

# ARIZONA SAFETY PINS

Arizona Wing Civil Air Patrol - Auxiliary United States Air Force

**November - December 2022**



Hi everyone,

**Coming Soon!** CAPR160-1 The Civil Air Patrol Safety Program, states in section **5.2.1.4. Annual Safety RM Day**. Commanders of all active units will set aside one meeting day during the months of January, February, or March to conduct an Annual Safety RM Day. The sole focus of the day is a RM refresher for all members, specifically geared towards the hazards and risks they face in their daily lives, their CAP activities, and their specific missions. **5.2.1.4.1**. By 31 December of each year, CAP/SE will provide a summary of required and recommended topics for the Annual Safety RM Day. This will include command emphasis items, program enhancements, mishap trends and their contributing factors, and any other current items for emphasis.

As in the past years the Wing Safety Director will send out an email with the Safety and Risk Management training recommended by the National Safety Team and our Arizona Wing emphasis items to the Squadron Safety Officers as soon as it is available.

We will also be asking the individual squadrons for their proposed Safety Training dates to track completion of this annual requirement. This is a required activity, failing to complete the Safety/RM training on time is a "Finding" is a CI for both the Squadron and the Wing..

## **SSO REPORTS**

**The SSO report should be filled out by the person involved in an SSO, the only exception is if a Cadet is involved, then the Senior member present should submit the SSO. It is not required that only Safety Officers can fill out an SSO - that is false information- Safety Officers should be prepared to assist any member in filling out an SSO Report. Witnesses listed on the report should complete their statements-ASAP after receiving notification to do so by using the link provided by the CAPSIS system in order to complete the review in a timely manner.**

**When entering information on your initial CAPSIS report, do not enter any vehicle ID numbers, license plate numbers, aircraft tail numbers or any names, locations or CAP ID's.**

**SAFETY TRENDS** We experienced a number of Cadet Fainting incidents this Summer, they can occur anytime of the year not just Summertime, because of our *Dry climate*. As members, if we remember to adequately hydrate all day and consume a light meal before attending an activity or meeting it will help prevent those incidents. Those were the leading causes of the factors leading up to the fainting episodes.

As Leaders of activities and Cadets, it is important that each person be quizzed individually at "sign-in time" as part of the process to make sure everyone has had a light meal or substantial snack and has been hydrating throughout the day prior to attending and participating in the meeting or activity, if we remember to take these steps it may prevent further occurrences of this type.

**LOG SAFETY EDUCATION:** Safety Officers - logging Safety Education is now done from the CAPSIS page. Click on the red **CAPSIS** button at the top left of the page to expand the menu for "Log Safety Education" and choose your Unit Charter under the "Unit Conducting Education".

**SIGNIFICANT SAFETY OCCURRENCE (SSO) SYNOPSIS'** Are published in this newsletter to inform members of Significant Safety Occurrences. Names and locations are omitted.

### **FY2022 SAFETY OCCURRENCES**

**A** CAP aircraft was being relocated on a FBO ramp, by an FBO employee while the brakes were still engaged on the aircraft, the tail contacted the ramp when the aircraft was pushed back by the Tug.

Aircraft crew members were performing a pushback operation into a hangar, the aircraft pivoted and the tail struck an object on the rear wall causing a dent in the elevator.

**A** member was bitten by an unknown insect while on a Drone Mission.

**A** CAP truck sustained a flat tire while driving on a dirt service road.

**While** an aircrew was performing a pushback operation into a hangar, the aircraft pivoted and the tail struck an object mounted on the rear wall of the hangar and left an indentation in the aircraft elevator

### **FY 2023 SIGNIFICANT SAFETY OCCURRENCES**

**An** aircraft sustained a power loss while in flight.

# ARIZONA SAFETY PINS

## **ARIZONA WING SAFETY MISSION STATEMENT**

*The Safety Directorate of the Arizona Wing Civil Air Patrol strives to ensure safe operations and risk mitigation for both personnel and assets, not only in the performance of our Missions, but also in our everyday Lives and to provide the educational groundwork for sound Operational Risk Management decision making and in everyday Safety Practices.*

## **ARIZONA WING CIVIL AIR PATROL STAFF**

Wing Commander: Col. Robert Pinckard  
Wing Vice Commander: Lt. Col. Attila Szokol  
Chief of Staff: Lt. Col. Linda Yaeger  
Director of Safety: Lt. Col. Corey Stohlquist

## **Assistant Wing Directors of Safety**

North Command Area: Captain Henry "Dodd" Martin (ADY)  
South Command Area: Major Dolly Mickle  
East Command Area: Major Clarence Rebello -Acting Area SE (ADY)  
West Command Area: Lt.Col. David Mickle

Assistant Director of Safety for Training: 1Lt. Sheldon Ross (ADY)  
Ground Team Safety Liaison: Lt.Col. Robert McCord (ADY)  
Drone Team Safety Liaison: 1Lt Brett Seidell.

You received this email because you are a member of the Arizona Wing of the Civil Air Patrol. If you would prefer not to receive information regarding CAP from Arizona Wing, simply go into eServices and change your primary email address to "Do Not Contact"

**MSO TRAINING:** Any Senior member is welcome to train as a Mission Safety Officer, but first the candidate will be required to have the prerequisites completed, along Commander approval. You should bring your printed MSO SQTR with you during your "hands on" training at an OPex. Contact the Wing Director of Safety prior to Mission training to discuss training objectives and expectations.

