

THE SENTINEL



OFFICIAL SAFETY NEWSLETTER OF CIVIL AIR PATROL

"Information is Power"

Have you ever heard the phrase Information is power? Well, there is a lot of truth to that. We in the safety business need to share the power. One way to prevent incidents is to inform others of what is happening.

The current project on the safety scope is the revision of CAPR 62-2, *Mishap Reporting and Investigation*. This will include new procedures for submitting CAPFs 78 and 79 on-line and redefining what constitutes accidents and incidents. We are working with the region safety officers and the Information Technology folks at National HQ to come up with an on-line program that will make the whole process easier. The target for release is April 2007.

One big feature of the on-line program will be that when a form 78 is submitted, the program will send e-mails stating that a form 78 was generated. The e-mails will go to the CC and SE of the squadron, wing and region affected.

This will bring the safety professionals in on the information loop.

A key element in safety prevention is the involvement of squadron, wing and region safety officers. This sharing of information is imperative.

An additional loop in the information chain is the CAPSAFE program. We need your support. Please encourage all members to send in safety tips and ideas. The best tips will win a prize. We will pick some of the best for publication.

It is at the local and wing levels that accidents are prevented and everyone must get involved. We can be proactive and look for safety issues or be reactive and fix them as they break. Which way do you think we should do it?

We need to be looking for opportunities to educate and train our members in what is safe or potentially unsafe in our operations.

Col John Tilton, CAP/SE

On-line Safety Reporting

Testing of the CAP on-line safety reporting system is almost finished. We at NHQ Safety are enthusiastic about having the system ready for general use in April 2007. Look for an announcement on the availability of

the system. The link to the system will be in e-Services when you log on. On-line training will be available to help with the transition to the "paperless" safety reporting system.

Lt Col Darrell McCalla, CAP/SEA



CAP Safety Team

Col John Tilton, CAP/SE
tiltonj@alltel.net

Maj Karen DeMars, GLR/SE
Karen@smith-ross.com

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

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

Capt Michael Hartell, NCR/SE
mike@aswusa.com

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

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

Maj Ernest C. Manzano, SER/SE
ermanzano@ser.cap.gov

Maj Larry Mattiello, SWR/SE
lmattiello@airsure.com

Maj Larry Mattiello, CAP, 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

On the Correct Runway?

The recent tragic accident of a commuter jet taking off from the wrong runway brings into sharp focus the importance of maintaining situational awareness and adherence to crew resource management procedures. It is important to note that many airports are involved in construction activities that result in changing environments. This heightens the importance of aircrew vigilance.

There are many other factors that can distract crewmembers and cause the loss of situational awareness. Even subtle distractions could demand a share of the

crew's workload, such as dealing with ARCHER or SDIS procedures, passengers, the need to complete the mission quickly and even personal issues.

It is imperative that flight crews maintain the highest levels of airmanship and crew resource management discipline. This is especially true during the critical phases of flight; takeoff and landing. The FAA has published a Safety Alert for Operators (SAFO) on this subject. It may be viewed on-line at <http://web.nbaa.org/public/ops/safety/SAFO06013.pdf>.
Maj Larry Mattiello

New Flight Training Profile 7

Many of us have trouble maintaining our pilot skill proficiency due to the time constraints placed on all of us by full-time jobs, family commitments and non-flying CAP duties. We are still valuable CAP resources because our knowledge and understanding of, and dedication to, CAP flight missions have not diminished. However, our safety level has decreased due to that lessened proficiency in our flying skills.

CAP-USAF and CAP recently agreed to add a flight training profile to CAPR 60-1. Referred to as Profile 7, it may be flown as either an A or B mission by "inexperienced" pilots designated by the wing commander or DO. "Experience" in this case may mean total flight time, or may mean recent flight time. Personally, I have held a Commercial, Instrument certificate for over 35 years and been a CAP mission pilot for 33 years. However, my duties as a National Headquarters employee do not allow me to fly at a frequency anywhere near what I consider necessary to meet the safety standards we all strive for. This is why I would probably qualify as an

"inexperienced" pilot in this case.

Profile 7 includes ground training on a safety topic and three 1-hour blocks of in-flight training. PICs, in conjunction with the CFI/CFII, will choose which 1-hour block of training will be accomplished during the sortie. Mission pilots may fly any of these blocks of training with an instructor as often as needed as a B-12 (non-reimbursed) mission. Profile 7 missions reimbursed with AF training funds must be flown by inexperienced SAR/DR/Transportation mission pilots or pilots designated as needing additional CAPF 5 proficiency training (the availability of training reimbursement funds being a prime factor in authorizing these missions).

Profile 7 is a marvelous addition to our arsenal for preventing aircraft mishaps. Don't let the term "inexperienced pilot" prevent you from making proper use of this tool. I encourage all CAP pilots to review attachment 9-7 to CAPR 60-1 and, if you meet the criteria, make use of the training opportunity that it provides.

Mr. Gerry Rosenzweig, NHQ Executive Support Manager

Operation CAPSAFE

Operation CAPSAFE is the Safety Department's tool for receiving safety input from the CAP membership nation-wide. The program is intended to solicit safety suggestions for both air and ground operations. Every member, senior or cadet, is encouraged to submit tips and suggestions. Each month, the best suggestions in each category (air ops, ground ops) will receive a promotional

item. Start thinking about Safety tips and suggestions you may have that will enhance the safety of CAP operations and activities.

Send your suggestions to us by e-mail at: capsafe@cap.gov, or by surface mail to:

NHQ CAP/SE
105 South Hansell Street
Maxwell AFB, AL 36112-6332
Lt Col Darrell McCalla, CAP/SEA

From the Editor: Safety Message "Listening" Feedback

It is very encouraging for a safety officer to receive feedback that the safety message is being heard. There are many well trained, educated and experienced safety officers who want to elevate the organization to a higher level and provide a safer environment. That is what I heard in response to the January editorial, *Who's Listening to the Safety Message?*

A concern from many safety officers is that the *Sentinel* is only available electronically, so they are providing

copies to members to ensure the safety message is heard.

I encourage all members to provide feedback and offer suggestions for helping CAP continue with a positive safety culture. I will take the time to respond to inquiries and when possible include your thoughts in articles in upcoming issues.

My message to all safety officers: Help in your best efforts to get the message out to the membership.

Maj Larry Mattiello

Summary of CAPFs 78 Received at NHQ CAP for December 2006

Aircraft, Cessna 182, 5 Dec 06, struck prop while taxiing.

Aircraft, Cessna 182, 7 Dec 06, right wingtip encountered obstruction while taxiing.

Vehicle, 1 Dec 06, debris struck

parked vehicle during high winds.

Bodily Injury, 9 Dec 06, during physical fitness run, tripped on another person's foot and fractured right tibia.

Bodily Injury, 9 Dec 06, lost footing on a hill, planted right foot and twisted foot.