

THE SENTINEL



OFFICIAL SAFETY NEWSLETTER OF CIVIL AIR PATROL

Utah Wing Focuses On Awareness & Training

The Utah Wing took the second prize (\$3,000) in the FY03 Sights On Safety competition. Under the leadership of Col Jack Butterfield, their multi-faceted approach to safety included posters, slogans and a survey.

Posters depicting CAP flight accidents were posted in conspicuous locations that aircrew members frequent. A couple of catchy slogans were also posted in unit buildings and hangars. These slogans were: "Never fly in a plane with someone braver than you" and "You're allowed 15 minutes a day to act stupid, don't do it in an airplane". The survey targeted pilots, observers and scanners and asked 24 flight-related questions. The survey results provided a useful insight into attitudes, discipline, knowledge and proficiency of wing crewmembers. An example of how this survey positively affected safety is that weather knowledge was shown in the survey results to be a weak area. The fix was to organize a 2-hour "Mountain Weather for CAP Pilots". A wing member, who is a National Weather Service meteorologist developed and presented the training.

The Utah Wing certainly rose to the challenge and took an innovative approach to mishap prevention. Congratulations Utah Wing!

Opportunities For Improvement

FY03 closed out with two fatalities - two too many. We lost Major Christie Battle in a March flight accident in Iowa and 1Lt Oliver Lusk in an August vehicle collision with a train. They will be sorely missed. As tragic as this is, we were able to reduce fatalities last year by 60%.

Aircraft accidents were also substantially reduced. 5 were initially logged. However, one possibly involved criminal activity and if confirmed by the investigation, would not be categorized as an accident. Our rate (accidents per hundred thousand flight hours) for 5 accidents is 4.46. However, if the total flight accidents drop to 4, the rate becomes 3.57, which is a 52% reduction.

We still have work to do when you consider the following: We had 38 **aircraft incidents**, with poor landings taking the top spot at 11. Poor landings were also a factor in two of our accidents. Takeoff stalls were involved in two other accidents. **Improving takeoff and landing proficiency is the best way to enhance our flight safety performance.** Following, at a close second place is hangar / tie-down incidents at 10. We damaged aircraft by ground handling them into 7 hangars, another aircraft, a light post and a parked car. In third place, 8 taxi collisions with obstructions. Aircraft were taxied into 3 hangars, 2 aircraft, 2 taxiway lights and 1 airport weather sensor. Prop strikes are very costly and we had 10. 4 occurred during poor landings. 2 were gear-up landings. 2 taxiway lights were destroyed. And last, but not least, 2 connected tow-bars were struck during engine start. Maintenance was a factor in 3 incidents - 2 misadjusted flight control cables and an engine fire during a "jump start". Weather, specifically high winds, damaged 3 aircraft - one during taxi and 2 while tied down. We also had a bird strike (a duck) that damaged a wing's leading edge.

In the 16 **vehicle mishaps**, 2 trends were identified - backing into obstructions and failure to yield. We had 6 backing mishaps with all but one involving CAP vans. We backed into 4 cars, a telephone pole and a light pole. There were 3 failure to yield episodes - to merging traffic, to a



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preceding, slowing vehicle and to a train at a crossing. We experienced a 23% increase in vehicle mishaps last year - the only category in which we didn't show improvement.

An analysis of **bodily injuries** revealed 5 trends - falls, cuts, sports injuries, horseplay and the fact that cadets represent 77% of this category. 6 falls resulted in reportable injuries. The only trend within this subcategory were 2 that occurred during Leadership Reaction Courses (LRCs). Cuts came in next, at 5. The only trend within this subcategory were 2 cadets that cut themselves with knives. Sports accounted for 3 injuries and horseplay was involved in 2

