

THE SENTINEL



OFFICIAL SAFETY NEWSLETTER OF CIVIL AIR PATROL

Sights On Safety (SOS) #2

At the 2002 National Board Meeting, Major General Bowling announced his Sights on Safety (SOS) Program and followed up with a memorandum for all Civil Air Patrol members to emphasize the absolute need for our organization to have the right mind-set about safety. The goal is to make safety a cornerstone of our lives. General Bowling directed that the SOS program be mandatory for Wings and optional (but encouraged) for Squadrons. Because the Commander's goal was innovative, new approaches to safety, he did not want to provide program guidelines, except that all Wings would have one. This year, Brigadier General Wheless emphasized that submissions should address safety concerns on a long-term basis and provide "cross-talk" that other units could find useful. One change in General Wheless' 9 Sep 03 memo is that videotapes are not required. You can view all the policy letters concerning SOS on the CAP website at: <http://level2.cap.gov/index.cfm?nodeID=5330>.

To motivate the sharing of these innovative, new approaches to safety, a substantial amount of money has again been set aside to reward the best efforts; **\$5,000** to the winning Wing, **\$3,000** to 2nd place and **\$2,000** to 3rd. For Squadrons that choose to participate, **\$2,000** will go to the winner, **\$1,000** to 2nd place and **\$500** to 3rd. The grants will be awarded at the August National Board in Tampa, Florida. Region commanders will meet in an SOS Awards Board, chaired by the Commander and Vice Commander, to judge the entries. Submissions must arrive NLT 1 Aug 04. Send a description of the innovative ways that your unit is enhancing CAP safety to: **Sights On Safety, HQ CAP/SE, 105 S. Hansell St., Maxwell AFB, AL 36112**.

Reporting & Investigating

The process of reporting and investigating CAP mishaps is relatively straightforward and is laid out "cookbook-style" in CAPR 62-2. Probably the most challenging task is determining when an aircraft "incident" crosses the threshold to become an aircraft "accident" in the substantial damage category. The subtleties are found in CFR, Title 49, Chapter VIII, Part 830, which I have conveniently attached to CAPR 62-2. If you're ever in doubt about whether or not the damage is "substantial", contact the local NTSB office or the FAA Flight Standards District Office and they will send out a representative to make the determination.

Immediate notification of accidents, which involve substantial damage, serious injury or death, has been greatly simplified with the 24 hour National Operations Center toll-free number – 888-211-1812. Notification for less serious mishaps should be accomplished within 48 hours of the mishap using the CAPF 78. The National Operations/Safety fax - 800-555-7902 - is probably the quickest way to submit these forms. For the most part, initial reporting is timely and accurate. However, some show up occasionally with incomplete information or a very vague description of the mishap. Probably the two most important pieces of information are the name of the person completing the report and their phone number, in case there are questions.

After notifying everyone that the mishap has happened, the real work begins. Now comes the investigation - interviews, photos, pilot and aircraft records, etc. Once the facts have been gathered, a thorough analysis must be conducted to produce the document that contributes most to mishap prevention, the CAPF 79, CAP Mishap Investigation Form. Unless directed otherwise by



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the CAP General Counsel, this document is required for all mishaps and is due 35 days after the mishap. As the report is written, the investigator should identify findings and causes. The International Society of Air Safety Investigators defines findings as "all significant conditions and events, causal and non-causal, found in the investigation." Findings are typically a list of the investigator's conclusions listed in chronological order. This logical progression of relevant events makes identifying causes much easier. Causes are findings, which singly or in combination with other causes, resulted in the damage or injury that occurred. A cause can be a deficiency, an act, an omission, a condition or a circumstance that either starts or sustains the mishap sequence.

The point of doing an investigation is to prevent the mishap from reoccurring by correcting the deficiencies that allowed it to happen in the first place. Start by examining the causes and asking how they might be prevented. Keep in mind that recommendations must be feasible and cost effective or they will never be adopted. Because of the feasibility and cost variables, the investigator might not be the best person to make recommendations. It's perfectly acceptable to bring in subject matter experts to develop a recommended course of action to reduce or eliminate the deficiencies that were identified. If recommendations originate solely from the investigator, the people charged with implementation should review them for practicality before the report is final.

Lessons learned from mishaps only happen after quality investigation and reporting.

Will Your C-172 Be Grounded?

Several CAP C172 aircraft have recently been grounded during IG Compliance Inspections. These inspections have revealed that some C-172s that have received:

- **STC SA2196CE**, to increase the max gross weight to 2550 pounds
- **STC SA4428SW**, to upgrade the horsepower from 160 HP to 180 HP

have not complied with all of the requirements. The first STC requires the use of 6-ply tires with increased tire pressures. This should normally be accomplished by the mechanic. However, both STCs also increase POH and checklist airspeeds. Without these changes being posted to the POH

and the checklists used by the crew, the checklists are not FAA approved and pilots risk flying the aircraft at incorrect airspeeds. We request that all units possessing a C-172 with such upgrades, review the STC and the associated documentation in the POH and all aircraft checklists for compliance with the STC. Additionally, the STC should be kept with the POH, as it becomes an official part of the POH.

CAP Safety Metrics

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

The Goal is Zero Mishaps

Some people may think "zero" is simply too hard to be a realistic goal. However, any goal other than zero implies that some mishaps are acceptable - but, no mishap is. The moment we stop pressing forward, we start falling back. We absolutely cannot fall into the trap of accepting accidents as a cost of doing business. Secretary of Defense, Donald Rumsfeld, shares the zero mishap goal. He has asked his commanders to reduce their mishap rate by at least 50% over the next two years. While leaders start the charge, real change requires effort from all of us individually. Make safety an integral part of your life - manage your risks, watch out for the safety of others and we can make this goal a reality.

Military Aviation Fatigue Countermeasures Course

- 21-22 Apr 04, Brooks City-Base, San Antonio, TX
- Open to all. \$120 covers breakfasts & course materials
- Topics include: mechanisms of fatigue, common causes, optimizing alertness, crew work/rest schedules and computerized crew scheduling.
- For more info/registration, e-mail: wfc@brooks.af.mil.

Other Safety Meeting Topics

- Does your organization have an effective safety culture? <http://www.tc.gc.ca/civilaviation/systemsafety/Brochures/tp13844/menu.htm>
- Air Education and Training Command's Torch Magazine: <http://www.aetc.randolph.af.mil/se2/torch/back/2004/0401-02/index.htm>
- NASA's Aviation Safety Reporting System (ASRS): <http://asrs.arc.nasa.gov/>