



The Safety Beacon is for informational purposes. Simply reading the Beacon does not satisfy your monthly safety education requirements but, unit safety officers are encouraged to use the articles in the Beacon as topics for their monthly safety briefings and discussions.

July 2015

Monthly Safety Education

George Vogt, CAP/SE

As everyone has probably heard, the National Commander released an Interim Change Letter (ICL) to CAPR 62-1, *CAP Safety Responsibilities and Procedures*. The primary impact of this change is that members no longer need to be “safety current” in order to participate in CAP activities. In fact, all references to “currency” have been removed from the regulation. Click [HERE](#) to read the ICL.

Let me make something clear to all. Monthly safety education is still required by CAP Regulation 62-1. As the ICL states, “Monthly safety education is an integral part of the quest to instill a high level of safety knowledge and a strong safety culture throughout the Civil Air Patrol. It is intended to compliment but not inhibit member participation in CAP missions.” Units at all levels are still required to present a monthly safety education briefing, and members are expected to attend. We realize there are times when attendance isn’t possible. In those cases members may still get monthly safety education credit for taking computer-based training as outlined in the regulation.

Some members have expressed a concern that the removal of the “currency” requirement has taken the “teeth” out of the regulation, fearing that members who don’t want to take monthly education will just ignore it. The regulation states, “Commanders are responsible to ensure members within their command are complying with the monthly safety education requirements.” There are many regulations in CAP. There are many rules that need to be followed. Monthly safety education is a regulatory requirement, and like other regulatory requirements commanders are responsible for making sure members in their unit comply.

Sometime in the next month or so, we will give the commanders some additional tools to help them monitor compliance. Monthly safety education completion rates for units will be displayed on the commander’s dashboard. Commanders will be able to see how many members are participating in monthly education, and who is ignoring the requirement, so they may exert their command influence to ensure future compliance.

We are continuing to improve the overall safety education and training program for the Civil Air Patrol. We will take a three-prong approach to this by, 1) Editing, expanding, and improving safety education and risk management emphasis in all phases of professional development and mission training, 2) Expanding and improving the options for monthly education to reinforce safety training with seasonal, topical, discussion-provoking briefings with risk-management lessons, and 3) Providing additional guidance and tools for the daily pre-activity hazard assessments and risk safety briefings.

In short, we want to make safety knowledge, safety education, and risk management an integral part of everything we do, to “compliment but not inhibit” participation of our members and completion of our missions.

Please let us know your thoughts, as the safety education program continues to evolve and improve.

SAFETY@CAPNHQ.GOV

A HOT July!

We talked about the heat last month, but the hottest part of the summer is still ahead of us and many CAP members find themselves outside engaged in CAP activities or just spending some enjoyable time with family and friends.

All of us need to be aware of the damaging effects of the heat and the sun, and we need to make sure we're taking the proper precautions.

Here's a link to a great presentation about the effects of the heat and what we can do to protect ourselves. [HOT WEATHER!](#) The briefing was created by 2Lt Paul Stansberry of the Edmond Composite Squadron in Edmond, OK. Thanks for sharing, Lt Stansberry!

IF YOU HAVE PRESENTATIONS YOU'D LIKE TO SHARE, SEND THEM TO
SAFETY@CAPNHQ.GOV

CAP Hazard Reports

Col Bob Castle, Assistant Chief of Safety

There is a great feature in the eServices Safety area that just isn't used enough. Some people aren't aware of it, and we have to admit that it isn't the most user-friendly page in eServices. We are working to make it more obvious, easier to get to, and easier for everyone to use.

I'm talking about the Hazard Report and Safety Suggestion page. Hazard reporting is a very important tool for preventing mishaps. When someone uses the eServices hazard reporting page to report a hazard at their home unit, or in CAP in general, it brings it to the attention of the people who can fix it, and helps to warn other members.

A new feature we're introducing in The Beacon this month is the sharing of some of the Hazard Reports filed by our members. These hazards might not pertain specifically to your unit, but they can remind you of the kinds of hazards you should be on the lookout for as you go about your daily CAP business.

