



**The Col. James H. Kasler Senior Squadron
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Featuring
THE SENTINEL



OFFICIAL SAFETY NEWSLETTER OF CIVIL AIR PATROL



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**PRESENTED
20 MAY 2006**

**SAFETY BRIEF CREDIT
DEADLINE
26 MAY 2006**

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SAFETY PLEDGE

AS A CIVIL AIR PATROL MEMBER I PLEDGE TO PROMOTE AN UNCOMPROMISING SAFETY ENVIRONMENT FOR MYSELF AND OTHERS, AND TO PREVENT THE LOSS OF, OR DAMAGE TO CIVIL AIR PATROL ASSETS ENTRUSTED TO ME. I WILL PERFORM ALL MY ACTIVITIES IN A PROFESSIONAL MANNER, AND WILL HOLD

TOPICS COVERED:

1. APRIL 2006 SENTINEL
2. MAY 2006 SENTINEL
3. OPERATIONAL RISK MANAGEMENT (ORM) TRAINING IS ONLINE THROUGH ORM UNIVERSITY PROVIDED BY THE AIR FORCE SAFETY CENTER (AFSC). THIS IS A COMPUTER-BASED HOME TRAINING PROGRAM FOUND AT: [HTTP://WWW.CAPNHQ.GOV/ORM](http://www.capnhq.gov/orm) ORM MUST BE DISCUSSED ANNUALLY. NEW MEMBERS WILL RECEIVE ORM FAMILIARIZATION TRAINING. CURRENT MEMBERS WILL RECEIVE AN ORM REVIEW.
4. REVIEW OF CAP HAZARD REPORT LOG, HAZARD ABATEMENT LOG, AIRCRAFT MISHAP LOG, VEHICLE MISHAP LOG, FIRST AID LOG, AND REPORTABLE BODILY INJURY LOG.
5. UPDATED RED FOLDER. NEW 62-1 62-2 GLR-IN-069 SQUADRON SUPPLEMENT.
6. SAFETY REVIEW AND QUIZ.



Indiana Wing 60-Second Safety Advisor

SEVERE WEATHER SAFETY

The 60-Second Safety Advisors are provided to maintain a high level of safety awareness throughout the Indiana Wing and the Great Lakes Region. Please forward this to your members and post them on your Safety Bulletin Boards.

Once again, severe thunderstorms have rolled through Illinois, Indiana, Ohio, and the rest of the Midwest, leaving injuries, severe devastation, and lots of water. The thunderstorm is one of the most common natural hazards.

Below are some of the conditions that may accompany this disturbance, and may include:

HAIL—large hail can cause serious injury, so avoid the outdoors while a storm is in progress. Protect vulnerable property, such as vehicles, but do not risk personal injury to do that.

LIGHTNING—Lightning kills more people in the United States than any other natural hazard.

1. It may strike some miles from the parent cloud.
2. Avoid being the highest object in any area. Stay away from hilltops, lone trees, or telephone poles. In a forest, move under a thick growth of small trees.
3. Do not enter a small structure in an open area.
4. If suitable shelter is not available, seek a ravine or valley, and drop to the ground in a crouched position, hands on your knees. Do **NOT** lie flat.
5. Abandon metal equipment (tractors, golf carts, bicycles, aircraft). Drop golf clubs and remove golf shoes with metal cleats.
6. Keep several yards away from other people.
7. Get away from swimming pools and open water.

FLASH FLOODS—In many parts of the country flash floods occur without warning following upstream heavy rainfall. Drainage canals, streambeds, canyons, or areas downstream from a dam are potential flood areas. Monitor current weather conditions and make evacuation plans. Roads and trails that parallel existing drainage systems may be swept away by flood waters.

When a flash flood warning is issued, or you realize a flash flood is coming, act quickly to save lives. Seconds count!!

1. Go to high ground immediately.
2. Do **NOT** drive through already flooded areas. Shallow, swiftly flowing water can sweep a car from the road, or disguise a washed out roadbed.
3. Do **NOT** attempt to cross a flowing stream on foot where the water is above your knees.

TORNADO:

1. **Stay inside your home.**
2. **Immediately**, go to the lowest level in the building, preferably a basement. Seek out an interior hallway or small interior room away from windows.
3. Crouch under a heavy table, desk, bench, etc.
4. If there is no suitable heavy furniture, crouch and brace yourself against an interior doorway or corner, where the structure is stronger.
5. Leave a mobile home before the storm hits and go promptly to a community shelter.
6. In a store or office building, don't stampede toward the exits. Move away from windows, and generally stay on the same floor. Do **NOT** use the elevator. Crouch under the heaviest piece of furniture you can find.
7. On foot, go inside the nearest sturdy building. If there is no time to enter a building then crouch next to one.
8. If there are no sturdy buildings nearby then lie flat in the nearest ditch, ravine, or culvert. Cover your head with your hands and arms. Protect yourself from flying debris.
9. In a vehicle, do **NOT** try to outrun the tornado. Leave the vehicle and follow the above directions.

