



Ops Brief

THE DO'S CORNER

As we head into our busiest time of the year operationally, there is obviously a lot going on here. We have lots of things hitting the streets for you to use, and are working many others too. We're also making preparations for the August National Board and Convention in Cincinnati, Ohio, and there will be a lot of valuable and interesting information provided there from briefings on the high points of our new regulations to our most requested seminars like the John & Gary Show. We look forward to working with you, and please have a safe summer.

Glen Atwell
 Director of Operations

SAFETY

Have you ever flown "under the influence" – of fatigue? Most pilots have, more often than they care to admit. "After all", you might say, "it's not like I'm flying drunk". There's evidence that it just might be as dangerous. In my opinion, flying tired is more dangerous because a person can easily justify doing it. "I've done it before, I can do it again". "Besides, this is an important mission".

The nature of our volunteer organization can really set up a pilot to fly fatigued. Most of our members have full-time, day jobs and participation in evening and weekend CAP activities can have a cumulative affect towards fatigue. Add to this, the no-notice wake-up in the middle of the night for an ELT or actual search mission and you compound the problem by interrupting natural sleep cycles. While our CAP crew duty limitations do not recognize pre-mission, non-CAP activities, it is extremely important that each crewmember assess the fatigue risks associated with earlier activities. The cumulative affect on your level of fatigue could place you and your passengers in a dangerous position.

So, how do you tell when you're becoming dangerously tired? I think most people can relate to sitting back after lunch, feeling warm and comfortable, no thoughts crossing your mind. Your eyelids get heavy, your eyes start to cross and you're fighting the urge to totally succumb. (In fact, I feel that way right now as I'm writing this!) But seriously, if you pay close attention, as you get tired, you'll notice a subtle disintegration of your performance and the high standards you normally adhere to. If you're flying, you'll notice a tendency to pay attention to only one or two instruments. Your outside scan will slow or maybe even stop. Decisions will take longer. Attention span will shorten. You might even recognize you're performing poorly, but you just don't care. If your body is tired enough, it will eventually shut down whether you like it or not.

Prevention measures include: regular exercise, a healthy diet, alcohol avoidance, fatigue awareness and honest introspection. Save the heavy eyelid action for the recliner or your bed!

FLYING TIRED

DRUG DEMAND REDUCTION

All cadet and composite squadrons, along with the MSI schools, should have received the new DDR posters. This mass mail-out included 3 of each of the new 6 posters, which were designed by the cadets of the Arizona wing that attended the Arizona National Guard's Freedom Academy for CAP cadets.

DDR POSTERS

DDR NATIONAL CONFERENCE

The first annual DDR National Conference was held 6-8 April in Atlanta, with the theme being "Force of the Future". This event turned out to be a tremendous success by all the positive feedback. Each region was represented, with ideas being exchanged and all attendees leaving with a better understanding of the DDR program. A special thank you is extended to Lt Col Rick Flowers, SWR DDRC and 1Lt John Holbrook, KY DDRA for their most informative presentations. Certificates have been sent in recognition of attendance, along with documenting the training hours received.

DDR WEB PAGE

Please be sure to check out the DDR web page ... changes are happening here at NHQ in DDR! Keep in mind deadlines are fast approaching – FY01 reimbursements (1034's w/all applicable receipts & documentation) are currently being accepted and all are due NLT 31 August; FY01 End of Year reports and FY02 DDRIP's (funding applications) are due NLT 1 September. All forms are available on the web.

NATIONAL BOARD SEMINARS

National Board will soon be upon us (16 – 18 August in Cincinnati, Ohio), and we plan to highlight the following seminars: DDR 101 and DDR 202, along with other pertinent, interesting presentations.

RED RIBBON WEEK

Red Ribbon Week is also forthcoming (20 – 28 October), always the last full week in October. Please remember to order your ribbons early through your Wing's Drug Demand Reduction Administrator (no later than 1 September). This keeps them in the loop as to what the units are doing, as this campaign is a significant part of the DDR Program.

EMERGENCY SERVICES

We have received many requests from units interested in testing the phase two curriculum. Those units will soon be given access to the materials being tested for phase two of the project. Phase 2 field testing is scheduled to begin in early June, and we have received a lot of requests to be involved, and we appreciate that, but there may still be more of you who want to be involved. If your unit is interested in being a part of the curriculum test, contact the project coordinator, John Desmarais, at National Headquarters. Units testing the curriculum in phase one will remain listed as test units unless they specifically request to be removed, so it is not necessary for them to request to be a part of the phase 2 field test. Please be sure to coordinate your request for involvement with the wing staff (command, operations, and emergency services) since training and qualification of emergency services personnel is their responsibility. John can be reached via phone at (334) 953-4228 during duty hours, or anytime via fax or e-mail at (334) 953-4242 and jdesmarais@capnhq.gov respectively. For additional information on the curriculum project you can also check out the project web page at <http://www.capnhq.gov/nhq/do/dop/escp1.htm>. The web page has several items of interest like a current listing of working group representatives, scheduled Train-The-Trainer Courses, and the project summary and timeline.

