

THE SENTINEL



OFFICIAL SAFETY NEWSLETTER OF CIVIL AIR PATROL

Sights On Safety Winners

MGen Bowling initiated the Sights on Safety Program 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. General Bowling places great faith and confidence in our Wing Commanders. He believes if you show them the problem, and give them the space and latitude to fix it - they will.

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. An Awards Committee comprised of the Region Commanders, and chaired by the National Commander and Vice Commander have selected the best Sights on Safety initiatives. 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....

Kansas Wing - \$5,000

Utah Wing - \$3,000

Colorado Wing - \$2,000

Douglas County Comp. Sq., NV - \$2,000

Cour d' Alene Comp. Sq., ID - \$1,000

Albuquerque Senior Sq. 2, NM - \$500

Checks are currently being mailed. I'll highlight each of the winning programs in upcoming editions. BGen Wheless just announced SOS 2 for next year in a letter to the National Board. It's not too early to start working on the next campaign. Congratulations to everyone that took their safety programs to a higher standard!

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 **New Hampshire Wing**, which has operated for five years without a reportable mishap – an enviable safety record! This fact confirms an effective risk management program and the NH Wing's long-term dedication to mishap prevention. Especially noteworthy is the constant safety emphasis in all their activities, subordinate unit inspections, newsletters and their website: <http://nhwgcap.org/>. NH 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.

Safety Officer Of The Year Award Winner

Behind an award-winning wing safety program, there's usually a program manager that also deserves an award. It certainly is true this year, as the Safety Officer of the Year Award goes to **Captain Paul E. Mondoux**, of the NH Wing.

Captain Mondoux's results-oriented approach to making people safer made his program stand out among all the rest. Particularly impressive is the safety website he created. By placing this comprehensive collection of safety information on-line, he has made it readily available to all of CAP's safety officers and other members. Additionally, his on-line Contact Management System facilitates the constant safety theme that NH Wing brings to all activities. Congratulations Paul!



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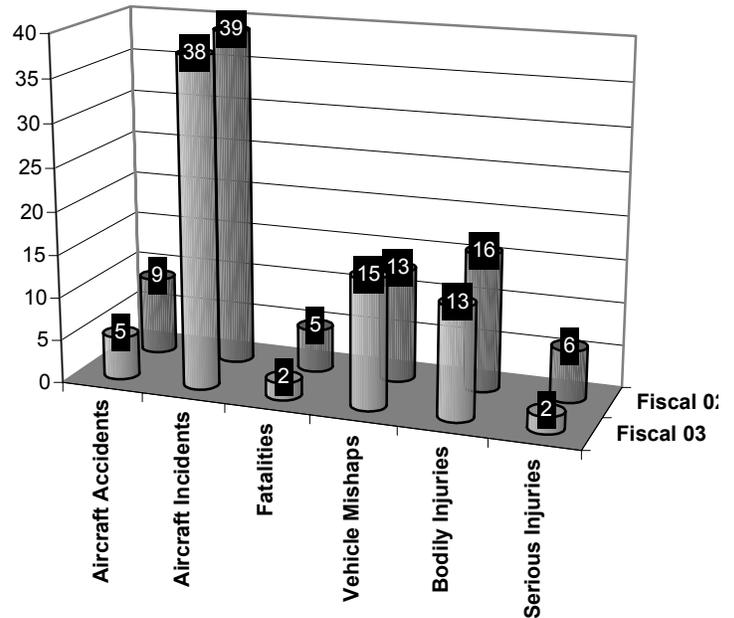
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Time Critical ORM

The three ORM levels are deliberate, time-critical and strategic. Deliberate ORM is the application of the complete process. It primarily uses experience and brainstorming to identify hazards and develop controls and is therefore most effective when done in a group. Examples of deliberate applications include the planning for a flight clinic, cadet activity or disaster response planning. Deliberate ORM usually takes place well in advance of an activity - in the planning stages when there's plenty of time to methodically go through the steps and develop informed risk decisions. This is where we should try to get most ORM done. Early, deliberate ORM in the planning stages helps to fully integrate risk controls into activity plans.

On the other hand, time - critical ORM, is just what the name implies. It's an "on-the-run" mental or verbal review of a situation using the basic risk management process without necessarily recording the information. This time-critical process of risk management is employed to consider risk while making decisions in a time-compressed situation. This level of ORM is used during the execution phase of an operation as well as crisis response situations. Time-critical ORM is particularly helpful for choosing the appropriate course of action when an unplanned event occurs during execution of a planned operation or daily routine. Look at the photo below and see how fast you can do a time-critical operational risk management assessment.



Deer Hazard On The Highways

Fall marks the beginning of heightened deer activity. This is due in part to the annual rut that the deer experience. Last week, I struck a deer on a rural two-lane highway. The four occupants in my car escaped injury because we were all wearing seatbelts. No one (except the deer) was at fault here, but it brings up the question of how to defend yourself in this situation. I have researched various deer whistles and have found that they don't live up to their claims. The whistles operate in the ultrasonic frequency range, even though several studies have shown that deer don't hear in this range. In fact, some CAP vehicles, which struck deer, were equipped with the whistles. A Wildlife Specialist stated -- "Until I see some solid evidence to support the use of deer whistles, I cannot, as a wildlife professional, recommend their use. I contend there is no substitute for driver education and awareness of the areas, seasons, and times of day of vulnerability." Talking with local deer hunters should let you know when and where deer are most active in your area. Keep a sharp eye out for them.

Other Safety Meeting Topics

- Fly Safe

<http://flysafe.faa.gov/Flysafe/home.htm>

- Aircraft Icing

<http://www.aopa.org/asf/subjectidx.html#ice>

"Fly the aircraft until the last piece stops moving"