



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 also go to LMS, read the Beacon, and take a quiz to receive credit for monthly safety education.

June 2018

It's Been a Quick Month! All of us in CAP stay very busy during the summer months. I wanted to make sure I reached out with a few important Safety messages this month, so I'm putting out shorter Beacon for all our Safety Officers and members. I've got a couple reminders, and a few lessons learned from recent mishaps ... all of it geared toward focusing your thoughts on risk management as you go about your missions and activities.

Nose-gear damage? How would you know? What should you do?

Hard landings in any aircraft can do damage. The nose gear in our aircraft are especially susceptible to nose gear damage if the aircraft has a "three point" landing or the nose gear hits first when landing. If you EVER suspect that your landing was a little firmer than it should have been, or you think you might have hit the nose-gear first when you landed, *please* take the conservative approach and ground that aircraft until an A&P can inspect it.

It is difficult to see nose gear damage or cracks during pre-flight. So how can you tell if the aircraft you're going to fly might have damage like you see in these photos? If it's hard to see, then what are the symptoms?

In almost all the cases we have seen, the discovery of cracks in the nose gear attachment brackets or the nose gear assembly, are preceded by some handling anomalies. Some pilots have noticed their rudder pedals aren't centered when they taxi. Some experience that it takes more rudder pressure to turn in one direction than the other. In flight, the pilot might experience the need for a bit more rudder trim or need to apply rudder to maintain level flight. Take these



symptoms seriously! If you detect these, abort the mission and get the aircraft checked by an A&P. It may seem like a small controllable issue at the moment but you don't want to take the chance of the situation worsening. There is nothing "normal" about an aircraft that doesn't handle correctly. You may very well be the person that is first to discover a crack, and the person who prevents a mishap.



A Critical Message was issued about this in WMIRS on June 6, 2018. Every pilot has to read it before they fly. Consider this a reminder ... there is nothing normal about an aircraft that doesn't steer correctly.

You've got one job to do and, oops ... Think it can't happen to you?

Last month we took a look at a couple photos of a recent aircraft mishap, with the question, ["Think it Can't Happen to you?"](#) The idea is that you need to give full attention to the task at hand to ensure you are doing it correctly. That includes identifying hazards, assessing the risks, and implementing controls to reduce those risks.

That is especially true for those tasks we do every day; the activities that are so second nature that we forget they can be hazardous if we aren't giving them our full attention. First and foremost among those is driving, and I'm not just talking about high-speed, heavy-traffic, bumper-to-bumper stuff. I'm talking about the common 5-mph mishaps I routinely see. Here are a few recent ones. I'm not picking on anyone in these summaries. I'm just giving you "**concrete**" examples of how something can get in the way if we aren't actively doing all we can do to keep that from happening.



A driver of a CAP van backed into this makeshift parking space next to this **concrete** barrier, so the right side of the van was next to the barrier. The barrier was there when they parked and it was there when they came back to the van. They climbed in, started it up, and made an immediate right turn into the concrete barrier, resulting in the damage you see in the picture to the right. Their one job at that moment? Pull out of that parking place without hitting anything. They simply didn't consider the hazards around them and the risks they presented, because that kind of "risk management" thinking was not part of their habit pattern. Is it part of yours?



In this next one, a senior member was driving a van in an underground parking garage. I know the maneuvering space can be limited in there, and that adds to the risk of hitting something. That risk increases when you are in a large van that you may not be used to driving. If you go a little too quickly, it can increase the risk. If you aren't consciously thinking of the increased turn radius and the fact you're sitting right over the front wheels, it can increase the risk of hitting the **concrete** post that got in the way here. You have to consciously think about how you are going to reduce that risk. In this case, you have one job to do, and it will take all of your concentration. Your job is to get that van out of the parking garage without hitting something. Are you up to it?



Our final example is the strongest evidence yet that it is easy to be "blind" to the hazards around you.



A relatively empty parking lot. Your van is in a space next to a big light pole mounted on a big **concrete** base. That light pole is a few feet from your left front bumper. You and your fellow members walk past the pole, you climb into the van, you start it up, and you turn left into the pole.



"You had one job to do ..."

Cadet Activities? Use the Tools!

Here's the link: [NCSA and Encampment Safety - 2018](#). I've publicized these tools in several Beacons, they are linked on the Cadet Programs website, and they were discussed with NCSA Directors and Safety Officers in webinars. Yet we are still a little disappointed that these tools aren't seeing more widespread usage. One of the key components of the Cadet Program's Character element is to equip cadets "with risk management skills so they can fulfill their goals while keeping risk as low as reasonably possible" (CAPR 60-1, *Cadet Program Management*). That means leaders of cadets aren't just charged with trying to keep cadets "safe," but they have a role in teaching our cadets risk management skills. The tools provided at the above link will do both! Use them.

When is NSOC?

I get a few questions each week about when they next National Safety Officer College is going to be held. We are revamping NSOC, updating it to reflect the new requirements and philosophies that will be part of the Safety Management System reflected in the new safety regulation. That regulation will go into review and coordination very soon, and we hope to have it published and on the streets before the end of the year. At that time, we plan to offer a blended-learning approach to NSOC. There will be readings, assignments, webinars, inter-active discussion groups, group projects, and exercises. That will prepare you for a 2 - 2 ½ day in-residence session over a weekend. We will hold several of those, throughout the country so it will be easier for you to get there while spending less time away from home. It will also allow us to provide the course to many more people. Stay tuned to the Beacon for more information, and thanks for your patience.

Thanks. Thanks again for all your help emphasizing safety and risk management. Send me an e-mail if you have questions or suggestions.

Cheers,
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