



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 2020

What Have You Been Up To? Building a Nest??

George Vogt, CAP/SE

For some people, waiting until it is safe to resume normal operations, it feels like we've been building our nests at home. We're not the only ones. While our aircraft and vehicles sit in their parking places, they become prime real estate for nesting animals.

That is exactly what Capt Sam Samarsinghe found as he performed a preflight on a CAP C-182 that had been sitting for a couple weeks. He noted that there had been a lot of bird activity in the area and since the aircraft had not flown in a couple weeks, he took the time to perform a slow detailed preflight.

What tipped him off that there may be something out of the ordinary? In his words, "The only indication I had that led me to investigate further was the bird droppings on the nose wheel. Little did I realize the extent of the nest" that was in the engine and nose compartments.

That's a great example of the type of detailed, methodical preflight that we need to be conducting when our aircraft haven't been flying much. Are YOU performing a thorough enough preflight that you would have noticed a bit of bird-poo on the nose wheel? You should be.

As we slowly increase our CAP activities and missions, make sure everyone is taking the time to adequately preflight the aircraft, vehicles, and other equipment that has been sitting idle for a while.

Capt Samarsinghe is Commander of the Harry S. Truman Composite Squadron in Kansas City Missouri, as well as serving as the MOWG/DO as the Missouri Wing actively supports some of CAP's COVID-19-related missions. Good catch, sir!



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Busy Hurricane Season Predicted for 2020

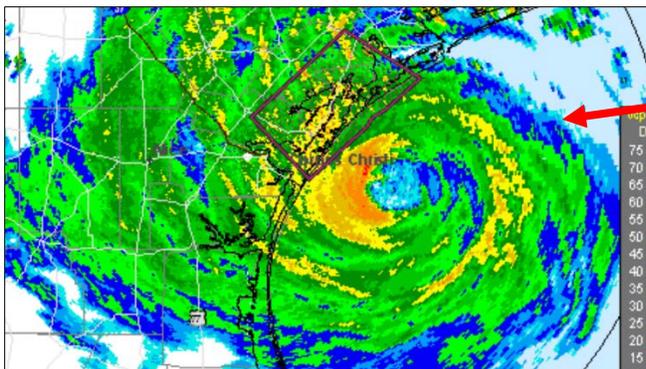
Member Shares Hurricane Prep Briefing

The Atlantic hurricane runs from June 1 through November 30 each year. For 2020, the Climate Prediction Center at the NOAA forecasts a 60% chance of an above normal season. We've already had three named storms this season (Arthur, Bertha, Cristobal) that haven't done much damage but portend a busy hurricane season.

A couple weeks ago, Lt Col Alan O'Martin, the Deputy Commander and Safety Officer for the Corpus Christi Composite Squadron in Texas, was looking for a good hurricane safety briefing to give his squadron to help them prepare for the upcoming hurricane season. Having experienced Hurricane Harvey on 2107, he was going to make sure his squadron was prepared.

Lt Col O'Martin found an older CAP Hurricane briefing and took the time to update it with some excellent information from the NOAA website. His new briefing provides some educational information on hurricanes, how they form, and the devastation they can bring. He also provides some excellent tips for hurricane preparation. In this case he relied on established sources like NOAA and the National Hurricane Center; always a good idea when building a safety briefing.

Lt Col O'Martin was kind enough to share his briefing. Feel free to click on the satellite picture of Hurricane Harvey below to share it with your squadrons if you're anywhere near the coast. Thanks for sharing!



[Click here to open hurricane briefing](#)

Do you have any current safety briefings you'd like to share?

safety@capnhq.gov

We Heard it on Facebook!

We've seen a lot of activity on our [CAP Safety Facebook Group](#)! Membership is climbing past 400 CAP members, tuning in to discuss CAP Safety. The group is intended for CAP safety officers to share and discuss ideas or ask questions about CAP safety, but it is open to ALL CAP members. Interested in signing up? Log in to Facebook and search for "CAP Safety" then answer a couple simple questions to join!

Each month in the Beacon, we'll share a few topics from the Facebook Group so everyone can benefit. Here's our first installment...