The working group met the first weekend of April to review all submissions from the field and formalize work assignments for phase three, and they took home assignments to work the first rough drafts. The first drafts will be tested at that 2001 Mission Aircrew School in late July, and then after changes are made will be released to the field for testing this fall.

Phase one materials are available for download from our web site at <http://www.capnhq.gov/nhq/do/dop/ESCP8.htm>, and will soon be available for purchase from the bookstore as well. Each unit should also receive a CD-Rom with the phase materials on it in the July monthly mailing for their use. The new regulations covering these changes (CAPRs 60-3, 4, and 5) are also available electronically from the main publications download page for CAP, <http://www.capnhq.gov/docs/webregulations/pubsweb.htm>

NATIONAL SAR SCHOOL

The Inland SAR Planner Course is an excellent opportunity to greatly enhance one's SAR mission management skills. The course is designed for approximately 24 people with six slots for CAP members. This is not a walk-in class. HQ CAP/DO coordinates the six CAP slots, and the other positions are filled with state and local people. Primary CAP attendees should be mission coordinators and mission coordinators-in-training. Members with other ES qualifications fill-in as slots are available. Pilots are also needed to provide the airpower perspective. The more ES experience a member has, the better the chance of being selected to attend the class. It is very important to **look way ahead and make application early**. We have to submit names of attendees to the SAR School 45 days in advance. When you are committed to attend, submit a CAPF 17 through channels, but also send us a copy by fax (334-953-6342) or notify us by e-mail at dos@capnhq.gov with name, address, and phone numbers. The following courses have openings.

<u>Dates</u>	<u>Location</u>	<u>Application Deadline</u>
8 – 12 October 2001	Utah – Ogden	20 August 2001
15 – 19 October 2001	Utah – Salt Lake City	20 August 2001
5 – 9 November 2001	Wisconsin – Madison	17 September 2001
10 – 14 December 2001	Alaska – Juneau	22 October 2001
14 – 18 January 2002	New York – Saratoga Springs	26 November 2001
4 – 8 February 2002	Indiana – Camp Atterbury	14 December 2001
25 February – 1 March 2001	Tennessee – Bell Buckle / Shelbyville	7 January 2002

18 – 22 March 2002
 8 – 12 April 2002
 29 April – 3 May 2002
 3 – 7 June 2002
 5 – 9 August 2002

Montana – Helena
 Idaho – Boise
 Hawaii – Honolulu
 Virginia – USCG Training Center Yorktown
 Virginia – USCG Training Center Yorktown

28 January 2002
 18 February 2002
 11 March 2002
 15 April 2002
 17 June 2002

NATIONAL EMERGENCY SERVICES ACADEMY

We only have a few slots left in each of our schools being conducted at the 2001 National Emergency Services Academy: the National Ground Search And Rescue School (NGSAR), the Mission Base Staff School (MBSS), and the Mission Aircrew School (MAS). Slots are now being filled on a first come – first served basis, so apply quickly to reserve a slot. For more information, contact the Academy Director, Major John Desmarais, via phone at 334-953-4228 or via e-mail at idesmarais@capnhq.gov or check out our web site at: <http://www.homestead.com/ngsar/home.html>

CAP NATIONAL OPERATIONS CENTER

The CAP National Operations Center staff is here to support you. For many of CAP's national missions, the HQ CAP/DO or his representative must be in the loop. Additionally, we can often assist in coordinating support for major missions that you might have. If there is a serious operational problem that we can assist you with or that you must contact the DO shop about, please call us at 1-888-211-1812 (Emergencies Only).

AFRCC MISSION DATA REPORTS

Basic mission data is now available on AFRCC missions at our web site at: <http://www.capnhq.gov/nhq/es/es3.htm>. Reports are available in Mission Number or Wing order, and will be updated as each month's records are closed out with the AFRCC.

NATIONAL BOARD & CONVENTION HIGHLIGHTS

The National Board and Convention will soon be upon us, and we've got several items of interest being covered this year in Cincinnati. As part of our main seminar we will be addressing many of the changes occurring, especially the training and operational guidance that are now hitting the streets. We will also have a specialized seminar addressing issues in Critical Incident Stress Management (CISM) as this is a very important issue for all of our members, but especially our operational personnel. And just like last year, we will conduct a Train-The-Trainer (TTT) Course to prepare new instructors as well as a Conducting a Train-The-Trainer session to prepare personnel to teach the TTT as required in the new CAPR 60-3 and outlined by our National Emergency Services Curriculum Project. More information on these courses will be posted on our web site, the *Civil Air Patrol News*, and other convention announcements.

