

ARIZONA SAFETY PINS

Arizona Wing Civil Air Patrol - Auxiliary United States Air Force

January-February 2023

Hi everyone,



It's Here and its underway! 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 as we have done for the past three years.. This is a required activity, failing to complete the Safety/RM training on time is a "Finding" in a CI/SUI inspection for both the Squadron and the Wing.

Please send your proposed training dates to corey.stohlquist@azwg.org

Be sure to click on the "**YES**" buttons for "*Does this education meet the Annual ORM familiarization requirement*"? And for "*Is this your Annual Safety Day*" to receive credit for the requirement to be properly logged.

The Arizona Wing deadline for completion of the Annual Safety and Risk Management Day is 18 March 2023.

CAPF54 HIGH ADVENTURE ACTIVITY REQUESTS

Another reminder on CAPF 54's when attaching the CAPF54 to your request in OPSS, it should have the signature of the Wing Commander on it *prior* to attaching the form or the request will not be approved until it has that signature.

The best way to make sure it gets a Wing Commander signature is to email the completed CAPF54 to the Wing Commander, and call him to let him know it's in his email box; after receiving it back from the Wing Commander, then attach to the OPSS request. Otherwise activities will not be approved until the signed CAPF54 is attached.

CAPF 160 vs. ICS315a for Mission

There has been some confusion regarding whether or not a CAPF160 is required for missions, the answer is the CAPF160 is not required in relation to Missions & Exercises conducted under the Incident Command System, as referenced in CAPR160-1 section 3 of the Civil Air Patrol Safety Program, a CAPF160 is not required since you are identifying risks and completing the risk mediation on the *ICS 215a form* using the same steps you would use for a CAPF160.

CAPR160-1 Section 3 para:

3.3.1.1. Full Deliberate RM. *The entire deliberate RM process must be completed and documented, to include signature of the member in charge of the activity or mission. Deliberate RM will be accomplished utilizing the CAP Form 160 in the following cases, or in similar cases where a thorough planning process is indicated (note: Missions/exercises conducted under the Incident Command System (ICS) may use equivalent ICS forms, but all RM steps must be completed).*

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FY2023 SIGNIFICANT SAFETY OCCURRENCES

Are published in this newsletter to inform members of Significant Safety Occurrences. Names and locations are omitted.

NONE TO REPORT AT PRESS TIME

SAFETY RECOGNITION

Captain Gary Stark AZ-036 Willie Composite Squadron ***Safety Senior Rating*** posted on 14 December 2022

Spring Wing Conference Safety Breakout Meeting

Because of the success of last year's Safety Breakout, where we offered assistance with sign offs for your Safety rating, I am planning on offering the same format that the next Wing Conference, that will be beneficial to all vs training on a specific subject.

If you are looking for training on CAPSIS reporting, the best method is still to do the "hands on" self training on your personal computer at home or at a meeting. The National Safety Team offers the best course for learning the new CAPSIS system in AXIS and we cannot beat the multimedia course they developed which usually takes 20 minutes or less to complete including the quiz. After taking the online AXIS course you receive credit on your eServices training record and that is something we cannot offer, but we will answer CAPSIS questions at the conference.

If you are working on a Safety rating in the CAP Safety Program, you will need to bring your paper copy with appropriate sign-offs along with proof of completion of each task

We will also help you with answering any questions you may have about the Safety program in general, CAPSIS, and Specialty Tracks; or just stop by and meet the Wing Safety Team.

However, the Wing Safety Team is available anytime to answer any CAPSIS or other Safety related questions.

CAPR160-2 UPDATED AND POSTED IN eServices.

The time has arrived, as of December 28, 2022, CAPR 160-2 has been updated. CAPR 160-2 is now available in eServices, please take a look at the current amended regulation.

28 Dec 22 Safety Reporting and Review (Rescinds CAPR 35-2)

Link:

https://www.gocivilairpatrol.com/.../CAPR_1602_Mar_2022...

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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.

Southwest Region Director of Safety

Lt.Col. John Kruger, Jr.

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.

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AIRPLANES AND HANGAR DOORS – MAY THEY NEVER MEET!

Lt Col Dave Mickle Arizona Wing Safety Team

That's the general idea, airplanes and hangar doors should never come in contact with each other. But they sometimes do, and with unpleasant results. The most common cause is the crew's belief that the hangar door is fully open when it isn't. The airplane usually comes out the loser, with a transfer of paint and a nasty scrape to its finish (best case) or some bent metal usually on the wing or tail (worst case.) Some grief and chagrin on the part of the tow bar person are also involved. I know, because I learned this lesson the hard way as a teen-age line boy in a previous lifetime. So let's look at some guidelines to safely moving an airplane in or out of the hangar:

First, ask yourself: You've moved the airplane in and out of the hangar a hundred times, so what could go wrong? The answer is anything! Watch out for complacency. Pay attention.

Second, you're ready to be done and go home: SLOW DOWN.

Never operate a hangar door unless you've been trained on it.

Use clear, printed procedures which should be posted near the door's controls.

Never move an aircraft by yourself unless you have no choice. Get all the help you can, and ensure they have been trained on Aircraft Ground Handling.

Do not move the airplane until everyone agrees that the hangar door is fully open.

Use painted guidelines to keep the aircraft “on course” as you move it, but DO NOT get focused on watching the wheels – keep the entire airplane in your crosscheck.

Use immovable chocks to stop the airplane when it is in the correct position, then chock tires on both sides.

Do not stop the aircraft below an open hangar door for any reason.

But if the worst happens, and the airplane comes in contact with something it shouldn't, you have a mishap. You should immediately call someone on the Arizona Wing Safety Notification Pyramid located in the AIF. Next, you'll need to file a Mishap Report in the Civil Air Patrol Safety Information System (CAPSIS) within 48 hours. Call your Safety Officer if you need help.

Hopefully, these guidelines will help you and your crew members safely move your bird in and out of the hangar without any unwanted attention or heartache. Questions or comments?

Contact us using our contact information that is available in eServices. Thanks for reading!

"What we anticipate seldom occurs: but what we least expect generally happens."

--Benjamin Disraeli

