

ARIZONA SAFETY PINS

Arizona Wing Civil Air Patrol - Auxiliary United States Air Force

MARCH - APRIL 2024

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



ANNUAL SAFETY AND RISK MANAGEMENT REFRESHER We're on track this year to complete the Annual Safety and Risk Management refresher well ahead of the Wing Deadline of 15 March, if all squadrons keep their original dates it will be completed by the end of February.

As of this writing we have one squadron left in the East Command Area to complete the annual refresher, they missed their projected training day; they've either not completed it or haven't logged it in CAPSIS. A huge thank you to those squadrons who have already completed the refresher training early and on time.

NEW NEWSLETTER CORRESPONDENT Our Wing Commander, Col Yaeger will be submitting a bi-monthly newsletter article for us called "*The Commander's Corner*" to this newsletter to share thoughts on Wing Safety issues; I'm pleased that we will have this addition to the newsletter bi-monthly.

ACTIVITY PREPAREDNESS It's that time of the year when we start thinking of special activities like Hikes, Summer Encampment and OPEX's, some of us may have bought new boots or shoes for these activities and an important thing to do in advance is wear them often prior to the events to "break them in". Wearing them for the first time on a hike or encampment will cause blisters and generally hurt your feet. Also having the correct clothing and canteens or water bottles is important, Arizona's air is dry all year and you have to remember to pre-hydrate and maintain hydration during any activity.

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.

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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.

The Commander's Safety Corner

Col Linda Yeager

I am asking each and every member of the Arizona Wing to join me in talking with others about our 2024 safety message, "People First."

Without caring and responsible members, rules and regulations alone cannot protect our people and equipment. Please keep these two key thoughts in mind as we plan and participate in CAP activities.

We all make mistakes – humans are complex, and the factors that lead us to err are a complicated mix of emotion, experience, and day-to-day wear and tear. In combining fairness and compassion, we accept that everyone is susceptible to an honest error and, when treated fairly and compassionately, they will be open to learning and change.

Negative safety outcomes - never just one thing When we think we know what the solution is, we often do not know enough about the problem. Human logic is faulty because we assume too much about the cause of an issue and do not ask enough questions to ensure we understand all of the factors.

This leap to conclusions leads to irrelevant or unnecessary corrective actions that do not reduce the chances of harm or damage.

Safety is one of the guarantors of AZ Wing's readiness, reliability, and you represent the best safeguard we have in protecting our members, equipment, and CAP legacy that sets examples for others.

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 the main tires on aircraft

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.

Workplace Ergonomics, Correct and Incorrect Way to Sit While Typing

Submitted by Lt Col Laura Markiewicz

Workspace Ergonomics Tips

Poor ergonomics can lead to discomfort, fatigue, musculoskeletal disorders, repetitive strain injuries, and other injuries. Here are some tips to create a safer and more comfortable workspace environment:

Adjust Your Chair: Ensure that your chair provides adequate lumbar support and can be adjusted to the proper height. Your feet should rest flat on the floor, and your knees should be level with or slightly below your hips when sitting.

Position Your Monitor: Position your computer monitor at eye level and about an arm's length away from your body. Adjust the screen brightness and contrast to reduce eye strain and use an anti-glare filter if necessary.

Use Proper Keyboard and Mouse Placement: Keep your keyboard and mouse close to your body and at the same level as your elbows. Use a wrist rest to maintain neutral wrist position and avoid excessive bending or stretching.

Take Regular Breaks: Take short breaks every hour to stretch and rest your eyes, hands, and wrists. Incorporate micro-breaks throughout the day to stand up, move around, and change positions to prevent stiffness and discomfort.

Organize Your Workspace: Keep your workstation organized and free of clutter to minimize reaching and twisting movements. Arrange frequently used items within easy reach and use ergonomic accessories such as document holders and phone headsets to reduce strain.

Practice Proper Posture: Sit up straight with your shoulders relaxed and your back supported by the chair. Avoid slouching or leaning forward and use a footrest if your feet do not comfortably reach the floor.

Invest in Ergonomic Equipment: Consider investing in ergonomic office furniture and accessories, such as adjustable desks, ergonomic chairs, and keyboard trays. These investments can improve comfort, reduce fatigue, and prevent workspace injuries.



Examples of Good & Bad Posture

THOUGHTS ON USING CAP AIRCRAFT FOR STATIC DISPLAY

By Lt Col Corey Stohlquist, Arizona Wing Director of Safety

Everyone likes to go to Airshows or Fly-in's and look at aircraft on display and being an aviation-oriented organization we are proud of our Civil Air Patrol fleet of aircraft; they are real attention getters for the public and are a valuable recruiting tool.

We should take some time to plan for any static display, to ensure that the aircraft is not intentionally or unintentionally damaged or vandalized by the public.

Some parts of the aircraft can injure people, like the propeller, wing tips, flaps, pitot tube the underside of the wing or the rear tail assembly and lastly the tie down ropes which can cause tripping hazards to name a few. In the instance of tie down ropes and pitot tubes, bright orange or red flagging tape could be applied to the ropes at various heights, if the aircraft is tied down.

Some of the input I got for this article from fellow CAP members told of some of the following incidents that they observed or happened to them while on military or CAP duty attending fly-ins' or airshows.

After an airshow at Falcon (Field) a CAP Cherokee was not on display but near the entrance where many people walked by. On preflight later I found a Coke had been poured in the fuel tank.

One year I was manning the airplane on display at Luke Days when two teen-age boys, each with a beer in his hand, rapidly approached the aircraft, grabbed the prop with one hand and tried to turn it quickly as if prop-starting the engine. After a good laugh at what they had done, they ran off quickly.

Many years ago, after manning a KC-135 at a base open house, I found an apple core in the intake of the #3 engine.

Last static display I did, I kept the plane locked up and posted cones and cadet guards.

The Moral of the story: Keep your eyes open and don't get complacent when staffing an aircraft on display, especially when you get involved talking to visitors! It's very easy to get distracted when you're out there, use adequate Senior members and Cadets to monitor!

Some of the things you should identify on your CAPF160 for identifying hazards and mitigations are:

1. Identification and risk mitigation for the aircraft itself-sharp protruding parts like the propeller, wings, pitot tube, flaps, tail assembly/elevator. How many times have you stood up under a Wing and banged your head?

2. Proximity to the flight line, personnel safety (use of orange safety vests) etc.
3. Trip hazards from tie down ropes and so forth (use red flagging tape on ropes for visibility).
4. FLIR Ball.
5. Don't leave loose items in the Cockpit/don't allow visitors inside the cockpit.
6. Insert cowl plugs after securing the aircraft.
7. Thorough inspection of exterior and interior of aircraft prior to flying back or removal to the hangar to ensure there was no tampering with the aircraft by the public.

Although this is a small list, there are certainly more depending on the aircraft and location of the static display, and be sure to provide adequate personnel to monitor the aircraft in the event another team member is distracted by visitors to the display.

The Experimental Aircraft Association has had a program for several years called "Protect Our Planes" at the annual EAA Fly-In in Oshkosh to assist in monitoring damage to aircraft during their annual fly-in convention..

