



The Safety Beacon is for informational purposes. Simply reading the Beacon does not satisfy your monthly safety education requirements but unit safety officers are encouraged to use the articles in the Beacon as topics for their monthly safety briefings and discussions.

September 2016

Changes to Annual Safety Survey

Survey Coming on 1 ~~October~~ November

George Vogt, CAP/SE

The Annual Safety Survey will be delayed until 1 November this year, and there will be a few changes to make it a more effective tool to improve our Safety Program!

In the past, the Safety Survey, directed by CAPR 62-1, was another attempt to assess compliance with Safety program guidance, and it became just an exercise in filling out forms and submitting them on time rather than being a useful tool for assessing the health of our safety programs. That is changing.

This year's survey will contain questions about how you the members, and your safety officers, actually make safety work in your units. We won't ask IF you do something; we'll ask you HOW you do it. We want to learn what methods work for you and what help you need with the Safety Program. Is safety guidance outdated? Do you need more training? How do you prepare for cadet activities? Now is your chance to tell us.

When the squadrons finish their surveys and submit them, the wing directors of safety and wing commanders will review the surveys, looking for the benchmark ideas and areas for improvement, and they'll look for trends. It will help them get a feel for the safety culture in their units. The wings will send a summary of their wing's surveys to the region commanders who will get a sense of the "safety health" of their wings and regions. We will use this information to strengthen our overall program.

Stay tuned for more information!

What's New This Month?

Lots of short pieces this month, with lots of resources and lots of topics for your monthly safety briefings!

Check out features on Suicide Prevention, FEMA's National Preparedness Month, how you can help us improve SIRS, the need to "wear" an ID when you can't carry your wallet, known and unknown knowns and unknowns, old vehicle tires, a good and the bad example of safety reporting, and the usual mishap summary.

How's that for variety?

safety@capnhq.gov

Suicide Prevention

More than a month-long campaign

We borrowed that headline from an article from the Air Force Surgeon General's Office (read it [HERE](#)), but the message is also true for the Civil Air Patrol as well as the general public. The article discusses suicide prevention and provides some great resources. Foremost among these resources is something we emphasize here in the Civil Air Patrol; a strong Wingman program.

By educating ourselves about suicide and suicide prevention, we are better equipped to take care of ourselves and we are better equipped to look out for and take care of our fellow members; our Wingmen.

Want to know more about how to be a good Wingman? Check out the great Air Force website about the [Wing Man Tool Kit!](#) Lots of articles, videos, tools, resources, and training. All of these resources will provide you with loads of material for your monthly safety education briefings.

AND THERE'S AN APP! I've got it on my smart phone, and it's a great carry-it-with-you guide to your own well-being, as well as some other great resources. Check it out by clicking on the smart phone image or click [HERE](#).



Tires Can Suffer From Old Age

In these pages we've talked about tire pressure in our vehicle tires, and we've talked about tread wear on our tires, and we've talked about dry rot on our tires. One of the things we haven't talked about is old age tires!

Yes, vehicle tires can deteriorate with age. Rubber gets old, less pliable, and hard. Changes can occur inside the tire that you can't detect. Some tire manufacturers recommend replacing tires after 6 years. Others give a range of 6 to 10 years as the target for tire replacement, even if the tread looks good.

Vans are especially susceptible to the problem of old age tires. Vans typically aren't driven as much as other vehicles so the tires may show plenty of tread left even if they are old. CAP recently had a mishap where a tire that looked great during the pre-departure inspection blew out while the van was travelling at about 50 mph. Just before the tire had its blow out, the driver began to detect some increasing vibration ... a warning sign of impending tire failure. It turns out that tire was nearly nine years old.

Keep an eye on the age of the tires on your unit's vehicles. If your tires are showing signs of age, and are six or more years old, it is time to get them replaced!

National Safety Officer College

SAVE THE DATE!!

