

ARIZONA SAFETY PINS

Arizona Wing Civil Air Patrol - Auxiliary United States Air Force

MAY - JUNE 2023



Hi everyone,

FOOD ALLERGY ALERT

Recently, another Wing in the Southwest Region had an incident where a Cadet was at an activity and had a severe allergic reaction to the food at the event, it's very important to make sure that when preparing food items for consumption at any event including meetings that you are aware of the possibility someone (*even Senior Members*) may be allergic to food items that are provided. Prior to serving any foods, members and parents should be consulted to determine if their Cadet has any food allergies. Cadets may not always provide the correct information, so contact with parents is important. Please remember to include FOOD ALLERGY planning on your CAPF160/CAPF160S when appropriate when food is provided or used.

CADET ORIENTATION RIDE SAFETY By Lt. Col. Tony McFarland

Now is the time of year when Cadet Orientation Rides start in earnest. June is Cadet Encampment month, while this is one of the most enjoyable of the exercises and requirements that we can provide our cadets, it can turn into an unpleasant experience unless certain guidelines are followed.

To begin with, check the weather. Will it be too warm, too windy, or will the route be flown over mountains etc.

Secondly, provide the cadets with a safety briefing. This should cover the sterile cockpit, (some cadets are a little hyperactive and talk a lot. So, emphasize when it is necessary to be quiet) when to handle the controls, what not to touch etc. Inflight and ground emergencies, how to egress from the cockpit and where to meet if involved in an off-airport landing. Also, as part of the briefing, furnish each cadet with an in-flight kit. This kit will contain a gallon plastic Ziplock bag, containing chewing gum, tissue paper and ear plugs.

Make sure that the cadets are well enough to fly (I'MSAFE). If the cadet appears flushed or congested, suggest they might fly later when this condition is alleviated.

Accidents happen. The flight might suddenly encounter turbulence that was not anticipated or be delayed for permission to take off on a very warm day, or a cadet may have eaten something that made them ill.

In any case, you have a sick cadet that needs to be cared for. Return to base, assist in making the cadet comfortable, turn over the cadet to his squadron commander or medical personnel if necessary, and clean up the aircraft.

Remember to prehydrate prior to the flight and to have water available for in flight use.



ARIZONA WING SAFETY DIRECTOR 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

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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

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Ground Team Safety Liaison: Lt. Col. Robert McCord
Drone Team Safety Liaison: 1Lt Brett Seidell.

Southwest Region Director of Safety

Lt. Col. John Kruger, Jr.

ARIZONA WING “NOTAMS”

FY2023 SIGNIFICANT SAFETY OCCURRENCES

Significant Safety Occurrence(SSO) summaries are published to alert Wing Members of SSO's that have occurred in the Arizona Wing.

NO NEW SSO'S TO REPORT FOR THIS PERIOD.

IMSAFE Is Missing a Letter

by: Capt Dodd Martin, Prescott Composite Squadron

As pilots, we are taught to use the IMSAFE acronym to help determine our fitness for flight.

The FAA describes IMSAFE in the Aeronautical Information Manual, Chapter 8: 1

I – Illness

M – Medication

S – Stress

A – Alcohol

F – Fatigue

E – Emotion

Based on a recent incident, I would argue that we need another letter in the IMSAFE

Checklist – the letter ‘P.’

I had gone back east to visit my family and decided to rent a plane and fly to North Carolina to visit friends and extended family I hadn't seen in quite a while. The plan was to fly from Greenville, SC (KGMU) to Lillington, NC (KHRJ) to visit an old friend; spend the night; fly to Greenville, NC (KPGV) in the morning to visit family; and then fly back to SC that night. The plan went well and I had determined a “drop dead” departure time to

make sure I got back to Greenville before it got too late. That day, I visited my cousins, had a good lunch, watched some of the World Cup, and before long it was time to go back to the airport. I had gone through the IMSAFE checklist and made sure I was 100% good-to-go for my flight home. My cousins took me to the airport, I showed them the plane (a nice, well-equipped Piper Arrow, if you were wondering), then I said my goodbyes, did my pre-flight inspection, hopped in, picked up my clearance, and launched into the night sky.

The flight was going to take about 2 ½ hours due to very strong headwinds and would take me directly over Charlotte/Douglas International Airport and then a slight dogleg to home.

The thing I didn't count on was the inordinate amount of southern sweet tea I drank that day.

Within about 30 minutes of departure, I realized I was in for an uncomfortable flight. What I SHOULD have done, was turned back, landed, taken care of business, and left again. What I DID was continue on thinking, "ahhh...It'll be fine." I should note that because I didn't bring my normal flight bag for this trip back east I had no type of emergency relief container in the airplane – no empty bottles, no emergency airsickness bags 2 , nothing (there are plenty of options available – what I use is in the footnotes.) By the time I crossed over Charlotte airport, I started wondering what the landing/ramp fees would be for an unscheduled bathroom break. But...I pressed on towards home.

