

THE SENTINEL



OFFICIAL SAFETY NEWSLETTER OF CIVIL AIR PATROL

Operation CAPSafe Safety Suggestions

As many of you have already discovered, your CAP Safety Suggestions are now on-line. Go to e-services page, on the left side you will see CAP Safety Suggestions. Operation CAPSafe requests every CAP member, Officer and Cadet, to submit at least one safety suggestion, air or ground, every month. The following are some of the suggestions our members have submitted.

- From an industrial background the new trend is not the traditional rule of do this or else but an approach that builds and changes ones cultural approach to safety. One thinks and acts safe because their culture and belief system promotes it. He is safe because he wants to be by nature. This would be known as BBS in industry. Behavior Based Safety. It works. "Think Safe - Live Safe - Be Safe".
- Recently we have had frequent rain showers, causing the grass around our Wing HQ to grow quickly. Cutting wet grass leads to buildup under the mower, which needs to be cleaned frequently. A lawn mower is like an airplane - if you turn the blade by hand, the motor can start

much as an airplane can be hand-propped to start (but NOT a CAP airplane!). When cleaning the underside of the mower, remove the wire to the spark plug to prevent accidental starting while hands are under the mower.

- Treat every flight/drive with the mentality of "how would I explain a negative outcome to the NTSB/ my Squadron CC, my wife, etc". If you find yourself stammering for an answer to that question BEFORE you go, you should reconsider the trip.
- After periodic safety briefings, the cadets may have a safety scavenger hunt at their squadron, where each cadet takes a few minutes to look for safety hazards. An individual or a team can do this. This helps each member to have a heightened situational awareness, and perhaps prevent an injury in the process!
- Easy solution for tick-removal. Apply a glob of liquid soap to a cotton ball. Cover the tick with the soap-soaked cotton ball and let it stay on the insect for a few seconds. Lift the



CAP Safety Team

Col Lyle Letteer, CAP/SE
Lletteer@cap.gov

Col Charles Greenwood, GLR/SE
cgreenwo@bsu.edu

Col Charles Glass, MER/SE
csglass@juno.com

Lt Col Bruce Brown, NER/SE
bbrown@ner.cap.gov

Lt Col Mike Howell, PCR/SE
mehowell@charter.net

Lt Col Donald Johanson, RMR/SE
johansondon@msn.com

Maj Bill Woody, SER/SE
wawoody@att.net

Maj Henry Lile, SWR/SE
hile@aol.com

Lt Col Larry Mattiello, Editor
Phone: 917-969-1812
Fax: 972-991-5855
lmattiello@airsure.com

HQ Civil Air Patrol/SE
105 South Hansell Street
Maxwell AFB AL 36112-6332

cotton ball away and the tick will come with it. Cadets really love this technique. (August issue of Midwest Outdoors Magazine.)

- Hot Weather Safety Suggestions 1) Stress proper hydration. Offer frequent water and rest breaks. 2) Appoint a cadet safety officer on a rotating basis. 3) Post this cadet behind the cadet corps during formations to be watchful of any cadet who may experience any distress during a formation.
- Online electronic Tactical Risk Management matrix form: <http://www.mideasterngroup.org/ops/trmm.html>. This form can be saved locally and used off-line as well. Once completed, it can be printed and kept with the flight documentation. (This is the same form found onboard the aircraft in the AIF Tab 10, NHQ CAP/SE).
- I looked at how the airplane is stored in the hangar, and noticed that the prop is parallel to the ground. That puts the sharp edge and points where people can run into it as I did and maybe even hit the face of younger cadets. Have we looked into putting it vertical? (This may be a good idea, especially if your aircraft is tied down outside. In the winter, water will collect in the bottom of the spinner and freeze. NHQ CAP/SE).

- I believe that a post flight adds intrinsic value as part of our routine. By performing a post flight, it is possible to discover missing cowl screws and other airframe irregularities. It is important to make sure the aircraft is mission ready for the next crew. For instance, if there are burned out nav or landing lights, the aircraft manager can be notified and possibly correct the problem rather than create a problem for the crew that accepts a mission at 11 pm only to arrive and find the aircraft non-compliant for nighttime use.
- I would like to see the safest environment possible for all CAP members. Whenever there is an encampment or other activity, look at where you are having the most mishaps. I believe that if you eliminate that activity you will also eliminate most of the mishaps. Both in the summer and winter there is a problem with hydration. Always carry a bottle of water on your person, in the vehicle or aircraft and most of all, remember to drink that water. It does you no good in the bottle. And last but not least, be aware of your surroundings. Watch out not only for yourself but also for others in your group. If you use a buddy system, you are twice a likely to break that chain of events that may lead to a mishap.

