



**August 2022**

*The Safety Beacon is for informational purposes. Unit Safety Officers are encouraged to use the articles in the Beacon as topics for their monthly safety briefings and discussions. Members may go to [eservices Learning Management System](#), click on "Go to AXIS," search for this month's Safety Beacon, take the quiz, and receive safety education credit. Past Beacon newsletters can be found in the [CAP Safety Beacon Archive](#).*

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*Please welcome Maj Doug Mitchell from MNWG to the CAP Safety National Volunteer Team! Maj Mitchell compiled and edited this month's Beacon and will support safety communications and publications as a member of the volunteer safety staff.*

### **In This Edition**

- Updates about Safety Specialty Track and CAPSIS
- Safety pep talk
- School bus safety
- Ways to deal with our RASH of hangar rash mishaps.

### **Update to Safety Officer Specialty Track**

The Safety Officer specialty track has been updated. Check out the new version [HERE](#). (www.gocivilairpatrol.com > Members > Publications > Pamphlets > 40-160)

Change highlights to 15 August 2022 revision:

- Included CAPSIS references
- Required Safety Reporting and Safety Review courses at Technician Level
- Removed "How to Enter a Statement" course requirement
- Required an actual SSO review at Senior Level

## **Safety Pep Talk**

CAP Safety professionals...we have a mission.

This mission is simple. We need to be the best experts on safety, and especially CAP safety, that we can be. We are not only the advisors to the Commander on safety issues, but we are consultants. Experts in the field when it comes to almost all other CAP specialty. Think about it... we have advice and guidance in so many areas like, vehicles, aircraft, operations, logistics, education and training, facilities, weather, activities, and so on. Officers should be a part of the planning for every activity, even if it is just to look over the final product before the Commander signs off.

Here's the catch. We need to be educated professionals. The 160-1 and 160-2 need to be very familiar to us all. Risk Management Assessments need to be second nature to us. CAPSIS entries must be as easy as possible for us. We must double down on our education. Make good use of the Safety Beacon. Watch the YouTube series on CAPSIS and make training entries so you can train others. Know how you fit into all the other specialty areas within the organization.

CAP Has so many dedicated Safety individuals within the organization. But we also have members that take the Safety job because it must be filled. Those of you who fit in this category, we need you. As much as we need a Master rated 30 year Safety Officer. Everyone in Safety is important, but we all must motivate ourselves to go beyond the basics and be EXPERTS. We can do it Never hesitate to reach out to a higher echelon with a question.

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## **Back to School Safety**

It's that time of the year again. New clothes, books, backpacks, and seeing old friends at school. But as we transition out of our summer mindset, we need another look at school bus safety.

School busses are statistically the safest vehicles on the road. According to the National Safety Council, the national school bus accident rate is 0.01 per 100 million miles traveled, compared to 0.04 for trains, 0.06 for commercial aviation and 0.96 for other passenger vehicles. The most dangerous aspect of a school bus is not riding in them, it is approaching and departing as a pedestrian.



### Key safety tips for school bus loading and unloading:

- Get to the bus stop at least 5 minutes early and wait at least six feet from the curb or road.
- Stay focused. Do not play or run around at the bus stop. Always be aware of traffic passing.
- When the bus approaches, wait for it to come to a complete stop, the doors to fully open and the driver signals you to get on.
- If you must cross the street to board the bus or depart to your home, always make sure the driver signals you to cross and maintain eye contact with them. Cross at least 10 feet in front of the bus to avoid being in the driver's blind spot.
- If your child drops something, do NOT pick it up. Finish crossing and tell the driver.
- Never EVER walk behind the school bus.

### For drivers:

- While backing out of a driveway or garage, be aware of pedestrians or cyclists especially during school transport hours.
- In residential areas, be cautious for children playing at bus stops and walking to the school or bus stop.
- **Stay. Off. Of. Your. Phones.**
- Make sure you follow all school zone speed limits.
- Remember: Yellow flashing lights mean a bus is about to stop. It is unlawful to pass a bus with flashing red lights flashing and STOP sign extended.

[This video from the NTSB](#) shows the benefits of seat belts in school buses and shows three accident investigations and the results they found. It is about 7 minutes long.

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## Hangar Rash!

There has been a... \*rash\* of hangar-related occurrences, lately. [Insert bad joke groan HERE]

Hangar rash has spiked lately and there are some easy methods for prevention. Hangar rash is the nickname for the small scrapes and dents in wing tips and tail sections that come from clipping a door, doorframe or contacting an item in the hangar. These may be considered minor mishaps but can be very costly not only to our budget, but to our Operational Readiness. Every minor “ding” to an aircraft causes downtime, costly repairs and with the current backlog of aircraft down due to the supply chain issue, we can’t afford to lose a single plane to a very preventable mishap.

We all understand the importance of wing walkers when moving an aircraft into and out of a hangar, but in many cases the pilot must move the aircraft by themselves. So, what can you do to prevent hangar rash?

- Ensure hangar doors are fully open before moving an aircraft.
- Perform a walk around to verify the space is free from objects.
- If there are personnel around, use them. Get wing walkers to make sure you do not contact the building.
- Hangar preparation is important. If you have the same type aircraft in the hangar, you can paint or use tape on the floor to mark where the nose wheel or main gear travel, as a guide when moving alone
- Before moving the aircraft out, place chocks or blocks of wood behind the main gear so when you push the aircraft back in you have preplaced stops, or you can mark where the nosewheel stops.



- Perform quarterly or semi-annual housekeeping. Everything has its place, everything in its place. Keep aircraft areas clear of items and debris. You can also mark aircraft areas with red paint to mark out where items must not be left.

**With some preparation, we can drastically reduce the- \*rash\* of these mishaps.**