

# THE SENTINEL



OFFICIAL SAFETY NEWSLETTER OF CIVIL AIR PATROL

## Sights On Safety Winners

The Sights on Safety Program was developed to challenge units at wing level and below to develop innovative programs and campaigns to enhance the safety of all CAP operations. Criteria for the award submissions was purposely avoided to foster creativity. We all know that a successful program is adequate reward in and of itself, but grants were offered to additionally motivate the attention to safety that our organization needs. The SOS Awards Committee comprised of the Region Commanders, and chaired by the National Commander and Vice Commander have selected the best Sights on Safety initiatives for this fiscal year. These prizes will not only help defray some of the costs incurred by the unit, but will constitute a reward for jobs well done.

*And now, here are our winners....*

**Maine Wing - \$5,000**  
**Virginia Wing - \$3,000**  
**Missouri Wing - \$2,000**  
**Addison Comp. Sq., TX - \$2,000**  
**Hazleton Comp. Sq., PA - \$1,000**  
**Cleveland Senior Sq., OH - \$500**

## Paul W. Turner Award Winner

The Paul W. Turner Safety Award is awarded annually to the wing with the most outstanding safety program and safety record. This year it goes to **Kansas Wing**, which has operated for five years without a reportable aircraft accident – an enviable safety record! This fact confirms an effective risk management program and the Kansas Wing's long-term dedication to mishap prevention. Especially noteworthy is the constant safety emphasis in all their activities.

It's not surprising that this wing took top honors in last year's Sights on Safety competition. Kansas Wing consistently meets the unique challenges within their wing in a safe manner. Records like this don't just happen; it's a result of a well-planned, continuous effort by all of the members of the wing. **Congratulations Kansas Wing!**

## Safety Officer Of The Year Award Winner

Behind every successful safety program, there's usually a hard-charging program manager that really deserves to be recognized. It certainly is true this year, as the Safety Officer of the Year Award goes to **1Lt Joseph A. Weinflash**, of the Asheville Comp. Sq., North Carolina Wing.

Lt Weinflash's results-oriented approach to making people safer made his program stand out among all the rest. Particularly impressive is his development of an Aircrew Survival Training Program and his creative safety meetings. His use of guest speakers and AOPA's "Seminars In A Box" consistently results in over 50 members attending his safety meetings every month. His accomplishments are even more impressive considering the short time he has been in CAP. His tireless efforts have contributed to a new standard of safety awareness in his squadron and the North Carolina Wing. **Way to go, Joe!**

## NM Wing/CC Briefs Aircraft Accident To National Board

Col Frank Buethe briefed the National Board on the results of the wing investigation into an accident involving a C-172P in Las Cruces, NM on 9 Jun 04. The pilot and Scanner/Observer were returning from a CD mission at



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night when an electrical problem changed their plan. Everyone survived and there are several lessons to be learned from this accident. Col Buethe's briefing is on the CAP website at: <http://level2.cap.gov/visitors/programs/safety/presentations.cfm>.

The NTSB investigation is still in progress and you can read the "factual" report at: [http://www2.nts.gov/ntsb/brief.asp?ev\\_id=20040615X00790&key=1](http://www2.nts.gov/ntsb/brief.asp?ev_id=20040615X00790&key=1)

**Don't let this happen to YOU!**



55% of bird strikes occur in daylight. However, night accounts for about 36%. Dusk and dawn come in with about 5% and 4% respectively.

So, how do we avoid our feathery friends? Airports usually have a Bird Aircraft Strike Hazard (BASH) reduction plan. These plans are designed to make the airport environment unappealing to birds through habitat modification and harassment measures. **What can you do as a pilot?**

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



**CAP Safety Metrics**

	<u>FY03</u>	<u>FY04</u>
<i>Aircraft Accidents</i>	5	6
<i>Aircraft Incidents</i>	38	32
<i>Fatalities</i>	2	3
<i>Vehicle Mishaps</i>	16	10
<i>Bodily Injuries</i>	13	11
<i>Serious Injuries</i>	2	6

**Bird Strikes On The Rise**

CAP has experienced 5 damaging bird strikes this year. In past years, bird strikes were relatively infrequent and never made the trend list. Historically, there are three peak seasons for bird strikes. The month of September traditionally has the most strikes of the year - August and October have nearly as many - this is the fall migration. March and April host the spring migration. July and August are when many inexperienced young birds are present and the flying abilities of adults may be impaired as they molt their flight feathers. Most strikes occur during the approach phase of flight, followed closely by the takeoff phase. Day-time is when birds are most active. Approximately

**Other Safety Meeting Topics**

- Obstacle / Confidence Course Safety: <http://www.safetycenter.navy.mil/ashore/highrisktraining/downloads/oct.doc>
- Static Electricity Fires at Gas Stations: <http://www.pei.org/news/static.htm>
- “Horseplay” Injuries: <http://www.snbe.com/safety/tailgatehorseplay.html>
- Avoiding Deer Crashes: <http://www.uwex.edu/news/story.cfm/431>
- You Drink and Drive - You Lose: <http://www.nhtsa.dot.gov/people/injury/alcohol/StopImpaired/1298%20YDDYL%20Labor%20Day/pages/TalkingPoints.htm>



**Please, consider safety in all you do!**