If severe thunderstorms are moving through your area, your safest place is in your home or in a vehicle, (the metal frame of the vehicle will protect you from a lightning strike. It will channel the current around you to the ground, instead of through you.) Always monitor a weather band radio or your local news media for updates for possible tornado reports or for any special instructions.

This article was taken in part from the Civil Air Patrol "Safety Officer's Briefing Book", 1 February 2000. The Safety Officer's Briefing Book was written by LTC Douglas Tindal.

They will pressure you into doing things that may be unsafe, use your good judgment, and remember, "I would rather be laughed at, than cried for." George MacDonald 2

SAFETY LEARNING

Safety Officers and other members of CAP are responsible for identifying and reporting hazardous conditions or suggesting safety improvements.

There are two forms for this purpose.

1. CAP Form 26, Civil Air Patrol Improvement or Hazard Report.
Recommends safety improvement measures or to report unsafe conditions, equipment, practices, and other items that may constitute a safety hazard within CAP.
2. FAA Form 8470-5, Safety Improvement Report.
Suggests safety improvements in the general aviation community. Example: Badly worn windsock, pot hole on runway, grass in field restricting visibility of taxi / runway lights.

What are accidents, mishaps, and incidents? How are these related and which one do you use under a given situation?

The Civil Air Patrol defines mishap as: “An unplanned or unsought event, or series of events, which results in death, injury, or damage to equipment or property.

An accident program is a coordination of activities directed toward the elimination of unsafe acts of persons and unsafe mechanical or physical conditions.

The four basic reasons for unsafe acts of persons are (1) improper attitude, (2) lack of knowledge or skill, (3) physical unsuitability, and (4) improper mechanical or physical environment.

The only way to make a safer environment is to encourage safe practices, good attitudes, and proper attention to detail.

Questions must be asked. What happened and what was the extent of the damage to members and / or equipment? When and where did the mishap happen? Why did it happen?

There are two basic classifications of mishaps (CAPR 62-2). Those that involve:

1. Bodily injury
Mishap which resulted in personal injury from fall, slip, struck by object, or sport injury.
2. Property damage
Mishap event associated with one or more of the following:
 1. Aircraft accidents.
 2. Ground accidents

Mishap notification must involve:

1. Unit Commander
Ensure that they or their designee (Safety Officer) is immediately notified when a mishap involves CAP members or equipment while participating in official CAP activities.
2. Wing Commander
3. Wing Headquarters
Notify the wing liaison office and the National Operations Center operated by HQ CAP, at area code:888-211-1812.

Information used here found in Civil Air Patrol Safety Officer Course.

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SAFETY QUESTIONS

1. What are two basic classifications of mishaps?
2. What type of mishaps call for the wing commander to be notified immediately?
3. The safety program includes the prevention of accidents that
 - A. Involve only CAP members.
 - B. May result in lawsuits against CAP.
 - C. Often result in bodily injury or property damage.
 - D. Will result in disciplinary action being taken against the member at fault.
4. The forms used for identifying and reporting hazardous conditions or suggesting safety improvements are
 - A. CAP Forms 78 and 79.
 - B. NTSB Form 830 and CAP Form 26.
 - C. CAP Form 26 and FAA Form 8740-5.
 - D. FAA Form 8740-5 and NTSB Form 830.
5. The suspense time for completing a safety improvement or hazard report is
 - A. 10 Day s.
 - B. 30 Days.
 - C. 2 Weeks.
 - D. 6 Weeks.
6. What is CAP's definition of mishap?
 - A. An event resulting in damage to the property, death, or injury, whose cause can be directly traced to a CAP member or policy.
 - B. An unplanned or unsought event, or series of events, that results in death, injury, or damage to equipment or property.
 - C. An result resulting in damage to CAP or USAF-appropriated equipment or vehicles.
 - D. Any accident where medical costs or assessed equipment damage exceeds \$500.
7. Which is a major cause of pilot mishaps?
 - A. Making a last flight after working a long day with no rest periods.
 - B. Engine malfunction.
 - C. Insufficient experience.
 - D. Bad weather.
8. How can you avoid accidents caused by delayed reaction?
 - A. Recognize and make allowances for your limitations.
 - B. Travel only familiar routes.
 - C. Drive slowly at all times.
 - D. Avoid night driving.
9. How many days after an accident should a copy of the completed CAP Form 79 reach National Headquarters?
 - A. 7
 - B. 35
 - C. 60
 - D. 90
10. Ground accidents may involve aircraft as long as
 - A. The aircraft mishap took place before takeoff or after landing.
 - B. There is a ground element involved.
 - C. There is no intention of flight.
 - D. The aircraft is tied down.

**CODE WORD: "FADD" FLY THE AIRPLANE
ASSESS THE SITUATION AND AVAILABLE RESOURCES
DECIDE WHAT TO DO
DO IT**

FOR MONTHLY ATTENDANCE CREDIT EMAIL ME YOUR NAME, RANK, ID, ANSWERS, AND CODEWORD OF THE MONTH BY : **26 MAY 2006**
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