

ARIZONA SAFETY PINS

Arizona Wing Civil Air Patrol - Auxiliary United States Air Force

NOVEMBER - DECEMBER 2023

Be Civil Air Patrol Safe... Be Arizona Wing Safe!



Hi everyone,

SAFETY PINS

I always appreciate feedback about the articles in the Arizona Wings Safety Pins newsletter, it's not necessary to let me know that you have read the newsletter since we do not give credit for a safety briefing for reading the newsletter when it is published.

Please continue to attend squadron safety briefings or use methods like FAA or AOPA web based training or use CAP provided safety education in AXIS by reading "The DISPATCH" and taking a short quiz afterwards to get automatic credit, the goal is to attain near 100% Safety Education in each squadron monthly, since stats are reviewed at National Headquarters and USAF monthly.

HYDRATE HYDRATE HYDRATE!

The Hot Summertime weather may be over in Arizona for several months, but remember we live in a *Dry-Arid* Region and we still need to practice continual hydration not only at home activities, but also at CAP activities and meetings. It's a good proactive practice to encourage pre-hydration prior to meetings and other activities and ensure that water is provided during extracurricular activities, PT activities and so forth. Also nutrition is important and snacks should be strongly encouraged or provided for activities to provide fuel for our bodies.

Please include basic risk mitigation on all CAPF160 requests for:

1. Slips, Trips & Falls 2. Hydration 3. Nutrition.

ARIZONA WING CIVIL AIR PATROL STAFF

Wing Commander: Col. Robert Pinckard
Wing Vice Commander: Lt. Col. Linda Yeager
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
Drone Team Safety Liaison: 1Lt Brett Seidell.

Southwest Region Director of Safety

Lt. Col. John Kruger, Jr.

Congratulations to Wing Commander-Select Lt Col Linda Yeager!

Be Civil Air Patrol Safe...Be Arizona Wing Safe

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 “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.

For further information please refer to the report number in CAPSIS.

FY23-1216 05-09-2023: Bald spot on tire down to cord discovered on aircraft tire post flight.

FY23-1245 05-20-2023: Cadet Member fainted due to Dehydration.

FY23-1293 06-03-2023: Cadet injured during PT event.

FY23-1340 06-12-2023: Cadet slipped and fell during Squadron Sports event.

FY23-1363 06-15-2023: CAP Van involved in motor vehicle accident.

FY23-1530 07-05-2023: Cadet injured by Dog.

FY23-1541 06-30-2023: CAP aircraft involved in Traffic Pattern incident.

FY23-1724 07-27-2023: CAP aircraft involved in Traffic Pattern incident.

FY23-2008 09-24-2023: Drone malfunction.

We're still running into situations where Senior members, especially Pilots and Aircrew have been involved in an “SSO” reporting situation and have not taken the basic SSO reporting training in AXIS, one Senior member who is a Pilot recently stated “what is CAPSIS”? It's a good practice for all Senior members to take the basic SSO reporting course for these situations. The SSO reporting course in AXIS is only 20-25 minutes long. If you are involved in an SSO, you are responsible to make the report.

SAFETY HONOR ROLL

Lt Col Laura Markiewicz Neotoma Composite Squadron National Safety Officer College 2023
Capt. Scott Myers Yuma Composite Squadron 508 Senior Safety Officer rating

Southwest Region CAP Sponsors 2nd Safety Symposium

By Lt Col Corey Stohlquist Director of Safety Arizona Wing /Assistant Director of Safety Southwest Region

DENTON TEXAS. On Saturday September 16th, 2023, the Second Annual Southwest Region Safety Symposium was held in Denton Texas at the Embassy Suites Conference Center.

A previous Safety Symposium was held June 7-9, 2019, but had been on hiatus since then due to COVID.

Organized by Lt Col John Kruger, Southwest Region Director of Safety, the Safety Symposium hosted 42 members of Southwest Region CAP. Intended participants for this symposium were: NHQ Chief of Safety, CAP-USAF, SWR/ Commander, SWR/Health Services Officer, SWR/Cadet Program Officers, SWR/ Cadet Advisory Council Chair, Wing Commanders, Wing Safety Directors of Safety, and selected SWR Cadet Programs Directors, SWR Stan/Eval Officers, SWR Aviation Maintenance Officers and other personnel who support the achievement of safety goals in their directorates, also attending were several squadron Safety Officers from Texas.