The planning has started and we've tentatively set June 5-9, 2017. We hope to have NSOC at the NTSB Headquarters in Ashburn, VA. Region Directors of Safety will be expected to attend, with remaining slots geared primarily towards wing directors of safety and commanders, but there will probably be a few openings for some other members interested in CAP Safety! Mark your calendars and stay tuned for more information.

The Good and the Bad

About Safety

George C. Vogt, CAP/SE

We're making some great strides when it comes to our collective attitude about safety and the importance of employing risk management in our missions and our daily lives. More and more of our members are understanding the importance of reviewing mishaps so we can figure out their causes and what we can do to prevent them.

This month I came across a minor mishap that showed how far we've come and how far we still have to go.

The mishap wasn't a serious one. Cadets had finished their CPFT and were engaged in a game of "Capture the Flag." One cadet was running over an uneven surface and rolled their ankle a bit causing a very minor sprain. An older senior member checked the ankle and told the cadet the "professional" thing to do would be to just "walk it off."

Another senior member saw this and elected to do the right thing. He checked on the cadet, reported it in SIRS, then cooperated with a thorough mishap review by the appointed mishap review officer. Together they looked at the field and found uneven terrain including transitions from pavement to grassy areas. That squadron has now made it a policy to conduct an informal survey of all playing surfaces before PT and to thoroughly brief the cadets on the hazards and how to mitigate the risks those hazards bring ... that "pre-activity safety briefing" needs to be given before every activity.

The thing I liked the most about this story? The young senior member who did the right thing and reported this mishap was a cadet himself just eight months earlier. He learned his lessons well.

Known and Unknown Unknowns??

Another Lesson in Everyday Risk Management

George C. Vogt, CAP/SE

Some of you have heard of the concept of "Known Knowns, Known Unknowns, and Unknown Unknowns." Some might remember when it was used by then Secretary of Defense Donald Rumsfeld when discussing the Iraq war. The theory is widely used in scientific and medical research, psychology, and many other "problem solving" methodologies. So why am I bringing it up in a safety newsletter?? Well, bear with me. It is actually a great Risk Management tool that can help us identify hazards and risks!

Whenever we set out to plan a mission, or an activity, there are certain things we already know that we know. These are the "Known Knowns" and some hazards fall in that category. I know I'm going to be running a mile in hot weather, and I know the hazards that presents. Those hazards are the easy ones to identify.

Likewise, there are also things we know that we don't know. Those are the "Known Unknowns." For example, if I'm going to fly, I know that I don't know the weather at my destination and it could present a hazard, so I know I need to check that. I know that I don't know the tire pressures on my airplane and low pressure in tires is a hazard, so I know I need to check that.

The toughest are the "Unknown Unknowns." What are the hazards that are lurking out there that we just don't know about? Those are the hazards to be most concerned about because what you don't know CAN hurt you. These "unknown unknowns" are the reason we review our plans, we survey the area where we're going to do PT, we do a thorough and thoughtful ORM before we fly, and we brainstorm everything that "might go wrong" before we start any activity. Do you ever stop and wonder if you've thought of everything? That's your brain saying you better take to time to look for the "Unknown Unknowns."

Help Us Make SIRS Better

Share Your Ideas

We are beginning the process of redesigning the Safety Information and Reporting System (SIRS). While SIRS is a worthwhile tool, it needs some significant improvements and we need your help as we try to capture all the ideas.

For example, SIRS does a good job collecting the who, when, and where about a mishap, but it's not easy to find or input what caused a mishap. Do you find it hard to enter a new mishap? If you're a safety officer, is there a certain function you wish SIRS had? What do YOU think the SIRS should do for YOU? Are there more reports you'd like to see? Safety Education? More links? Better ways to report hazards or make a suggestion?

We've created a special e-mail address for you to use to send us your suggestions. There will be more information about this coming out soon, and an input form to help you capture your ideas, but for now just send us your ideas as you think of them.