Finally, and perhaps most importantly, we want to publicly thank the members who take the time to report hazards, and encourage everyone to use the hazard reporting system. Go to eServices, go to the Safety page, and click on "[File Hazard Report.](#)" Let us know if you see a hazard in your local area. Let us know if you spot a hazard or have a suggestion that might affect all of CAP. Your commanders and safety officers should be reviewing these and getting you answers. Thanks to this month's reporters!

Submitted by: Captain James J. Riccio, CAP, Arkansas Wing

- Identified that three newly purchased Fire Extinguishers for our squadron building are on a recall list. Completed the online Consumer Response Form, and am waiting for new replacement units to be sent.

-- Corrective action - replacement extinguishers received and installed

(note: Have you all checked your emergency equipment against recall lists?)

Submitted by: 2Lt Paul E. Stansberry III, CAP, Oklahoma Wing

- The door from our drill area into the classroom is very heavy. If someone is not careful, it could crush your fingers. There should be a sign on the door warning people to close it carefully and be aware of the weight of the door.

-- Corrective action - Hung a sign on the door warning people of the risk.

(note: There are also devices that can be installed to slow the closure of a heavy door)

Submitted by: Captain John N. Lawler, CAP, Florida Wing

- On 6 May 2015, at approximately 9:30 PM, while flying a SAR proficiency flight, the aircrew at approximately 1000 feet AGL while turning crosswind, the crew noticed a bright green light from the ground that targeted and illuminated the CAP aircraft. The aircrew reported the incident immediately to the control tower who subsequently notified authorities. Upon landing, the aircrew was met by a police officer who took statements from the aircrew of the incident. The aircrew provided the police with the nature of the incident and an approximate location of the origin for the light along with other requested details.

(note: lasers pointed at airplanes are a danger to aircrews and an FAA emphasis item; make sure you report it if this happens to you.)

Submitted by: Major James G. Vigar, CAP, Connecticut Wing

- Presentation area for meetings and drills is being blocked by airport equipment frequently. City employees continued to leave equipment and extension cords where we walk. The whole area is full of dirt from equipment again. Area was cleaned by CAP members in the past. The hangar has ample room to have the equipment stored in the rear of the hangar, but the dirt on the floor and the equipment in the way is causing a slip, trip and fall hazard. Equipment is also leaking oil on the floor that is not cleaned up, so it becomes a slip hazard. Suggest that airport manager be contacted again to inform him.

(note: Many squadrons share hangar space and meeting areas with other organizations.

Make sure everyone is clear on responsibilities for cleaning and keeping the area safe.)

Submitted by: 1Lt Danielle M. Swartz, CAP, Wisconsin Wing

- We were at the hangar at the XXXX Regional Airport for Emergency Services training. Cadet found a thermometer, that wasn't secured in its holder, so she removed it from the holder and put it back in; it broke. Unsure if it had mercury in it, we contacted the hospital, who gave us the poison control number, which we called immediately (1-800-222-1222). They told us that it was not mercury, but that it was alcohol and other chemicals, and to thoroughly wash the area.

(note: We should all have a basic awareness of the hazardous materials in our areas and it's good to keep the poison control number handy.)

Thanks to this month's contributors. Hopefully we'll see more people using the Hazard Reporting and Suggestions page!

Who Answers the Mail in Safety?

Some of you have asked about who mans the “Safety Shop” and answers the mail at safety@capnhq.gov. Well, here we are. Keep your comments, e-mails, and suggestions coming so we can help YOU improve CAP Safety!

George C. Vogt, Colonel, USAF retired

Civil Air Patrol Chief of Safety

I was born in San Francisco, California. That makes me a California boy at heart, but I grew up in a military family, moved around a bit, and I’ve been fortunate to see most of this great country.

Almost all of my flying experience comes from a 26+ year career in the Air Force. I was lucky enough to pilot a wide variety of aircraft, including the F-16, T-37, T-38, T-43 (Boeing 737), T-41 (C172), C182, and GA-8. I was an instructor and check airman in the T-37 and T-43/B-737. During my career, I was fortunate to be given the opportunity to command two flying squadrons. I was also the Deputy Commander (and interim acting commander) of the 12th Operations Group at Randolph AFB, TX, supervising seven flying squadrons, two independent control towers, four runways on three separate bases, and a large complex of military operating areas and training routes.

My final assignment in the Air Force was Commander of CAP-USAF from 2002-2005, where I began my affiliation with the Civil Air Patrol. I was made a Life Member of CAP when I retired and I’ve been involved in one way or another ever since.

