human Errors through Training

As we review our FY07 mishaps one thing stands out. Almost all mechanical failures can be detected and corrected if you look for them. A good preflight or operational check on equipment will reveal most problems before they can cause a mishap. So the trend seems not to be how we set up a piece of equipment, but whether we operate it safely.

In order to have a safe operation, everybody needs to know what is happening and how they are expected to participate. We use training, communication (oral or written) and setting-the-example as tools to show members the correct operational procedures.

Our safety briefings are one of these tools. In planning them, we should

concentrate on the human factor since eight out of ten mishaps are caused by human failures. These briefings provide critical information and training that can be directly related to people performance.

Our responses to events are a result of learning. Thus, it is very important to learn it right the first time. All of us in CAP are safety personnel, we must continue to build a strong "safety first" work environment. We do this through safety education, setting performance expectations and having effective safety policies. Ideally, we enforce these policies with rewards but, when necessary, may need to resort to punishment.

Col John Tilton, CAP/SE

When the Rains Begin

CAP members need to be aware of slippery road conditions during, and immediately following, long periods without rain. Rain will normally help to clear road surfaces of vehicle deposits such as oil, grease, and accidental fuel leaks or spills. Several areas of the Country have been suffering draught, or even extreme draught, conditions for several months. Many of these regions are finally getting some moisture relief.

These rain events will now mix with the collective deposits of the vehicle fluids. The result of that mixture may be very slippery road conditions. Stopping distances are greatly reduced on wet pavement, but after a draught the stopping distance required is even greater. The potential for accidents will significantly increase, especially multiple vehicles/chain reaction collisions.

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Safety Reports

The CAP member whose duty assignment is Safety Officer, whether at the squadron, group or higher level, knows the importance of the monthly safety meeting summary and the annual safety survey of their units. As important as it is for headquarters to receive this information, it is more important for the members to understand these reports and how any safety reporting is a part of a positive safety culture.

Any organization's management needs to know if its members are receiving the safety message in order to manage a positive safety culture. The CAP monthly safety meeting is a requirement for all those in CAP who wish to engage in CAP activities. Reports of these meetings provide an administrative tool for management to determine if the safety message is getting to the members and to gauge the type of safety message that is being presented. Should an incident or accident occur the senior leadership can review the unit's monthly safety meeting summary for the type of safety information the member received or if they attended the briefing at all. This allows CAP to monitor and determine how comprehensive the safety message

was to the member involved in the mishap. The reports also provide:

1. A resource for the senior leadership to manage the overall safety process
2. Help to guide safety officers as to the types of safety information to be discussed.
3. How effective the member is receiving or understanding the safety message.

This administrative process is just one element of an overall safety management system (SMS) that CAP has had in its regulations and safety structure for many years. It is the basic elements of a process that is now being developed by the FAA and other aviation agencies around the world. It is vital for each CAP member to know that the seemingly simple, and perhaps annoying, requirement for monthly safety meetings and reports about them is very important. It helps to build our safety culture and to meet our responsibility to keep all of our members safe.

More than the requirement, it is important to attend your unit's monthly safety briefings and for reports about those meetings to be sent to your group, wing, or region safety officer.

Lt Col Larry Mattiello, CAP

Holiday Safety

T'is the season for joy and sharing, families, and home. We should, however, never let our guard down when it comes to safety; our own and those around us. So to help you with a checklist of Holiday safety I will share with you some good ideas, courtesy of the McKinney, Texas fire department flyer.

- Use only decorations labeled flame resistant, flame retardant or non-combustible.
- Keep candles at least 3 feet from any combustible material and never leave them unattended. (Or with the guys the only ones in the house and they are watching a football game,

it's the same as unattended. I know, the hard way).

- Purchase only electrical decorations bearing the name of an independent testing lab such as UL.™
- Follow manufacturer's directions for light use, never connecting more than 2 or 3 strands together on one outlet.
- Never leave cooking unattended.
- Never use your fireplace to burn wrapping paper or other trash.
- Always keep the stand for a live tree filled with water. Check the water level daily. A fresh tree will be green with needles that are hard to pull from the branches.
- Avoid leaving your live tree up for longer than two weeks.

- Avoid using electrical lights on a metallic tree to eliminate risk of electrocution.
- Turn off all decorative lights when going to bed and when leaving the home.
- Have working smoking alarms on every level of your home and in each bedroom or sleeping area.
- Remember to practice your home escape plan as a family.
- Have your tree recycled or collected rather than burning it, or making it available for "others" to do so.

Enjoy the Holidays with family and friends, and never let your guard down to keep yourself and everyone safe!

Lt Col Larry Mattiello, CAP

WHY?

Why do accidents happen? Why can't we prevent them from happening? Why can't we follow our own safety messages? Well, we can just go on saying why or we can learn and be serious about the how.

An article on distractions appeared in the August 2007 *Sentinel*. This may be a good time to re-read it again, carefully. This time every member of CAP should understand the point of the article.

In this month's *Sentinel* is a briefing on Safety Reporting. Know it and understand it.

"It could happen to you" appeared in the July 2007 *Sentinel*. Re-read it and try to understand how it could apply to you.

In the October 2007 issue there was an article entitled, "We have policies, let's educate and enforce". This is another one to re-read. "Risk reduction decision making—beyond the go/no-go decision" appeared in the same issue.

The September 2007 issue has a brief "Look Ma, No Hands". Another good message; remember it?

I could go on with more past issues and their good messages for all of CAP. I challenge you all, senior member and cadet, to discuss these messages with your fellow CAP members. Do you understand the message? Do you think the person next to you understands the message? Are we providing the right message?

This is your safety newsletter as well as a forum to provide discussion, briefings and other safety related items. Through the *Sentinel*, we can develop new ideas or safety programs to make us safer and prevent accidents.

I know everyone who is a member of CAP is dedicated, hardworking, and passionate about what they are doing. I just don't want to read about you when you can't.

Lt Col Larry Mattiello, CAP

Summary of CAPFs 78 Received at NHQ CAP for October 2007

Aircraft

Aircraft rudder stuck another plane while being pushed into hangar.

Tip of aircraft tail cracked by ascending bi-fold hangar door.

Aircraft right hand elevator struck a portable tail tie-down while being pushed into hangar.

Glider on landing drifted to the right and hit runway light just below the globe.

Simulated engine failure hit runway on the main gears in a nose high pitch attitude hitting the tail.

Vehicle

Four wheel drive vehicle on road in the dark lost two hub caps and damaged skid plate.

Bodily Injury

Cadet passed out in open formation causing lacerations, chipped teeth and jaw fracture.

SM fractured arm during a tug-of-war game.