Follow a simple format of telling us who you are, what you want the system to do, and why. For example, "As a safety officer, I want to know which of my members is enrolled in the Safety Specialty Track so I can get their help on a project." We'll figure out how to make that happen for you.

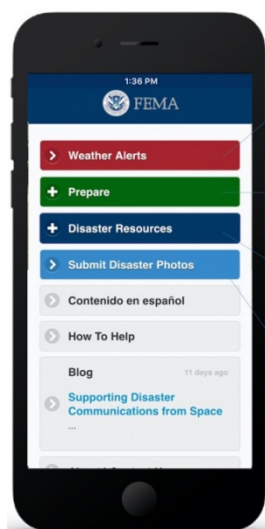
Send your ideas, no matter how big or small, to SIRS_Suggestions@capnhq.gov !

National Preparedness Month

September is National Preparedness Month, and FEMA offers a wealth of information to help individuals, families, and communities prepare themselves for life's emergencies. Check out Ready.gov, a Department of Homeland Security website for all the information you need.



[Click here!](http://Ready.gov)



[Click here!](#)

Do you like apps for your smart phone?

Click on the smart phone and you'll have all sorts of preparedness tools at your fingertips.

These FEMA websites will provide the tools you need to stay prepared year around while providing some great informative briefing ideas for your monthly safety education briefings.

Share your ideas!

Safety@capnhq.gov

Don't Just Carry Your ID

WEAR Your ID!

By C/Col Klara Olcott

Planning some fun in the sun? Before you head out for a morning walk or bike excursion, there's another step to keep in mind when it comes to risk management. This article means to emphasize the safety importance of **wearing an emergency ID at all times**. The reality is that people don't usually think about how, *every day*, many regular people find themselves needing an emergency ID.

When you go out for some exercise, you are assuming a degree of risk. It is essential to take measures to abate the factors involved in that risk, such as the possibility of not having an ID on you while you are out. A regular driver's license/ID doesn't have your emergency contact information or medical details and those under 17 y/o are unlikely to be carrying an ID.

There have been many dozens of testimonials that tell of how an emergency ID either saved a person's life - relaying vital personal health information to responders - or have brought their family members to them sooner if they were injured or lost. There are many websites that offer customized IDs – find one that fits your style! For peace of mind, find one for your loved ones as well.

"Where can I get one?" you may ask. Just do a Google search for "**wearable identification**" and you'll find a wealth of great products!



About the Author



We love getting articles from cadets, and this one is no exception. C/Col Klara Olcott, the author of the informative article above, was the 2015 Civil Air Patrol Cadet of the Year! A member of the 388th Composite Squadron of the Arizona Wing, she was the Chair of the National Cadet Advisory Council, as well as being heavily involved in Search and Rescue, the IACE Program, and a wide variety of other CAP and non-CAP activities. The above article was a small part of her Girl Scout Gold Award Project.

Klara recently turned 21 and is continuing her involvement in CAP as an active Senior Member (and hopefully a regular contributor to the Beacon!).

June 2016 Mishap Closeouts

Col Robert Castle, CAP/SEA

Encampments were in full swing in June and wings were doing a terrific job of reporting mishaps as they occurred. Fortunately, the vast majority of the reports were just minor bodily injury mishaps. Still, we must do a better job of inspecting areas for hazards to help keep our members from getting hurt. Here are the numbers:

Bodily Injury – 209 Aircraft – 15 Vehicle – 10 Other – 1

Let's take a closer look at a few mishaps:

Bodily Injury

A lot of our "bodily injury" mishaps were in the "general illness" category. They included a lot of minor aches and pains as a result of physical exertion commonly experienced during encampment activities. Knee pain, nausea, headaches and other general maladies can't always be attributed to a specific action. That being said, we still need to report them so we can determine what might have resulted in the problem, and if there is something we can improve to make these "aches and pains" less frequent. Physical Fitness events accounted for 44 of the mishap reports including, nausea, difficulty breathing, trips while running, bumping into each other, etc.