# ARIZONA SAFETY PINS

## **How Does the New CAPSIS Support Region and National Operations And Improve Trend Information**

**by Lt. Col. Corey Stohlquist, Director of Safety, Arizona Wing**

To understand CAPSIS, a short review of the previous reporting system is in order.

In 2009, Mr. Frank Jirik developed the first online and organized Safety Management System (SMS). Mr Jirik was the first salaried safety professional to be hired by CAP. That system remained in place during Frank Jirik's tenure as Chief of Safety (2009-2013).

In April of 2014, Mr. George Vogt was hired as the new Chief of Safety and served until January of 2022. George developed and implemented a wide range of improvements to the CAP Safety Program, including changing the name from Safety Management System (SMS) to the former Safety Information Reporting System (SIRS). He was also instrumental in developing a highly professional cadre of CAP safety officers by setting higher standards for the CAP safety officer program through training and policy changes.

The Safety Information Reporting System (SIRS) primarily focused on a two-part report, "Step One" as the initial report and Step Two as the in-depth part of the Mishap report; both parts had multi questionnaire boxes to fill out.

The word Mishap implies an unlucky accident, and members wrongly associated a Mishap Review as something with punitive results.

In February of 2022, Mr. Michael Nunemaker took over as our current full-time Chief of Safety.

One of the first programs initiated under his leadership was the creation of a new reporting system named Civil Air Patrol Safety Information System "CAPSIS".

The basic featured highlights of CAPSIS include increased automation, reduced free text entries, defined human, non-human, and causal factors, as well as defined and connected mitigating actions, and the ability to better track planned mitigations.

CAPSIS is a one-stop place for reporting a Significant Safety Occurrence (SSO), it is also a one-stop place for all things CAP SAFETY, with links to other CAP Safety resources.

Some of the resources available under CAPSIS are Safety Reporting worksheets, Risk Assessment worksheets, CAPSIS Guides, Safety Regulations and pamphlets and portal for logging Safety Education and submitting Safety Suggestions / Hazard Reports.

CAPSIS focuses on collecting more data on the Event Chain, Casual Factors, and then the Mitigation Plan, and Mitigation Acceptance.

Perhaps one of the biggest changes we've made in CAPSIS is creating defined human and non-human contributing factors. We used and adapted the Air Force Safety Center's DoD Human Factors Analysis and Classification System (or HFACS) version 7.0 as a basis for CAP's HFACS.

Coded human and non-human factors improve both the efficiency and clarity of data reporting, allowing the data to become much more useful in safety decision-making.

This will enable CAP to follow SSO trends allowing us to focus our training on preventing similar occurrences.

Once the Review Steps are completed, it is submitted electronically to the wing commander or the appropriate OPR assigned to complete the Mitigation Plan; after the wing commander has approved the mitigation plan, it is then forwarded to the region commander for acceptance or return to the Wing for further action. Once the region commander accepts the mitigation plan and the date for implementation has been entered, the occurrence will then show "Complete" The final step in the process is for the National Safety Office to review and provide a classification for the SSO.

There are several things that CAPSIS gets right, it has a logical built in few of choosing the Event, Causal Factors along with the Reviewer being asked to justify factors choices and being a simpler reporting system. Eliminating the part called "Step Two" also removes having to remind people that another part of the report is due as well as the Reviewer needing to write a lengthy statement in SIRS.

With the rollout of the new system, excellent training was made available in the following formats: multimedia, PowerPoint, and video presentations on streaming platforms along with the educational material being broken up into manageable sections and quizzes to progress to the next section.

The new system also provides additional training for those who would be Review Officers, the system does not allow anyone who has not passed the Review Officers course to be appointed as a Review Officer in the CAPSIS system.

The use of the term Significant Safety Occurrence or SSO also takes away the negative previously used in SIRS “Mishap.”

There is still a need to educate members on the initial statement length and what to include and what not to include, also the need to include witnesses and to educate the persons who are witnesses to respond in a timely manner to submit statements, and lastly reporting the SSO within 48 hours as required and have the persons involved making the initial report rather than relying on a squadron safety who might not be present or available.

The CAPSIS users also have a “Dashboard” to view the SSO history as to how long a certain SSO is in process and what step of SSO it is in.

CAPSIS is a living system in that it will be continually updated and improved upon.

***NOTE: THIS ARTICLE ORIGINALLY APPEARED IN THE SOUTHWEST REGION NEWSLETTER PUBLICATION “THE FLY-BY”.***

This author is a Master rated Safety Officer having 19+ years in the CAP Safety Specialty Track, can attest that this system is more user friendly for the member and will only improve over time with other improvements/updates.

## **RECOGNITION**

### **September OPex Mission Number 22-T-5697 Mission Safety Officers**

Lt. Col. Fred Workley, Lt. Col. Tony McFarland, Major Steve Hulland, Captain Scott Hunter, Lt.Col. Corey Stohlquist.

## **NEW CAP SAFETY PROGRAM RATINGS**

Captain John A. Bryant - Falcon Composite Squadron 305 SWR-AZ-064 **Safety Technician** on 11 September 2022.