I have a Bachelor’s Degree in Psychology with a specialization in Applied Behavior Analysis. I have a Master’s Degree in Aeronautical Science with a specialization in Aircraft Operations. Couple those with a love of teaching and a love of aviation, and a second career in safety seemed like a great fit. As the CAP Chief of Safety, I see my role as teacher more than regulator, providing our members with the knowledge and the tools they need to keep themselves and their fellow members safe.



Robert H. Castle, Colonel, Civil Air Patrol

CAP Assistant Chief of Safety

Colonel Robert Castle is the Assistant Chief of Safety for Civil Air Patrol. Born in Oak Park, IL, he grew up in the suburbs of Chicago. Fascinated by airplanes and aviation, he joined Civil Air Patrol in 1970 as a cadet. Col Castle attended numerous CAP national activities and was a participant in the 1975 International Air Cadet Exchange. Commissioned a Second Lieutenant through Air Force Reserve Officers Training Corps, he served as an Aircraft Maintenance Officer at Robins AFB, GA and AWACS Instructor Weapons Director/Senior Director at Tinker AFB, OK. He served 12 years in the Civil Air Patrol Reserve Assistance Program and retired from the Air Force Reserve in August 2003 with 23 years of service. Col Castle has served as a CAP Squadron Commander, Group Commander, Wing Director of Operations, Oklahoma Wing Commander and Southwest Region Director of Safety. He holds a Bachelor’s of Science Degree from Southern Illinois University and a Master’s Degree from the University of Oklahoma. An active pilot with Airline Transport Pilot and Certified Flight Instructor certificates, Col Castle has over 4,600 flying hours. He holds the Meritorious Service Medal, the Air Medal with one oak leaf cluster and the Air Force Commendation Medal with one oak leaf cluster. He and his wife Eileen Truitt have two sons, Robin and Sean. Robin is a Major with the U.S. Air Force at Wright Patterson AFB, OH. Sean is a Petty Officer 2nd Class (select) in Coast Guard Cutter Coho based at Panama City, FL.



May Mishap Closeouts

Colonel Robert Castle, CAP/SEA

Dear Readers,

Here it is...July already! Where does the time go? Summer encampments and other CAP activities are in full swing around the country. Hopefully, you've had a chance to attend one of these and see something new and exciting. If you haven't, be sure to apply next year...you'll be glad you did!

We continue to experience falls with resultant sprains, twisted ankles, scraped hands and knees from the shuttle run event during CPFT. I've noted in the mishap reports that units are checking the area used for the run for hazards and making sure that cadets are briefed on the proper way to complete the event, including proper footwear. It's still a high impact exercise with rapid changes of direction in a relatively short distance and the chances for injury are high. Please keep this in mind when conducting testing. Are your cadets getting a chance to warm up? Are they getting a chance to practice their shuttle run turns?

Several of the bodily injury mishaps that were closed out involved members with pre-existing conditions. If you or a unit member have known allergies and you've been prescribed an EpiPen or equivalent, be sure to keep it on your person! When possible, try to avoid conditions that can cause an allergic reaction.

We're well into summer and seeing a rising number of reports of members becoming dehydrated. Proper fluid intake is critical – year round!

This month I've included the aircraft and vehicle types as appropriate to help paint a better picture of each mishap. A couple of the mishaps below make for interesting reading and should be discussed at your unit safety meeting.

If you have comments or suggestions on how to improve the monthly mishap closeouts, feel free to contact [CAP Team Safety](#) and let us know your thoughts.

See you next month!

Bodily Injury – 44 Aircraft – 11 Vehicle – 6

Bodily Injury

- While playing a game with a group of other cadets, the cadet jumped and struck foot on the leg of a cot. Cadet experienced pain with the movement of toes on their right foot.
 - The foot was iced and 200mg of ibuprofen was administered with the approval of parent. The pain was gone within 18 hours of the injury. No further treatment required.
- Cadet reported sore ankle after PT.
 - Wrapped ankle and administered ibuprofen. No further treatment required.
- Cadet reported sore ankle after PT (Separate Mishap).
 - Wrapped ankle and administered ibuprofen. No further treatment required.
- Leg scrape and twisted knee during shuttle run.
 - First aid administered, no further treatment required.

