

# ARIZONA SAFETY PINS

Arizona Wing Civil Air Patrol - Auxiliary United States Air Force

**March - April 2023**



Hi everyone,

We made it through another Annual Safety & Risk Management Day evolution and we once again are finishing ahead of schedule, we have completed it for the Fiscal Year.

A big "Thank You" to the Squadron Commanders and the Squadron Safety Officers for completing this so promptly.

One thing I have noticed is that some of us are having difficulty in "Logging Safety Education" in the CAPSIS/SIRS system. At the next Wing Conference I'll give a demonstration to those who would like to see how it's done.

## **ACTIVITY SAFETY OFFICER**

Are you an Activity Safety Officer for a CAP Activity? CAP has a quick course just for you in the AXIS Learning System, it's a required course for a Safety Officer who is a Safety Officer at an activity especially the Summer Encampment.

## **ONLINE HAZARD REPORTS**

When entering an online Hazard Report in CAPSIS, you should attempt to close it out within 30 days and enter what you did to close it out in the Journal Notes, if it goes past 30 days go back to the entry and give an update until closed out.

## **MARCH EVALUATED MISSION**

The Air Force Evaluated Mission is March 25th, I am interested in having a Senior Cadet NCO or Cadet Officer as a Cadet Assistant Safety Officer for the Mission, a requirement is that the Cadet is *GES Qualified* and a *Mission Staff Assistant*, if interested please contact me at [corey.stohlquist@azwg.org](mailto:corey.stohlquist@azwg.org), along with your name, CAP ID, Squadron and qualifications; don't forget to copy your Squadron Commander as well.

## **AZ WING SAFETY NOTIFICATION PYRAMID**

Due to recent changes in some Wing Command positions, an updated “Safety Notification Pyramid” has been updated and sent to the Administration Officer for review and publication. As soon as it is approved it will be sent to the Squadrons.

## **ARIZONA WING SSO “NOTAMS”**

### **FY2023 SIGNIFICANT SAFETY OCCURRENCES**

Are published in this newsletter to inform members of Significant Safety Occurrences. Names and locations are omitted, further information may be found online in CAPSIS..

**FY23-744** Hangar Rash Incident: Aircrew backed aircraft into hangar instead of nose first at squadron location (Yes, we have a hangar that is used that way)..

**FY23-838** Aircraft issue with throttle/aircraft losing power then surging. Mechanical issue found and corrected.

## **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.

It might be a good time for those who are interested, to check their status on Safety ratings, remember we are here to help you advance and if you have any questions on what you need to do to advance to the next high rating, this is the time to do so, it might be easier than you think to advance to that next higher rating. If interested email me with your name and CAP ID, and I'll take a look at what you need to do.

I'll also take time to show Safety Officers how to use CAPSIS to log Safety Education for their units, this still continues to be a problem with it not being entered monthly, so if you are interested in learning how to correctly log Safety Education, this will be the time to show up to learn how.

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 Safety Team.

### **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. Linda Yaeger  
Chief of Staff: Lt. Col. Mark Schadt  
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.

## **If an Instructor Pilot/ Check Pilot can develop Hangar Rash, so can you !!!**

**By Lt.Col. Denny Peeples AZ-075**

I developed a sad case of hangar rash on Wed, Jan 11, 2023 and I don't want it to happen to you. I backed N806CP into the KDVT hangar which is meant for nose in only. OUCH !!!

Following our normal routine with verbal 'I push, you steer, left wing clear, right wing clear, on centerline' during the pushing of the plane, my CAP friend and I were both simultaneously shocked when the tail hit before the tires hit the chocks, as always happens. We were so surprised that we both exclaimed "who moved the chocks" ? To our utter chagrin, no one did.

Before I 'caught' the rash, I incorrectly thought only inexperienced, impatient, rushing aircrew could catch the rash. Just a week earlier at Chandler I mentioned after a mission "My one goal in flying is to get through my CAP flying career without dinging a plane." Win some, lose some.

Not following checklists, rushing, weather, night ops, unfamiliar location, inexperience, distracted conversations...these may have been contributory to hangar rashes nationwide, but NONE of this applied to us. I was a victim of negative habit transfer. I did everything like I always did , safely, until I was at an 'open carport' hangar that required a nose in. My friend was unfamiliar, I was the 'local' pilot and it was my responsibility and I can't honestly say WHY I didn't get it. My only explanation was negative habit transfer or as SDL/CC John Huls called it 'expectation bias'.

As an IP/ CP I have volunteered in three states during the past 20 months with CAP. Except for rare CAP planes parked on the ramp, all hangars have been 'tail in'. I had flown at KDVT in the past month so there is no excuse except my inattention to the specific situation and reliance on checklists and habit patterns.

Don't be like me, think twice, look twice before hangaring.

Looking back:

- Bad news doesn't get better with age: we called commanders in minutes, fessed up and were complemented on our promptness.
- I did the post flight checklist with a walkaround then we got gas. I can not swear that I did another walkaround before hanging the plane. I might have done one during gassing of the plane. I certainly walked in the hangar to get the tow bar. I don't know, if I did do another walkaround, I might have caught the wrong orientation of the parking of the plane.
- I missed the previous squadron meeting because my son was visiting. Hangar rash was discussed. Could this have made a difference? Probably not, I thought it happened to 'other people'.
- Don't ever jinx yourself by saying "My one goal in flying is to get through my CAP flying career without dinging a plane."



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