Safety Suggestions and Hazard Reporting in SIRS

Recently, there was a question about members entering suggestions or reporting hazards in SIRS. One member noted that a commander told him he needed to report those through the chain of command rather than using SIRS because they "made them look bad." I want to make it clear that every member may go into SIRS and report a hazard or make a suggestion. That does not constitute going "around" the chain of command; it is meant to inform the chain of command. As a courtesy, it would be a good idea to inform leadership of the problem and the report so it can be handled expeditiously. One thing that needs to be emphasized to safety officers and directors of safety ... you should be checking those reports regularly. A weekly check of the suggestions and reports, working with the members to resolve them, and taking the time to thank the member for reporting, will reinforce a culture of open reporting and handling of hazards and risks.

Concerns About a Specific Mission or Hazard?

Some of the posts in our Facebook group ask for suggestions on how to plan an event or ask about sharing best practices. "How does your squadron do this" is a common question and there is some great discussion. Every now and then a member brings up a concern about the risks of a specific mission or event being carried out by a CAP unit. **If you see something you think is unsafe**, please call or send an e-mail to safety@capnhq.gov ! We will look into it, and make sure we find an answer.

Where is it written?

A common type of question we see asks about where to find certain guidance or requirements on the CAP pages or regulations. We don't mind those if they're safety related. We'll do our best to point everyone in the right direction. Our goal is to have open discussion in a friendly CAP Safety community. Join us!

safety@capnhq.gov

“That’s not a Mishap! It’s an NMRE?”

George Vogt, CAP/SE

In any good safety program, reporting and reviewing mishaps is a very important part of gathering the data needed to reduce risk and the probability of mishaps. It ensures we learn where procedures could be improved, or training might be needed. We also learn of risks and hazards we may not have known about.

Those same lessons can be learned from reporting the events where damage or injury didn’t occur, but where hazards or risks are still evident. Think of them as the “near miss” types of events where a mishap didn’t occur, but something out of the ordinary happened; we need to review those hazard-revealing events with the same vigor we would use if an actual mishap had occurred.

CAPR 160-2, in the section devoted to reporting aircraft mishaps and other events, refers to these occurrences and “Non-Mishap Reportable Events” (NMRE). Check out paragraph 5.5. It lists the types of NMREs that must be reported. They include things like near mid-air, flight control problems, malfunctions that require an abort, etc. Each of those is reported in SIRS, and each one is reviewed as if an actual mishap occurred so we can learn from each.

The new safety program guidance makes it abundantly clear that members are to be applauded for reporting mishaps, and they are to be equally commended for reporting NMREs. It is part of the Reporting Culture we talk about in CAPR 160-1, as well as the Learning Culture in which every member has an eagerness to report about, and learn from, every mishap or non-mishap event so we can reduce the risks and improve the way we operate.

How to report an NMRE?

We do differentiate between actual mishaps and NMREs ... it keeps them from getting mixed together when we’re looking at mishap causes and trends. Much of that process is done manually now, until we are able to rebuild SIRS and increase its capability to store and analyze a lot more types and categories of mishaps, events, activities, causes, contributing factors, etc., etc. To help us keep them separate, here’s what we need you to do. These simple steps will help us keep those events separate from mishaps until SIRS goes through its long-awaited upgrade.

- If you have an NMRE (as described in CAPR 160-2, para 5.5):

- Click on “File New Mishap” and select “Aircraft” as the type of “mishap”
- Fill out all accompanying information
- In the Brief Description, start by typing “This is a non-mishap reportable event.”

Do not let the word “mishap” upset you when you click on it in SIRS. There may still be a few people who errantly look askance when a mishap is reported. But rest assured that our commitment to risk management accepts that risk can’t be completely removed and mishaps and “near misses” may occur. Leaders and members at every level must have a commitment to open reporting and the confidence that they aren’t just reporting something that might have gone wrong ... they are truly taking the first step towards reducing risk and improving the way we do business. I personally thank each of you every time you step forward to report.

Questions? I’m happy to address them.

safety@capnhq.gov