- Cadet appeared to grab their right knee and limp to the side of the testing area after completing shuttle run.
 - Iced knee and no further treatment required.
- Cadet twisted his ankle while completing the shuttle run.
 - Iced ankle and no further treatment required.
- Cadet slipped and scraped knee which caused minor bleeding while conducting shuttle run.
 - First aid administered, no further treatment required.
- Cadet twisted ankle while participating in the shuttle run.
 - First aid administered, no further treatment required.
- Cadet fell during PT causing cuts on hand and knee from the asphalt surface.
 - First aid administered, no further treatment required.
- Cadet slipped and fell and while doing the shuttle run causing a 3" abrasion to right knee.
 - First aid administered, no further treatment required.
- Cadet walked into a bench and received slight abrasion on knee.
 - First aid administered, no further treatment required.
- Cadet was stung by a yellow jacket.
 - Parent notified and personally administered Benadryl and Tylenol. Put iodine on point of sting. No further treatment required.
- Prospective cadet cut the tip of his left index finger with scissors while participating in AE activity.
 - First aid administered, no further treatment required.
- Cadet with known grass allergy was practicing Ground Team line searching in a grassy area and experienced an allergic reaction.
 - Cadet did not have EpiPen. Cadet was examined an EMT qualified member and sent home with parent. No additional treatment required.
- Senior Member was found unconscious on the floor in the hallway of the squadron meeting site. Approximately 5 minutes elapsed before the SM was discovered.
 - Since SM was breathing but unresponsive, 911 was called. EMT's were able to revive SM and noted that SM was wearing a heart monitoring device. SM was transported by ambulance to local hospital for observation.
- Cadet developed an acute episode of nausea and vomiting while enroute to SAR event.
 - Cadet was evaluated by medical staff and was found to have a low-grade fever in addition to the nausea and vomiting. Cadet rested in barracks for the night. Cadet awoke in morning and post breakfast developed nausea and vomiting again. Cadet was taken to the medical clinic on post and was prescribed medication to assist with symptoms. Cadet's parents were contacted and reported to activity to take cadet home.
- Senior Member had a seizure while in formation. SM was rigid and unresponsive for several minutes.
 - Another SM escorted the afflicted SM inside and called 911. SM has recovered and is now well.

- Cadet cut finger on a piece of metal while participating in a disaster relief mission.
 - First aid applied and member was taken to an urgent care clinic where the wound required four stitches to close. No further treatment required.
- Cadet felt faint while standing at parade rest during a ceremony.
 - Cadet went to sit on a bench backstage, just a few steps away. After sitting for about 5 minutes to recover, Cadet decided to walk about 20 meters to a tent where water was available. After walking about 10-15 paces, Cadet blacked out and fell on the grass. Cadet was uninjured and was assisted to the tent where water was provided. After 10 minutes Cadet felt fully recovered.
- Senior Member felt nauseous and vomited, unable to stand without assistance while performing duties at airshow.
 - Member was given initial screening for cardiac event at nearby EMS facility. Member then transported to hospital ER for further evaluation. Prior to transport, member stated that recent surgery and something eaten the previous evening may have contributed to feeling ill. No further treatment required.
- Cadet locked knees during ceremony at cemetery and fainted onto soft ground.
 - Cadet was unresponsive for 30 seconds. Cadet was revived and helped to chair and given water. Ambulance responded and parents were contacted. No further treatment required.
- Senior Member tripped on curb and fell forward while walking in a dimly lit parking lot causing minor abrasion to upper lip and hands.
 - First aid administered, no further treatment required.
- Cadet was standing at attention and he started to fall due to locked knees.
 - Cadet was not injured and no further treatment required.
- Cadet became light headed and fainted while standing in formation on hot, sunny day.
 - Transported to ER for observation, no further treatment required.
- Cadet fainted and lost balance while standing in formation.
 - Cadet was helped to the floor by another cadet. EMS responded and treated Cadet. After a few minutes cadet was alert and responsive. The cadet's parents were notified and Cadet was able to walk to their car. No further treatment required.
- Senior Member sustained skin tear to anterior area of forearm just distal to elbow while exiting conference room.
 - Member made a hard right turn through the doorway to avoid a group of people gathered in the hall, and the member's arm came in contact with a guidon clip on the wall. First aid administered, no further treatment required.
- Cadet slipped while playing dodgeball and scraped knee.
 - First aid administered, no further treatment required.
- Cadet suffered a 1 cm 2nd degree burn to the tip of left thumb from a hot glue gun while constructing a model rocket.
 - Aloe Vera and Band-Aid administered. No further treatment required
- Cadet twisted ankle after stumbling on the edge of a concrete patio after completing drill practice.
 - First aid administered, no further treatment required.

