

# THE SENTINEL



OFFICIAL SAFETY NEWSLETTER OF CIVIL AIR PATROL

## Florida Mid-Air Collision

Last month, we received an early Christmas present when a Florida Wing member-furnished C-172 collided in mid-air with a privately-owned C-208 and both aircraft landed without any injuries. The Skyhawk was being flown as a Cadet Orientation ride - the Caravan had just released skydivers overhead X51, an uncontrolled airfield near Homestead. The orientation flight had a 38 year-old private pilot and two cadets aboard. They were turning base when the Caravan pilot announced "jumpers away". The CAP pilot continued to announce his position in the pattern - the Caravan pilot allegedly did not. On short final, about 100' AGL, the Caravan descended onto the Skyhawk. The C-172s prop struck the left main tire on the Caravan. The impact caused the Skyhawk to yaw left and then pitch down in a steep left descending turn. The pilot regained control and landed safely in the grass. The Caravan landed with a flat left tire and closed the runway. The Skyhawk suffered a bent prop and the Caravan had damage to the left tire and wheel. Folks, it doesn't get much closer than this! It was probably fortunate that the C-172 was deflected to the left, as they may have otherwise conflicted with each other all the



way to the ground.

Did you know that requirements for jump operations are described in the FAR? A lot of planning and coordination must take place for it to be a safe activity. The jump-plane pilot (often referred to as the "diver driver") must have ATC authorization before releasing jumpers. They must provide enough information to accurately pinpoint the activity in a NOTAM. In class A, B, C, or D airspace, the jump plane must be in contact with ATC or the appropriate FSS from 5 minutes before the jump until the last jumper is on the ground. At nontowered airports, the jump plane will generally announce on CTAF and must have prior approval from the airport management.

So, how's the best way to avoid conflicts with jump operations? Check the NOTAMS, watch for drop zones on your charts, check with FSS and monitor unicoms along your route - especially on nice VFR weekends.

## Col Walt Schamel Receives National Award

Col Water S. Schamel, Florida Wing, was selected as the FAA Aviation Safety Counselor (ASC) of the Year in the Orlando Flight Standards District. He then competed at the region level and was also selected as the Southern Region



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ASC of the year. Col Schamel then moved up to the National level and was selected as the FAA National Aviation Safety Counselor for 2004. The award ceremony will be at Sun n' Fun in April for the Region Award and at Oshkosh in July for the National award. Col Schamel is a past Oklahoma Wing Commander and has been very active in CAP operations and safety. He has been instrumental in the development of the National Check Pilot Standardization Course and most recently served as the Chairman of the Safety Process Action Group. Congratulations Col Schamel!

## Hypothermia - Prevention, Detection & Treatment

Hypothermia is defined as "a decrease in the core body temperature to a level at which normal muscular and cerebral functions are impaired."

- **Prevention** is the best defense. The following techniques will help keep your core temperature from falling to a dangerous level:

- Limit your exposure to cold and go indoors if there's any doubt you're too cold.
- Eat plenty of food and stay active.
- Be careful of things that restrict your circulation - smoking, tight clothing and certain drugs (see your doctor).
- Limit alcohol intake! Alcohol tends to bring blood to extremities and away from internal organs, thus lowering their temperature.
- Dress in multiple layers of clothing to trap warm air between layers.
- Wear a hat outside. It can prevent up to 20 percent of total body heat loss.

- **Detection** of hypothermia - Symptoms can include: constant shivering, urge to urinate, confusion, sleepiness, muscle stiffness, slurred speech and trouble seeing.

- If shivering can be stopped voluntarily, you're dealing with mild hypothermia.
- Ask the person a question that requires higher reasoning in the brain (count backwards from 100 by 9's). If the person is hypothermic, they won't be able to do it. [Note: there are also other conditions such as altitude sickness that can also cause the same condition.]
- If shivering cannot be stopped voluntarily,

it's a good indication of moderate to severe hypothermia.

- If you can't get a radial pulse at the wrist, it indicates a core temperature below 90°F.
  - The person may be curled up in a fetal position. Try to open their arm up, if it curls back up, the person is alive. Dead muscles won't contract - only live muscles.
- **Treatment** of a hypothermia victim includes:
- Move the person out of the cold. If not possible, insulate the person from wind and the cold ground.
  - Remove wet clothing. Replace it with warm, dry covering.
  - Dial 911 or call for emergency medical assistance. While waiting for help to arrive, monitor the person's breathing. If breathing stops or seems dangerously slow or shallow, begin cardiopulmonary resuscitation (CPR) immediately.
  - If emergency care isn't available, warm the person with a bath at 100 F to 105 F. The water should be warm to the touch but not hot. If this isn't possible, try to insulate the person by sharing body heat.
  - Do not give the person alcohol. Offer warm nonalcoholic drinks unless he or she is vomiting.

Risk management works well in avoiding situations such as hypothermia. Stay warm and safe this winter!

### CAP Safety Metrics

	FY03	FY04
<b>Aircraft Accidents</b>	5	2
<b>Aircraft Incidents</b>	38	6
<b>Fatalities</b>	2	2
<b>Vehicle Mishaps</b>	16	0
<b>Bodily Injuries</b>	13	3
<b>Serious Injuries</b>	2	1

### Other Safety Meeting Topics

- **Winter Driving:** <http://www.fema.gov/hazards/winterstorms/winterf.shtm>
- **Driving On Ice:** [http://www.allsands.com/HowTo/drivingonice\\_zdj\\_gn.htm](http://www.allsands.com/HowTo/drivingonice_zdj_gn.htm)
- **Snow Thrower Hazards:** <http://homestore.com/HomeGarden/HomeImprovement/Safety/Disasters/WinterStormSnowThrower.asp?poe=homestore>
- **Knife Safety:** <http://www.buckknives.com/safety.php>

### The First Three Letters Of Safety - **YOU**