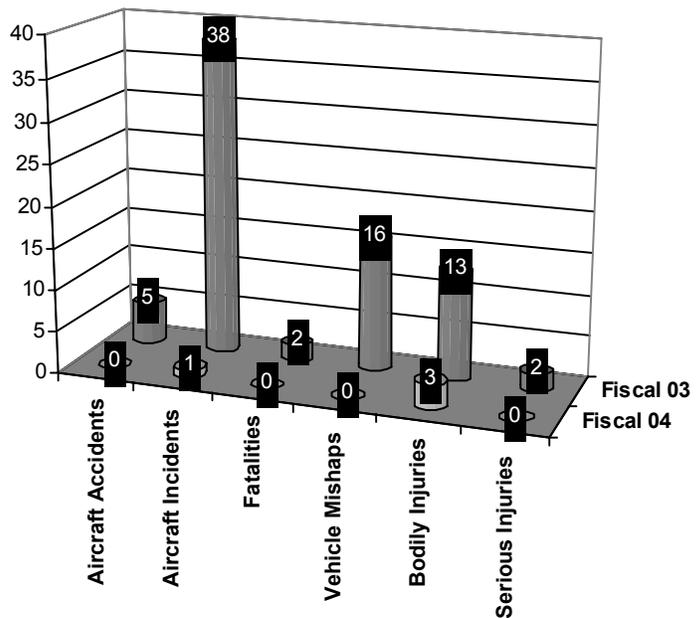
So, where do we focus? This is what I suggest: For **flight safety**, start with Redefining Airmanship (see the Oct 02 Sentinel). Specifically, I'm talking about uncompromised discipline, skill and proficiency. If you need an even tighter focus, concentrate on takeoff / landing proficiency and responsible stewardship of our corporate aircraft - especially during ground operations.

In the area of **vehicle operations**, emphasize how to safely back vans. The Virginia Wing Transportation Directorate has advice on this and many other vehicle safety topics at: <http://jefferson059.tripod.com/vehiclesafety/id10.html> Specifically, focus on spotters and ensuring that back-up alarms remain functional. Defensive driving techniques, including seat belt use are always a timely topic.

To reduce **bodily injuries**, it's clearly evident that we need to focus on cadet supervision - especially when dangerous equipment such as knives or axes are used. Young people are typically "10 feet tall and bullet-proof" because of their limited experience at identifying potentially hazardous situations. We need to do deliberate Operational Risk Management (ORM) assessments prior to all LRC activities. Here's a checklist the Marines use to keep their course safe: <http://www.safetycenter.navy.mil/ashore/checklists/highrisktraining/ocinsp.doc> Horseplay was a problem several years ago, but was turned around with increased emphasis. It's time to again step up the campaign against horseplay. We want the cadets to have fun, but when their play becomes rough or boisterous, it's time to intervene.

We made significant progress last year. Let's really highlight these emphasis items and

Keep each other safe this year!



Beware Of The Silent Killer

Carbon Monoxide (CO) is produced by the incomplete combustion of fuel – gas, oil, coal and wood used in boilers, engines, oil burners, gas fires, water heaters, solid fuel appliances and open fires. Dangerous amounts of CO can accumulate as a result of poor installation, poor maintenance or failure / damage to an appliance which causes the fuel to burn improperly. This problem is compounded when rooms are poorly ventilated and the CO is unable to escape. Since CO has no smell, taste or color, it is very important to have good ventilation and well-maintained appliances in today's tightly-built homes. Most importantly, you should have a reliable CO detector / alarm -- available in most home improvement stores.

Carbon Monoxide poisons the body by entering the lungs and displacing oxygen from the bloodstream. Interruption of the normal supply of oxygen damages the heart, brain and other vital organs and can result in death.

Be aware of CO and equip your home with a detector!

Other Safety Meeting Topics

- **Just for the Health of Pilots:** <http://www.cami.jccbi.gov/aam-400A/FASMB/HOP/phintro2.htm>
- **Vehicle Rollovers:** <http://www.nhtsa.dot.gov/nhtsa/announce/press/pressdisplay.cfm?year=2003&filename=pr44-03.html>
- **Teenage Athletes: Preventing and Treating Injuries:** <http://www.cardinalglennon.com/internet/home/net10hom.nsf/0/06d81755ecf4fc5f86256c62006ce39f?OpenDocument>