ARIZONA SAFETY PINS

Arizona Wing Civil Air Patrol - Auxiliary United States Air Force

JANUARY - FEBRUARY 2024

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

Message from Arizona Wing Commander Col. Linda Yaeger

The Arizona Wing is starting a new year that promises to offer opportunities for expanding wing and squadron activities in emergency services, cadet programs, and aerospace education. These regular events at squadron meetings as well as weekend adventures result in safety challenges to our people and missions. I'm asking all Arizona Wing members to join me in focusing on how the message, "People First," reminds all that care and concern for the wellbeing of people can be blended with fun and adventure for a safe and successful outcome of each event.

All our activities and missions need to be conducted with minimized exposure to unnecessary risk, which typically occurs when guidance is not followed or followed incorrectly. The 5Ms for Risk Assessment, Member, Media, Machine, Mission, Management, are a great starting point to ask and answer: “What can go wrong and what am I doing to prevent it?”

I look forward to visiting and working with many of you around the state, as we participate in a wide variety of activities on the ground and in the air. Our goal is to have some fun while sharpening skills that demonstrate the high level of professionalism by Arizona Wing members.

NEW EAST COMMAND AREA ASSISTANT DIRECTOR OF SAFETY

Congratulations and Welcome to Major David Roden, upon accepting the position of East Command Area Safety Officer (ADY). Major Roden joined CAP in October of 2012 and is a member of the Falcon Composite Squadron in Mesa. He is a CAP rated Pilot, a

Senior rated Safety Officer, is a Graduate of the 2023 National Safety Officer College (NSOC) and has in the past served as his squadron commander, Communications Officer, Operations Officer, Emergency Services Officer and Primary Safety Officer, among other assignments. He is also working to complete the requirements for Master Safety Officer.

ANNUAL SAFETY AND RISK MANAGEMENT REFRESHER

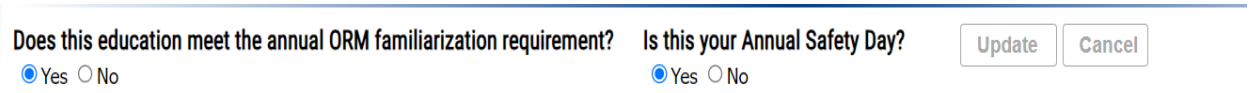
Civil Air Patrol (CAP) safety regulations require all active units to meet and cover safety emphasis areas during each year's Annual Safety Risk Management Day to enhance awareness and skills in managing risks in various activities and missions. This is a valuable opportunity to learn from experts, share best practices, and improve our safety culture. This training is intended for both Cadet and Senior members alike.

Here is what CAPR 160-1 asks of each active unit:

"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."

The Refresher training is a required annual event and is your Safety specific training topic(s) for the month. Squadron Commanders and Safety Officers have been emailed the link to the expected training topics for 2024.You can find the "Log Safety Education" application in the CAPSIS menu.

Don't forget to click yes in both of the radio buttons for the risk management review and safety day requirements. If you don't do this, you will not receive credit for the training.



The deadline for the Arizona Wing Safety/ORM Refresher training Compliance is 15 March 2024. We are also asking you to send your training date by 06 February 2024 to me at corey.stohlquist@azwg.org to ensure timely completion of this annual training. The Refresher training is a required annual event and is your Safety specific training topic(s) for the month.

Kudos to the London Bridge Composite Squadron for being the first to complete the training on 02 January 2024.

ARIZONA WING CIVIL AIR PATROL STAFF

Wing Commander: Col Linda Yaeger
Wing Vice Commander: Lt Col Mark Schadt
Chief of Staff: Lt Col Gene Caisse
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 David Roden (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.

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"

FY2024 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.

FY24-2154 11-16-2023: Cadet twisted ankle during PT-FIRST AID ONLY

FY24-2192 11-30-2023: Member tripped in meeting room-FIRST AID ONLY

FY24-2321 01-05-2023 Brakes were applied to hard on landing and blew tires on aircraft

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, it is your responsibility to make the report. But I will give you assistance & guidance on whether something is reportable or not.

CAPSIS INFORMATION REQUESTS

I frequently get requests for information from SSO's in CAPSIS, one thing I am able to provide is sanitized summaries for projects like CAP Level IV Cohorts.

I do have to turn down requests for SSO statements, photo's and any information on equipment, facilities or person(s) involved as that is considered privileged information.