A special thank you to Lt Col Rick Woolford for your assistance with Logistics, local & airport transportation. And Col Robert Castle, Major Israel Perez, Lt Col Jim Emroy and Mr. Michael Nunemaker in assisting completing the information binders.

Presenters included:

Col Martha Morris – Southwest Region Commander

Lt Col John Kruger – Southwest Region Safety Director

Lt. Col Nancy Smalley – Southwest Region Chaplain /Activity Chaplain

Lt Col Jerad Hoff – Southwest Region Chief of Staff

Lt. Col Phil Crawford – Activity Safety Officer

Lt. Col Gerald Creager, Southwest Region Health Service Officer

Lt. Col Jason Redlin CAP-USAF/SWR Commander

Maj Israel Perez, Southwest Region Standards/Eval Officer

Mr. Michael Nunemaker, NHQ Chief of Safety

C/Col Noah Compton, Southern Region CAC Chairman

The topics discussed included:

1. Demonstrate the ability to properly report a Significant Safety Occurrence (SSO) into the CAP Safety Information System (CAPSIS) in accordance with current NHQ SE Guidance and the expectations of the SWR CC, and the ability to teach proper mishap reporting IAW these standards to others.
2. Given a reported Significant Safety Occurrence, demonstrate the ability to properly conduct and review a Significant Safety Occurrence in accordance with current NHQ SE Guidance and the expectations of the SWR CC, and the ability to teach how to carefully review a significant safety occurrence and reporting IAW these standards to others.
3. Describe the elements required for an effective relationship between a unit commander and a unit safety officer or director. This relationship should include development of an initiative-taking command safety culture, development of effective command policies to support a safe operational environment, and development and ongoing implementation of an effective mishap reporting, analysis, and mitigation program.
4. Given relevant current and historic data, describe effective programs and actions to mitigate safety-related problems in operational and cadet program activities.
5. Given relevant current and historic data, develop a cooperative plan with the appropriate wing or region stan-eval leadership to use check-ride trend analysis to mitigate potential flight safety risks.

Attending from the Arizona Wing were Lt Col Linda Yaeger, Lt Col Paul Rheman, Lt.Col Richard Shortridge and Major Kevin Rattey, Lt Col Corey Stohlquist and SWR Staff members Col Martha Morris, Lt Col Jerad Hoff and Lt Col John Kruger.

I am exploring the possibility for a similar symposium to be held for the Arizona Wing next year.

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A review of CAPR 77-1 Interim Change Letter for CAP Vehicles.

SUBJECT: Interim Change Letter – CAPR 77-1, Operation and Maintenance of Civil Air Patrol Vehicles.

Civil Air Patrol Vehicles

1. This interim change letter immediately changes CAPR 77-1, Operation and Maintenance of Civil Air Patrol Vehicles and will remain in effect until a new regulation is published.

Compliance with this letter is mandatory.

2. Change paragraph 2-2. d. to read: To reduce risk of vehicle mishaps resulting from fatigue or distracted driving, the following apply:

(1) Only experienced drivers shall operate vehicles. Consider driving history, years of driving experience, and vehicle familiarization to determine experience.

(2) Drivers shall perform the IMSAFE2 protocol before entering the vehicle. Any one of the protocols not met disqualifies the driver to operate the vehicle for the trip. See attachment 6.(refer to **CAPR 77-1**)

(3) Trips planned for less than 4 hours may be conducted with a single driver without a stop.

(4) Trips planned for up to 10 hours may be conducted with a single driver but must have 30-minute breaks every 4 hours.

(5) Trips planned for more than 10 hours, and less than 14 hours must have at least two experienced drivers and include a rest stop every 4 hours for at least 30 minutes.

(6) Trips will not be planned for more than 14 hours. Drivers may be on duty for up to 14 consecutive hours if they have been off duty for at least 10 consecutive hours. This 14-hour window begins as soon as the driver starts work, no matter if they are driving or not. During the 14-hour work window, drivers can only be behind the wheel for up to 10 hours.

(7) Drivers must take a rest period of at least 10 consecutive hours after driving a trip of 10 hours or more.

