

Col. James H. Kasler Senior Squadron
GLR-IN-069



Safety Brief
August 2008

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 AND SAFE MANNER, AND WILL HOLD MYSELF ACCOUNTABLE FOR MY ACTIONS IN ALL OF OUR MISSIONS FOR AMERICA.

Our monthly squadron meeting was held on Saturday August 16 at Greenwood (HFY).

For those who were unable to attend the meeting:

For monthly attendance credit, please read the August Sentinel and this safety brief, and email this month's code phrase and your CAPID to wtdirks (at) sbcglobal.net **no later than 31 August 2008.**

Topics:

- **Aeronautical Decision Making (p. 2-3)**

Aeronautical Decision Making

Aeronautical Decision Making (ADM) is a pilot's systematic approach to consistently and continuously determining the best course of action in response to the circumstances encountered. Poor decision-making and pilot error are responsible for the majority (about 75%) of aircraft accidents.

Most often an accident is not caused by a single error, but by a chain of events and poor decisions. This principle is often described as the Poor Judgment Chain. Breaking one link in this chain would often have prevented the accident from happening. However, by not breaking the chain and by continuing to make poor decisions, a pilot is left with fewer and fewer options to get out of trouble.

One important skill in making effective decisions and maintaining an accurate perception of the flight situation is the ability to assess risk by evaluating the following four risk elements: the pilot in command (PIC), the aircraft, the environment, and the operation.

Pilot in command: evaluate your flying fitness, as well as your flight experience, competency, and currency in the aircraft. Do not push the limits of your piloting skill or experience. A good practice would be to develop a set of personal minimums and strictly adhere to them.

Aircraft: determine the airplane's performance characteristics, limitations, equipment, and airworthiness. The desire to get the most out of the airplane can lead to situations that exceed the airplane's design limits. Examples are overloading, trying to stretch range, flying into icing conditions, or overlooking the influence of density altitude on takeoff.

Environment: examine factors such as weather, airport conditions, and the availability of air traffic control services.

Operation: the purpose of the flight is an influential factor in your decision making regarding undertaking or continuing with a flight.

Recognizing potential hazards and taking timely action to avoid them is the key to making good decisions. Some of the best aeronautical decision-making takes place on the ground during preflight. Good preflight choices (such as a No-Go decision) can eliminate the need to make more difficult in-flight decisions.

Effective decision-making begins with anticipation: think ahead of potential hazards and maintain an active lookout for potential problems before and during flight.

The FAA uses the acronym DECIDE to describe the basic steps in the continuous decision-making process cycle (which is very similar to the six-step Operational Risk Management decision-making process used by CAP):

Detect the fact that a change has occurred

(Recognize the fact that there might be a problem/hazard. Pay constant attention and stay alert for things that don't seem normal or as expected: the sooner you recognize a problem the better. Problems like a failing electrical system or deviations from weather forecasts can easily be overlooked.)

Estimate the need to counter or react to the change

(Determine the risk/severity of the problem and the need to do something)

Choose a desirable outcome for the success of the flight

(Determine what risk you want to eliminate)

Identify actions that could successfully control the change

(Evaluate the need to react, and consider your options and their outcome)

Do the necessary action to adapt to the change

(Choose and apply a course of action to solve the problem. Once you have recognized a problem, there is a choice to be made: be prepared to act immediately if necessary and do not enter a state of denial. A timely choice can provide many more alternatives and options.)

Evaluate the effect of the action

(Think ahead and determine how the decision could affect other phases of the flight)

The majority of aircraft accidents are weather-related (especially after attempted VFR flight into IFR conditions), or during maneuvering flight (mostly attributed to maneuvering during low, slow flight), on approaches (especially at night or in IFR conditions), during takeoff/initial climb (usually caused by loss of control or stalls, often due to failure to recognize the effects of density altitude on aircraft performance), and in landing.

Please also read the August Sentinel, which you can find at
http://level2.cap.gov/documents/Sentinel_2008_08.pdf

Topics discussed in this month's Sentinel include a selection of Operation CAPSafe Safety Suggestions and Vehicle Tire Safety.

This month's code phrase will be: "ADM."

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