Numerous cases of blisters were attributed primarily to ill-fitting boots or new boots, or socks that permitted blisters to form. Blisters may seem minor, but they can really put a crimp in an otherwise enjoyable event. If you are planning on going to an encampment, make sure you have the proper boots, the proper socks, and that you make sure your boots are broken in and comfortable. It seems silly to say it, but realizing the risk of blisters, and doing something to prevent them, is just another example of Everyday Risk Management.

Aircraft

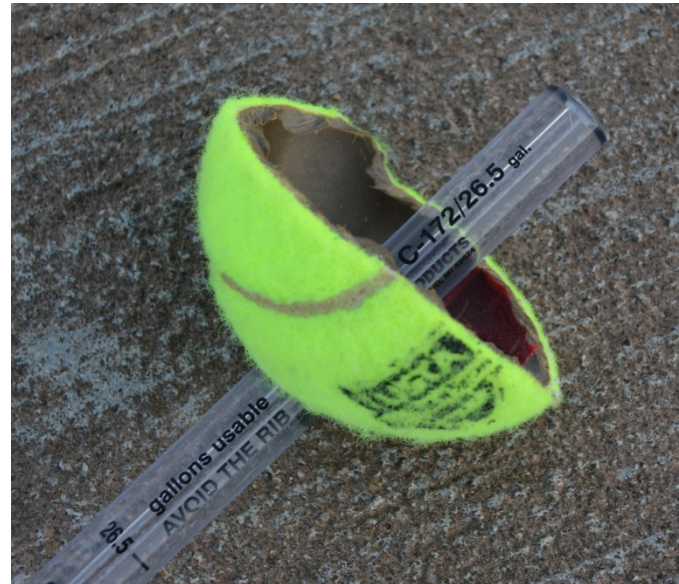
In the Aircraft category there was one tail strike which resulted in a bent tiedown ring. Tail strikes are a somewhat common mishap, and we are working diligently with our CAP/DO and CAP/DOV personnel to come up with some training and instructional tools to work on the causes and possible fixes.

One aircraft on a cadet orientation flight developed significant engine vibration. The pilot returned to the departure airport and on shutdown, maintenance discovered a failed engine cylinder. Every pilot needs to regularly review their emergency procedures so the first couple

steps can be accomplished from memory; when something goes wrong is not the time to wish you had studied a little more.

On another orientation flight, the engine began surging in flight. When the pilot switched from “Both” to the right magneto, the engine momentarily quit. The pilot returned the ignition switch to the “Both” position and landed safely. Maintenance discovered a bad capacitor on the right magneto. Would you have known what to do?

A pilot in training at one of our flight academies was checking the fuel with the fuel dipstick when he accidentally lost a hold of it and it fell into the fuel tank. They couldn’t retrieve it, so it required draining of the fuel tank and opening of the upper access panels, taking that aircraft out of the rotation for quite a while. He did come up with a unique solution that will keep the dipstick from falling into the tank if someone loses their grip. Check out the photo.



Vehicle

Running over debris on the road, hitting wildlife, and backing mishaps were the most common vehicle mishaps for the month.

Drivers need to keep in mind that the big 15 passenger vans require increased turning room compared to the vehicles most of us drive daily, and parking and maneuvering them in tight places like parking lots and driveways takes some special techniques and experience. When activity directors are deciding on who drives these big vans, don’t forget a risk assessment that includes the van-driving experience of the driver!

The final word on driving those big vans, or any of the CAP vehicles for that matter, has to do with backing up. We see a pretty regular flow of minor mishaps that involve backing CAP vehicles into stationary objects when the driver did not use a spotter and/or did not get out of the van to walk around the vehicle to see what obstacles were lurking. Help each other out. Remind each other. Stop each other. This single cause of mishaps has been emphasized so much that it comes with one more reminder; hold each other accountable.

Safety@capnhq.gov