STAN-EVAL

ONE SQUARE OF TP CAN MAKE A DIFFERENCE

With the beginning of summer comes a great opportunity to look at our operations risk for a mishap. We at National Headquarters have never been in favor of a pilot completed written risk assessment, especially one that is supposed to be filled out just prior to flight. Instead we feel a deliberate operational risk management assessment of your entire operation prior to extensive operations is the best way to ensure potential hazards and risks are minimized. Simply sit down and review your procedures and physical operating area, identify areas you feel have a potential hazard, list those hazards on a piece of paper, then think about how you can minimize those potential risks. The best way to accomplish this is to modify your procedures to minimize the risk in a way that when procedures are followed the risk management is transparent to the participating pilot. This whole process does not have to be some big "double overhead mud flap" procedure that is documented in a 30 page report. If you are inclined to make a big deal out of the process, write the potential hazards down on a piece of toilet paper. You just can't make a nice report on toilet paper, but you can identify some hazards. The point is this is not a paperwork maneuver; it's an operational assessment of your particular flying operation. So hop out there on one of these great spring days with a pen and your handy roll of "Charmin" and look over your operation.

COMMUNICATIONS

MEETING OF COMMUNICATIONS DIRECTORS

The National Headquarters Communications office will conduct a meeting of all wing directors of communications on 16 August 2001. The meeting will take place in Ohio during the National Board meeting. This meeting will assist in determining the basic "Table of Allowances" for each wing. This is necessary to determine all future distribution of communications equipment. It is vitally important that wing DC's make every effort to attend.

REPEATER SHIPMENTS DELAYED

Due to changes in the rules and procedures governing CAP, shipping of new repeaters was delayed until logistical problems involving the use of the military transportation system could be worked out. Using the military transportation system saves CAP, and the tax payer, hundreds of dollars on every repeater shipped. The problems should be resolved soon and shipments will begin immediately thereafter. This should not be a recurring problem, so future distributions should go more smoothly.

COUNTERDRUG

COUNTERDRUG TRAINING CONFERENCES

HQ CAP held its semiannual Counterdrug Committee Meeting, Region Counterdrug Directors (CDD) Training Conference and Wing Counterdrug Officers (CDO) Training Conference on 19 and 20 May in conjunction with the Spring 2001 Air Smuggling Investigators Association Conference in El Paso TX. Representatives from our major counterdrug customers, CAP-USAF, wing liaison offices, HQ CAP, CAP wing commanders, and CAP counterdrug members attended the conferences. Thirty-seven representatives attended the CDD training conference and sixty-nine representatives attended the CDO training conference. The counterdrug customers gave the following presentations: Drug Enforcement Administration's Domestic Cannabis Eradication/Suppression Program and Air Wing Operations, U.S. Forest Service Drug Enforcement Program, U.S. Customs Service Office of Investigations Support, and High Intensity Drug Trafficking Areas and Cobija Operations. HQ CAP also provided training and discussions on CAP counterdrug forms, CAP Drug Demand Reduction Program, airfield photo project, counterdrug operations strategic plan, procedures for receiving CAP counterdrug mission numbers, and new policies and procedures for the counterdrug program. Nearly all participants stated these counterdrug training conferences were the best they had attended. We encourage more wing commanders and wing liaison personnel to participate to increase their knowledge of the counterdrug program.

USEFUL WEB SITES

<http://terraserver.homeadvisor.msn.com/default.asp>

This is a link to the Microsoft TerraServer giving users access to topographic and other map data with some good search tools.

http://asrs.arc.nasa.gov/directline_issues/dl10_distract.htm

This is a link to the NASA Ames research on Cockpit Interruptions and Distractions. It provides some useful information for any of our crew members, not just mission pilots.

<http://www.phonenumbers.net/>

This is a useful web site to find a phone number for people or businesses around the world.

<http://www.aopa.org/asf/>

This is a link to the Aircraft Owner's and Pilots Association Air Safety Foundation page. It has many useful resources like airport taxi diagrams, GPS manuals and simulators, and safety quizzes.

Do you have a useful web site that you think others should know about? Send us the link.

ON THE LIGHTER SIDE

Here's a good one for Father's Day, especially if your father is a pilot. ☺

Little Billy and his Dad were down at the airport watching planes taking-off and landing. Little Billy looks up to his Dad and says, "Dad, when I grow up I want to be a Pilot."

His Dad looks down at him and says, "You can't do both son."

And take a look at this picture – the latest development in stealth aircraft – just don't forget where you parked ☺ ➔



Send us your funny stories, pictures or cartoons so that everyone can enjoy them.

Do you have any comments or suggestions for the *Ops Brief*? Feel free to send them to us via mail, e-mail, or fax. Current and back issues of the *Ops Brief* are also available via the FaxBack or WWW.

HQ CAP/DO
ATTN: *Ops Brief* Editor
105 S. Hansell Street
Maxwell AFB AL 36112

EMAIL: opsbrief@capnhq.gov

FAX: (334) 953-6342/4242

WWW: <http://www.capnhq.gov>