- Cadet complained of mild fever (100) and headache/stomach ache during basic cadet training.
 - Cadet took 2 extra strength Tylenol. No further treatment required.
- Cadet scraped arm when he fell while doing obstacle course hurdlers as part of PT.
 - First aid administered, no further treatment required.
- Senior Member arrived at training event while on medication for a kidney infection. The member experienced strange symptoms and was instructed by personal physician to go to the emergency room.
 - The ER doctor determined the problem was an adverse reaction to the medication, and was treated as such. The member was released and instructed to do light duty. No further treatment required.
- Cadet scraped leg when he fell while running between obstacles on the obstacle course as a part of PT.
 - First aid administered, no further treatment required.
- Cadet bruised shin after falling from monkey bars on the obstacle course as a part of PT.
 - Cadet fell due to sweaty hands. First aid administered, no further treatment required.
- Cadet scraped arm while going over a wall on the obstacle course for PT.
 - First aid administered, no further treatment required.
- Cadet was standing in formation and became dizzy but was caught before falling.
 - Cadet allowed to rest and provided with water. No further treatment required.
- Cadet sustained minor injury to forehead during physical fitness activity.
 - Cadet was struck in the forehead by a block used for shuttle runs thrown by an unknown cadet. Cadet's parent described the injury as "a significant sized goose egg hematoma with a little bleeding just over the right eye." First aid administered, no further treatment required.
- Cadet suffered from initial symptoms of heat exhaustion, including migraine and fatigue.
 - The cadet was moved to a cool room and provided water. No further treatment required.
- Cadet had irritated right eye that was releasing pus.
 - The cadet was treated with two lubricant eye drops, and it was believed that the puffiness was caused by excess pollen and allergens in the air and rubbing of the irritated eye. No further treatment required.
- Cadet complained of symptoms of initial heat distress, including migraine, nausea, and excess heat.
 - The cadet was moved to a cool room and provided water. No further treatment required.
- Cadet cut the end of his finger while cutting fins for a rocket with an x-acto knife.
 - First aid was provided and the cadet was driven to the local fire department for additional treatment. The paramedics determined that there was nothing to do for the wound but put a bandage on it. No further treatment required.
- Senior Member found an embedded tick on upper right chest while returning home from an exercise. Member had served as a mission radio operator in the communications room and is a paramedic RN.
 - The member stopped and removed the embedded tick. No further treatment required.

- Cadet expressed severe chest pain, had difficulty breathing and was exhibiting serious medical distress while waiting in line for dinner.
 - Called 911 immediately, began first aid. EMTs arrived within 3-5 minutes and because the cadet had a CAPF161, 162, and 163 on file and present, EMS were able to treat immediately. EMS determined that the situation was not life threatening and transport to the hospital was not required. Cadet's parents were contacted and the cadet was released from the activity to return home.