(8) Rest means the designated driver(s) had the opportunity to rest at least 10 hours within the specified period. This period provides the opportunity for 8 hours of uninterrupted rest/sleep and 2 hours for personal preparation/travel time.

(9) Wing Commanders, Vice Commanders or Directors of Operations may approve up to 2 additional hours of driving trip time when adverse driving conditions (e.g., traffic jams or delays, poor driving weather, flat tire) are encountered allowing a single driver to drive a maximum of 12 hours total or multiple drivers to drive up to 16 hours total.

For further information and attachments, refer to CAPR77-1 in eServices.

Safety at a Multi-Day Event

By Major Kevin Rattey AZ-076

As you probably know, any activity of 48 hours or more requires a dedicated safety officer. This makes sense given that a lot of activities can occur in that 48+ hour period. They can encompass a variety of issues such as accommodations, meals, transportation, hygiene and much more. All require a keen dedication to safety. Of course, the longer the event, the more likely fatigue or complacency becomes a possibility,

Take as an example, an encampment of several days or more. The assigned Safety Officer could not function effectively without a great deal of support from the participants. In other words, this is a time to ensure that everybody, Cadets and Seniors alike, consider themselves a Safety Officer, and have the ability to stop an activity, if deemed unsafe, without retribution.

Encampment adds another dimension in the planning of safety. Here you have a large number of Cadets generally being housed in close quarters, which brings a myriad of hygiene considerations into play. Also, at the start of the encampment, the Cadets are very excited and are unlikely to get a good night of sleep, at least for the first couple of nights. Their attention is also diverted among many different facets of the encampment, until they get into the routine. So, it is vitally important that the Cadre and the Senior Members consistently emphasize and practice safety. As time goes on, safety should quickly become a normal part of the daily routine.

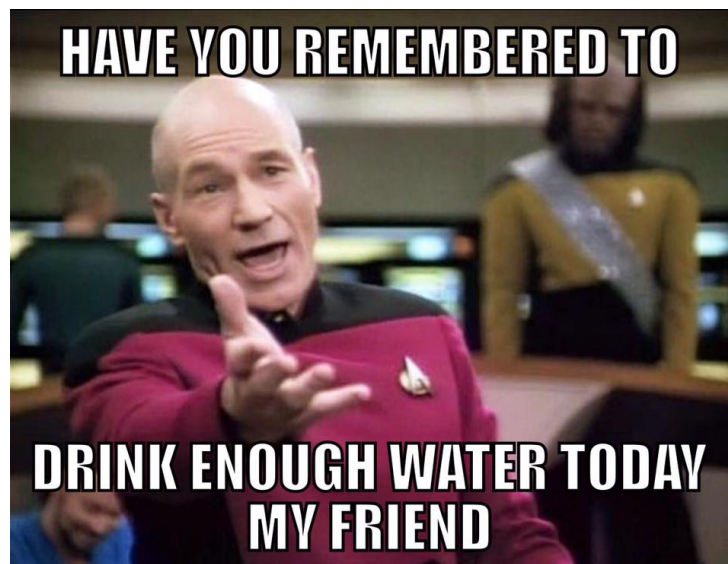
Encampment also requires a safety officer to consider what accommodations are needed for Cadets with food allergies, pre-existing medical conditions, special needs

etc. These need not pose a burden to the encampment, but do require additional planning and may require you to seek additional resources.

Looking at all the safety issues involved in an Encampment, we have the usual considerations of hydration, slip and falls, sunscreen, clothing, hunger and so forth. Then we add on a large number of vehicles moving a large number of Cadets, as well as several activities that require additional PPE. But wait, there's more. Did I mention Blisters? What about sports activities?(sometimes a magnet for injuries).

So why would you want to be a Safety Officer at such an activity? Because it is vitally important. Safety becomes literally a 24-hour activity for several days. Besides, it is not as difficult as it sounds. Involve your Cadre Cadets and Seniors in the planning and execution of all safety procedures. Empower them to oversee safety at all activities. Safety is not a one person show. Spread the workload out. Make safety a part of the routine. Don't let fatigue become a negative safety factor.

The bottom line with Safety at a multi-day event, is to plan, plan, plan. Break everything down into blocks, such as accommodations, meals, hygiene, transport etc. Then ask the famous question, "What could possibly go wrong?". Answer the questions and you have your plan.



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