It had been almost 30 years since I flew in and out of Greenville Downtown Airport and I would be landing at night so I had planned to fly an instrument approach. I began to brief the approach and set up my avionics. I would be shooting an RNAV approach that had an MDA of 425' AGL. When the Greer approach asked me my intentions, I paused a bit, considered my physiological needs, changed my plan and said, "I'll take the visual." At this point, I was in such physical pain that it was hard to concentrate on flying and because of that, I never briefed the visual approach and never reset my avionics (particularly my altitude bug that was still set for 425' AGL. I called the tower, got cleared, and continued descending through pattern altitude, towards my bugged altitude. It was then that I got the warning from the tower, "Altitude alert, radar indicates your altitude 1,500, traffic pattern altitude 1,800." Oh no, I was flying over a major city a good 300 feet lower than I should have been. I crammed the throttle forward, climbed back up to the proper altitude, made my pattern entry and landed. By the time I taxied to parking, I had to sprint across the ramp to the closest bathroom to relieve myself.

An old friend I used to ride motorcycles with once told me his golden rule for riding was, "never pass up an opportunity for gas or a bathroom." I should have applied that to aviation too.

By letting myself get into that situation, my physical pain overrode my planning and training and led me into a dangerous and potentially fatal situation. If there was a tall building, tower, or guy wires between me and the airport, I might not be here to write this today. So, when you are going through the IMSAFE checklist before your next flight I encourage you to add the letter 'P' to the checklist. What does the P stand for? Pee before you go!!

REFERENCES

Aeronautical Information Manual, Paragraph 8-1-1 – Fitness for Flight --

https://www.faa.gov/air_traffic/publications/atpubs/aim_html/chap8_section_1.html

Urinal Bag

<https://a.co/d/6hAuyGo> – Unisex urinal bag, vomit bags for travel – Amazon.com

LASER STRIKES ON THE RISE IN ARIZONA

From Aviation Safety Advisory Group

LASER UAS Mitigation – Scott Woodworth (Pima County Sheriff's Office – Aviation), as read by Cary Grant There were 11 laser incidents around the greater Tucson area this past month. Mainly concerning blue and green lasers.

Thursday April 13 there were at least four aircraft that reported a laser strike about 18 miles WNW of Tucson with another possibly related on April 9th. The remaining incidents seemed to be spread around the area.

Craig Tompkins, from the Scottsdale FSDO said that in these incidents, there was eye damage reported. It appears that cases are starting to move again at the Federal level. I have been contacted by Federal prosecutors on a couple of cases that have been in limbo so I am optimistic that they will have a resolution soon.

RECENT REPORTS:

TUCSON, AZ (TUS): SRVY1, C208, ILLUMINATED BY A GREEN LASER FROM THE 9 O'CLOCK POSITION WHILE W BOUND AT 6,500 FEET 4 NNW TUS. NO INJURIES REPORTED. FBI NOTIFIED 04/16/2023 0426Z

TUCSON, AZ (TUS): SKW3025, CRJ7, GREEN LASER FROM 7 O'CLOCK WHILE HEADING 120 OVER TUS300007, NO REPORTED INJURIES. 04/16/2023 0545Z

TUCSON, AZ (TUS): SRVY1, C208, ILLUMINATED A 2ND TIME IN THE SAME PLACE, BY A GREEN LASER FROM THE 9 O'CLOCK POSITION WHILE W BOUND AT 6,500 FEET 4 NNW TUS. NO INJURIES REPORTED. FBI NOTIFIED 04/16/2023 0518Z.

What if I Get "Lased?"

If you encounter a laser illumination event during flight, here are a few pointers:

- ANC — Remember to Aviate, Navigate, and Communicate in that order.
- Alert a crewmember — If you're flying with another pilot, advise him or her of the laser and determine if the other pilot is safe to assume control of the aircraft.
- Interrupt the light — Use a clipboard, visor, or your hand to block the light if possible. Sometimes you can maneuver and use the aircraft to block the light.
- Turn up the cockpit lights — Light-adapted eyes are less prone to the effects of a laser.
- Advise ATC or broadcast on the appropriate frequency — Include your aircraft call sign and type; altitude and heading; the color, direction, and location of the laser; the length of exposure; and any injuries sustained. After landing, complete a laser incident report online.
- Resist the urge to rub your eyes — This can irritate the eyes more and cause tearing or a corneal abrasion.
- If you are concerned or if you feel you have suffered any eye damage, have your eyes examined.

For more information, see the FAA article, Blinded by the Light:

<https://medium.com/faa/blinded-bythe-light-4879e10fe>

Thank you to Major Debbie Blattstein for passing this information along to us.



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