Aircraft

- Right main tire abruptly went flat after touchdown during Teacher Orientation flight (C-172).
 - Pilot stopped on runway and pushed aircraft clear of runway. No damage to aircraft, persons, or property. Inspection of the tire revealed no flat spotting, however a small hole was discovered at one of the sidewall seams of the tube. Tire and tube were replaced and aircraft returned to service.
- Pilot struck an object on the runway while landing at dusk (C-172).
 - Airport operations inspected the runway and found a dead deer on the runway. No injuries to CAP members. Damaged left main landing gear strut fairing.
- Right main tire went flat during landing roll out after relocation flight (C-206).
 - Taxied aircraft off of runway. No injuries, no damage to aircraft. Upon inspection, tube discovered separated at seam.
- CAP aircraft (C-172) cleared for the option at tower controlled airport. Upon touch down, another aircraft was cleared to takeoff on intersecting runway. The CAP pilot observed the other aircraft starting to move on intersecting runway, and fearing a possible collision aborted the takeoff and initiated heavy braking. The right main tire locked up and deflated but the airplane was able to taxi off the runway under its own power. No other damage or injuries and aircraft returned to service with new tire and tube.
- After normal aircraft run-up, takeoff and climb out from the airport, the RPM did not reach full redline (C-182). The engine monitor noted very low CHT on the #5 cylinder. The engine was run as per the CAP checklist for climb out and cruise. Upon leveling out, at 6,000 MSL, engine monitor noted low EGT as well as low CHT on #5 cylinder. All other cylinders noted normal operation. With RPM taken into account, a magneto check revealed substantial roughness and power drop on the right magneto. The two qualified pilots (one flying, one right seat) concurred on the decision to return to home base. During the approach in bound, the magneto was checked again and ran very rough. Carburetor heat also induced additional roughness on approach.
 - Aircraft turned over to maintenance. The problem could not be duplicated on the ground or during a maintenance test flight. Maintenance could not duplicate condition on ground or during test flight. Maintenance feels it could have been carburetor ice due to temperature and moisture levels on day of mishap.
- Aircraft (C-182) rudder struck a wing tip of a parked aircraft while being towed by maintenance contractor. No CAP personnel were present or involved.
 - Repair costs paid by maintenance contractor.
- Unattended aircraft (C-182) rolled backwards approximately 50 feet and collided with a hangar door tail first causing visible damage to the rudder of the aircraft and the hangar door.
 - The aircraft was parked in preparation for glider operations. The pilot was unable to locate the aircraft chocks so after setting the parking brake, when to a nearby hangar to obtain a set of chocks. The unattended aircraft rolled down the sloping ramp until it struck the hangar. A CAP member arriving on

the scene noted the parking brake still set and when the brake was released, the aircraft rolled forward approximately 8 feet.

- After normal touchdown and rollout, the right main tire went flat (C-182).
 - Aircraft was taxied off the runway. No injuries, no damage to the aircraft. Maintenance discovered inner tube of right main tire split at seam. Replaced tire and tube and aircraft returned to service.
- Following normal touchdown (C-182), the nose gear tire went flat approximately 20 yards from runway exit.
 - The aircraft was shut down immediately after clearing the active runway and towed to the hangar.
- During a photo sortie, a noise was heard near the front of the aircraft (C-182) followed by rough engine operation as the aircraft began to climb back to cruise altitude. The crew declared an emergency and landed without incident.
 - After landing the engine was still extremely rough. The aircraft was left with the repair facility. Maintenance discovered a failed cylinder.
- Left main tire (C-182) went flat on landing after a glider tow sortie.
 - Pilot touched down longer than desired and braked aggressively to clear the runway at midfield causing the brake to lock and the tire/tube to fail.

Vehicles

- CAP van (15 passenger) enroute to mission base at night struck a deer crossing the highway.
 - The van was travelling at approximately 70 MPH when the impact occurred causing minor damage to the left side of the front bumper. There was no significant damage to the van and there were no injuries to CAP members.
- While changing a tire (6 passenger van), the jack (manufacturer supplied scissor-type) failed and vehicle slipped off the jack. Vehicle parking brake was engaged.
 - Tire was being changed after being damaged by broken glass. The spare was unusable due to a crack (dry rot), so the regular tire was taken to a tire shop for repair. While putting the repaired tire back on the tire jack snapped and vehicle slipped off the jack. No injuries or additional damage.
- CAP van (15 passenger) sustained damage to windows and roof during severe storm.
 - Van was parked outdoors when storms on successive nights caused broken windows and dents from large hail.
- CAP SUV backed into gas pump bollard causing minor damage to the passenger side rear panel under the brake lights, above the bumper.
 - A cadet was available to act as a spotter but neither member was aware that using cadets to spot vehicles while backing was a standard wing policy.
- Member enroute to practice mission in POV rear-ended another car on the freeway in stop and go traffic.
 - There were no injuries and only minor damage to both vehicles. A police report was filed.
- CAP van (15 passenger) enroute to practice mission struck a wild turkey.
 - Minor damage to left front headlight and turn signal. Headlamp bulb blew, but did not break. Turn signal lens was cracked.