Use of SSO report information may also not be released to "Report of Survey" Officers by CAP regulation to conduct a Report of Survey. ROS Officers must develop factual information independently for their report. Refer to CAPR-160-2 section 7.6 *PROTECTION OF REVIEW INFORMATION*. Safety Officers should also not be appointed as a ROS Officer, refer to para 7.6.3. and 7.6.4 .

How often does an alternator malfunction on a C-182T?

By Major David Roden - Falcon Composite Squadron

The best answer is hopefully never. However, it has happened and will happen in some plane sooner or later. It happened to me recently and this article is a summary of the events and outcome. I departedFalcon Field (KFFZ) on a clear sunny day and transported two pilots to Ryan Field (KRYN) in Tucson, AZ.After dropping the two pilots off at Ryan, my intention was to make the one-hour flight to Falcon Field and put the airplane back in its hangar. This particular plane had the G1000 instrument package andabout mid-flight I received a red flash for low voltage. I checked the main and essential battery gauges and both showed 28 volts. Apparently however, the battery was not receiving the appropriate charge from the alternator and instead of remaining at 28+ volts, it began dropping to 24 volts. During the flight, I was using flight following and talking with Phoenix Approach. As the flight continued, I noticed static on both com radios. The static became much worse and I told Approach that I was losing electrical power and diverting to Chandler Airport. Approach advised they would notify Chandler in the event light signals became necessary. Interestingly, as I got closer to Phoenix and Chandler the static on the radio began to clear and I landed without further incident.

Although the engine would continue normally without the alternator, the electrical systems will be affected. I discovered an electrical power supply system malfunction is not listed on the abbreviated emergency checklist readily available to the pilot. The corrective action for an electrical malfunction is found in the Pilot Information Manual (often referred to as the Pilot's Operating Handbook or POH)under Section 3 "Electrical Power Supply System Malfunctions". On page 3-19, there is a checklist when the low volts annunciator comes on or does not go off at higher RPM. The procedure is to turn off the master switch (alternator side only), check that the alternator circuit breaker is "in", and turn the master switch back on. Next, check that the low voltage annunciator is not showing, the main bus volts are showing a minimum of 27.5 volts and the main bus amps are showing a positive charge (+). If the low voltage annunciator stays on, then it is necessary to reduce the electrical load. There is no recommendation to reset the alternator circuit breaker a second time. Instead, turn off the alternator side of the master switch and reduce the electrical load by shutting down systems which will drain the battery. The instructions to reduce the electrical load immediately is to shut off avionics switch (Bus 1),pitot heat, beacon light, landing light (use as required for landing), taxi light, nav light, strobe light, and the cabin power 12V. Instructions are continued on page 3-20 if the low volts annunciator stays on. The next step is to tune

com1 and nav1 to the active frequencies and select them for use. The final step is to shut off the avionics switch (BUS 2), and land as soon as practical. There is a note on page 3-20 that the main battery will continue to supply electrical power to the main and essential buses until the main bus volts decrease below 20 volts. Then the standby battery will automatically supply electrical power to the essential bus for at least 30 minutes.The discrepancy in the above recommended checklist concerns shutting down avionic switches for Bus 1 and 2. The above instructions discuss tuning com1 and nav1 to the active frequencies but do not directly instruct the pilot to turn on the avionics switch (Bus 1). It has to be assumed that the avionics switch(BUS 1) must be turned on before shutting off the avionics switch (Bus 2).

A practical suggestion regarding circuit breakers is to locate the alt field circuit breaker during preflight. It is located under the pilot's yoke and is not easily seen in flight. One caveat to shutting down the avionic switches. The transponder and autopilot are found in Bus 2, which means they will not operate when the avionic switch (Bus 2) is turned off. They are not included in the essential Bus either and will not operate when the standby battery is supplying the power. This is an important consideration when entering airspace where a transponder is required.

There is additional information about the electrical system on pages 7-59 and 7-60. On occasion the alt field circuit breaker may open during normal engine starts due to transient voltages. If normal alternator output is resumed after the alt field circuit breaker is reset, the occurrence is considered a nuisance event. If the breaker opens again, it indicates a problem with the electrical system and the breaker should not be reset. The system needs to be corrected by a qualified maintenance technician.

Conversely, an overvoltage condition will also cause the alt field circuit breaker to open, stopping alternator output. IF this occurs the breaker can be reset once. If the breaker opens again, it indicates an alternator malfunction and must be corrected by a qualified maintenance technician.