

# THE SENTINEL



OFFICIAL SAFETY NEWSLETTER OF CIVIL AIR PATROL

## “The Squeaky Wheel Gets the Oil”

The safety culture in any organization needs constant attention. If it is not brought up to the active level of consciousness, it tends to fade into the background. We can not allow this to happen during the types of operations we perform.

One method of keeping safety on every member's mind is the safety briefing. CAPR 62-1 requires members to receive 15 minutes worth of safety information per month prior to participating in any CAP activity. This may seem harsh to some, but think of the accidents that might be prevented

because of a lesson learned at a safety briefing.

Commanders at all levels are concerned with performing our missions effectively and safely.

Safety briefings are time spent in prevention and education and always provide a return on the time invested.

Safety officers, make your briefings fun, current and informative.

Let's keep our members thinking about that last safety briefing with a smile, not a frown.

Col John Tilton, CAP/SE

## It Could Happen To You

A recent headline in Montana read, “Mountain Flying Expert Sparky Imeson involved in a crash of a Husky Aircraft”. The pilots were on a mountain training exercise with the Montana Pilots' Association. This accident brings to mind the crash the Tennessee Wing experienced during Fury training some time ago. As with the CAP accident, this involved high-time, highly experienced pilots. It is too early to know the cause of the accident but some comments by those involved can give us an insight of how quickly and unexpectedly an accident can occur.

As you read the following story told by the CAP-USAF Montana Wing State Director Joe Macklin, we believe there are lessons to be learned from preparedness, flight discipline, complacency, risk assessment, post accident survival techniques and other issues that you can discuss among your unit. Send your discussion comments to me by e-mail so we may compare to our safety culture and discipline we are working to achieve in CAP.

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J.C. Kantorowicz, a very good friend of mine and President of the Great Falls Hangar, Montana Pilots' Association, and Sparky Imeson, world known aviation writer, teacher and mountain pilot from Jackson, Wyoming were flying in J.C.'s Aviat A-1 Husky at the Mountain Flying Rendezvous out of Townsend Airport (8U8) this past weekend. It was all part of a Takeoff and Landing Performance Flight Clinic sponsored by the MPA.

On 3 June, Sunday afternoon, they were practicing canyon flying in the Elkhorn Mountains when a surprise down draft suddenly caught their plane, causing it to crash just west of the Canyon Ferry airstrip on the southwest corner of Canyon Ferry Lake. According to an article this morning in the *Great Falls Tribune*, J.C. stated they had little room to maneuver but tried to steer the single-engine Husky away from a steep hillside.

Sparky Imeson, one of four training pilots assisting with the weekend safety clinic in Townsend, is also an experienced flight instructor, and has been actively flying for over 40 years. He is the author of 18 aviation related novels and received the FAA Northwest Region's Flight Instructor of the Year Award in 1974, 1979 and 1995, for providing effective and creative flight and ground instruction. Montana Wing CAP has been using Sparky's Mountain Flying video for years at our annual pilot clinics. Of his 19,200+ flight hours, the majority have been in small airplanes in the mountains. You may view the entire *Great Fall Tribune* article at <http://level2.cap.gov/documents/greatfalltribune.pdf>.

Joe Macklin, D CIV 341 MSS/CAP-USAF

## Hangar Rash

A review of the CAP mishap reports that have come in on our new on-line reporting system show that CAP is having way too many mishaps involving "hangar rash." For the uninitiated, hangar rash results when an aircraft unintentionally comes in contact with the wall, door, ceiling or other immovable part of a hangar, and is the most senseless way for our airplanes to be damaged. If we take the time to move an airplane in or out of a hangar correctly, we should not be hitting anything in the process. Here are some suggestions to prevent damaging a plane moving in or out of a hangar:

Make sure the pathway in and out of the hangar is clear of obstacles.

Don't clutter the hangar with "stuff."

Use spotters to watch wings and tail section during movement.

Avoid sudden movements that may

turn or twist airplane into obstacles.

If moving over door rails, place wood planks between or in front of the rails for smoother flow.

Make sure there is enough light in and outside of the hangar. Use car headlights if necessary.

Place blocks of wood behind the wheels as back stops; if possible bolt into the hangar floor as a never exceed point.

Have a yellow strips painted on the ground for nose wheel and main wheel reference into or out of the hangar.

Do you have any other suggestions? Send them to me for discussion in a future issue of the *Sentinel*. Hangar rash is unacceptable and one of the most preventable ways of breaking an airplane. A damaged plane is unable to perform its CAP mission.

Maj Larry Mattiello, CAP

## Heat Stress for Cadets Activities

The following information from the American Academy of Pediatrics is useful for our cadets involved in outdoor activities during the summer months. Read the following bullet points and take the time to review the attached link.

Maj Larry Mattiello, CAP

<http://aappolicy.aappublications.org/cgi/content/full/pediatrics;106/1/158>

- The intensity of activities that last 15 minutes or more should be reduced whenever high heat and humidity reach critical levels.
- At the beginning of a strenuous exercise program or after traveling to a warmer climate, the intensity and duration of exercise should be limited initially and then gradually increased during a period of 10 to 14 days to accomplish acclimatization to the heat.
- Before prolonged physical activity, the child should be well-hydrated. During the activity, periodic drinking should be enforced, for example, each 20 minutes, 5 oz of cold tap water or a flavored sports drink for a child weighing 90 lbs, and 9 oz for an adolescent weighing 130 lbs, even if the child does not feel thirsty.
- Clothing should be light-colored and lightweight and limited to one layer of absorbent material to facilitate evaporation of sweat. Sweat-saturated garments should be replaced by dry garments. Practices and games played in the heat should be shortened and more frequent water/hydration breaks should be instituted.

## Summary of CAPFs 78 Received at NHQ CAP for May 2007

### Aircraft

Aircraft parked on an open and un-secure parking apron; dent in left flap underside.

Glider pilot experienced line break while on winch tow. Landed down wind parallel to take off runway; impacted an abandoned fuel truck.

Pilot pushing aircraft into hangar; right aileron hit the hangar door.

Rough crosswind landing at night; tire blowout.

### Bodily Injury

Cadet slipped and hurt hip.

Cadet became distracted while playing a game at squadron picnic and ran into a tree.

Cadet bruised lower leg playing soccer.

### Vehicle

CAP vehicle struck by a wild turkey.

CAP vehicle struck non-CAP vehicle.

CAP vehicle swerved when pedestrian stepped in front and hit a barricade.