Col Lyle E. Letteer, CAP
National Safety Officer

Vehicle Tire Safety

Did you check the tire pressure and properly inflate them on the CAP vehicle you last operated? If not, you are like many other members who drive CAP vehicles. Of the inspected vehicles at Wing SAREVALs, SAVs and Compliance Inspections (CI), over 70% have at least one under or overinflated tire.

An underinflated tire is flatter. It has more tire surface touching the pavement and more energy is required to move the vehicle. This results in fewer miles per gallon of fuel. An underinflated tire causes the tire to wear excessively on its edge. It will flex more when it rolls, building up excessive heat that could damage the tire's internal structure, and making it easier for sharp objects to penetrate it. This increases the risk of a blowout. Under inflation will also cause the vehicle to lose steering precision, cornering stability, and load-carrying capacity. These conditions intensify at higher speeds.

Overinflated tires are stiff with just the center section on the tire treads touching the road. The tire will have excessive center tread wear and a shorter lifespan. The lesser grip with the road could also result in the vehicle spinning and skidding when you corner at highway speeds and break suddenly on wet pavement. Overinflated tires are more prone to puncture. A bouncy or bumpy ride can result from an overinflated tire.

Check and properly inflate tire pressure monthly on all vehicles, except the 15-passenger vans. Check 15-

passenger vans weekly. Do not forget to check and properly inflate the spare tire. Tire pressure is the amount of air inside the tire and is measured in pounds per square inch (psi). Always check pressure using a tire gauge. It is not possible to determine proper inflation by visual inspection. To get an accurate measurement, the pressure should be checked when the tire is "cold" – when the tire has not been driven on for three hours.

Some vehicles require a different pressure in the front tires than in the back tires. All CAP vehicles should have the tire pressure stenciled at each fender and on the back bumper for the spare tire pressure in 1" lettering. If this information is missing, the correct pressure can be found by opening the driver's door and looking for a sticker on the door or jam. If this sticker is missing, consult the owner's manual under tire pressure. DO NOT inflate the tire to the psi rating on the tire!

Proper inflation optimizes tire lifespan, vehicle handling, performance and maximizes fuel efficiency. This leads to less CAP money being spent on unnecessary repair and replacement of assets. Driving a CAP vehicle with properly inflated tires results in a safer handling vehicle with less chances of blowouts or skidding and helps protect CAP's most important asset – YOU!

Lt Col Brenda Allison
CAP Asst National Safety Officer

Summary of Form 78 Accidents and Incidents Received for June 2008

Aircraft

Aircraft sustained a hard landing when wind diminished suddenly.
During possible tornado, aircraft broke one tie down mooring.
Crew heard a pop or snap, with a blue flash, under the instrument panel near the ignition keys.
A pin was removed and glider rotated right, causing elevator to strike ground.
Aircraft struck non-CAP aircraft when taxiing.
Left wingtip contacted chain-link fence when taxiing.
Elevator struck hangar beam while backing into the hangar.
Rudder contacted the spinner on a non-CAP aircraft in hangar.
Two nicks were found by A&P mechanic.
Landed hard, bent gear.
Scrape found on left wing tip.
Gust of wind caught the tail and swung the aircraft and prop hit a taxi light.

Vehicle

CAP vehicle struck person in parking lot.
CAP vehicle struck another vehicle at a signed intersection.

Bodily Injury

SM felt intense pain in her right knee causing her to fall.
Cadet cut hand on thorn while performing litter carry.
Cadet tore tissue in his left knee and scraped his left elbow while attempting to cross over a row of chairs.
Cadet fell off top bunk in his sleep.
Cadet on the hand over hand monkey bars dropped 48" and fractured her left wrist.
Cadet pulled chest muscle during PT.
Cadet presented with pain in shoulder after attempting a pull up.
Cadet repositioning a golf cart struck a second cadet.
SM spilled hot water from the pan onto her left ankle.