



# CAP Safety Beacon

**February 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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## **Making Change Work**

A few changes to CAPR 160-2, *Safety Reporting and Reviewing*, are coming soon. This edition of the CAP Safety Beacon highlights those changes and offers a few resources you can use in your safety meetings to let others know how the change impacts them. A PowerPoint presentation of this material can be downloaded by [clicking here](#). (I recommend downloading it so you can see the notes that go with the slides).

## **Expanding “First Aid Only”**

The biggest change we made to safety reporting and reviewing was to expand what injuries or illnesses can be submitted as “First Aid Only” by the region or wing commander or director of safety. For example, some members experiencing an injury or illness may want to be checked out at a medical facility and may only receive a series of diagnostics that do not lead to any further medical treatment beyond first aid (like x-rays, blood tests, or other lab tests). In this case, with sufficient information about what occurred and the assessed hazards for the activity, the region or wing commander or director of safety may elect to submit the report as “First Aid Only” or request that a full review be completed.

Most of the injuries and illnesses we experience fall under the “First Aid Only” category. If the individual doesn’t require any medical treatment at a level that may only be performed by an emergency medical technician, nurse, urgent care, medical doctor, hospital emergency room, or other medical facility (e.g., surgery, injections, administration of non-over-the-counter medication, sutures, or other

treatments), then the mishap may be marked “First Aid Only” by the region or wing commander or director of safety.

## **Injury and Illness Reporting**

Some mishaps from this past year involved member illnesses and highlighted the need to request safety reports and reviews when those illnesses manifested or were aggravated during a CAP activity. Our main interest in adding clarifying language in the regulation was not to ask members to report and review every illness; just to report and review illnesses that it makes sense for CAP to act on and prevent. COVID and foodborne illness were examples from 2021, however other illnesses may also fall under this category. Pre-existing conditions should also be reported and reviewed if, because of a CAP activity, the condition was aggravated or resulted in transmission to others.

## **49 CFR Part 830: Accidents and Incidents**

We added “incidents” reportable to the NTSB to the regulation which was not included in the previous version. A detailed list of these incidents can be found [here in 49 CFR Part 830.5](#). Reporting of all accidents and incidents are subject to both your [region’s reporting supplement](#) and [CAPR 160-2](#), Section 5.6, and must include a report to the National Operations Center (NOC) at 888-211-1812, ext. 300. This section also stresses that “CAP is the registered owner/operator of CAP aircraft. If a CAP aircraft is involved in an aircraft accident or reportable incident, it is CAP/SE’s responsibility to report the accident or incident to the NTSB in accordance with [49 CFR 830.5](#). Pilots of CAP aircraft should not call the NTSB prior to talking to CAP/SE.”

## **Who Should Do the Review?**

What happens when there’s a mishap at an activity attended by members from a wing or region that is not hosting the activity? Generally, the host region or wing will assign the review officer, regardless of the member’s home wing. This review responsibility is applicable from the time the member is enroute to check in until they check out for departure. For NCSA, NESAs, or NFA events, CAP/SE is responsible for conducting the review in coordination with the applicable host region or wing.

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## **Safety Resources**

Looking for ideas for your local safety meeting? Check out the member-featured resources at [Safety Briefings | Civil Air Patrol National Headquarters \(gocivilairpatrol.com\)](#) and [Safety Articles | Civil Air Patrol National Headquarters \(gocivilairpatrol.com\)](#).

We welcome your submissions to include on the CAPSafety website! This [Creating a Safety Education Briefing](#) PowerPoint contains guidance for developing your presentation. If you'd prefer to write an article, shoot for 500 words, and include practical tips for handling various safety issues.

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## **Spring is right around the corner!**

Help members spring into safety with this presentation from the [National Weather Service](#).

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## **Case Study: Aircraft Parking Safety**

Read the case study below to your unit members and then respond to and discuss the questions below.

1. What was the primary cause of this mishap?
2. What steps can you suggest for eliminating or mitigating any hazards identified?
3. What changes to your safety practices will you make after reviewing this case study?

Two CAP members were positioning a corporate C-182 plane when the horizontal stabilizer struck a trailer in a hangar. One member was positioned at the nose, using a towbar to steer, and the second member was positioned on the right side of the aircraft. Both member's CAP ground handling training was current at the time of the mishap.

The damage occurred during the final repositioning of the aircraft back into the hangar. Final positioning was made manually, pushing the plane and controlling the nose wheel by hand using a tow bar. The hangar had no clearly defined parking spaces.

To the right of where the CAP aircraft was being parked, there was a high wing Piper aircraft, and on the left, a flatbed trailer with a wrecked aircraft as its load. The owner of the trailer was unknown at the time.

Although the trailer encroached on the CAP parking location, the crew thought the Piper was the greater hazard, and therefore positioned the second person assisting with the move at the right wing to ensure clearance with that airplane.

While backing the CAP aircraft, the left horizontal stabilizer and elevator were initially able to clear the tongue of the trailer, but not the trailers forward jack. It was the vertical portion of the trailer jack, some short distance behind the trailers tongue, that the left elevator struck while the nose-wheel was being positioned for alignment in the parking spot: causing the tail to swing due to the long moment arm between the nose wheel and the aircraft's tail section.



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## Thank you!

To everyone who supported the information collection and compilation for the 2021 SMS Annual Review, thank you! The information provided indicates that CAP has a strong, growing SMS with leverageable strengths and opportunities for program improvement. Your commitment to the program helps CAP maintain our readiness, reliability, and credibility!

A few highlights:

- Keep up the good work in safety reporting and encouraging safety reports.
- Several wings are placing emphasis on monthly safety education.
- Several wings are planning to focus on activity planning and risk assessment.
- Many of you are working with squadrons to improve their awareness of CAP's SMS and help local safety officers and commanders support good safety practices.