



The Word

3rd Quarter 2007

July 1, 2007

The Commander's Corner

By Col. Jesse Muniz, CAWG Wing Commander

May was not a good month for the CAWG Safety Program. CAWG earned the distinction of having the most aircraft mishaps in CAP. This is not the distinction that CAWG should be known for.

The Safety Culture in CAP needs constant attention. If not brought to active level of consciousness, it tends to fade into the background. This appears to be happening in the CAWG. We all need to work together to improve the CAWG's Safety program.

I have taken the liberty to use part of an article from the July Sentinel to emphasize the Safety Area which has had the most negative impact on the CAWG's Safety Program. I urge all of you to read the following article and follow its recommendations.

"A review of the CAWG mishap reports show that we, as a CAP Wing are 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."

Hangar rash is unacceptable and is almost completely preventable. A damaged plane can not be used to perform CAP's missions.

Model Rocketry Safety

By Major Phil Laisure

Well, as spring is here, and summer approaching, we can look forward to doing more activities outside. One of these, of course, is model rocketry.

Before you go and get all fired up and start whipping out rockets for your squadron to build, I have some brief comments on safety.

I know that some of you have already got your kits, and emptied the package out on the table, and are eagerly staring at a pile of parts and the instructions. No doubt forgotten in the bottom of that Estes or Quest package is the small card with the NAR (National Rocketry Association) Safety card. This card with its simple rules is a great start to doing this safely. If you've already hauled the trash outside, and can't find that card, go to www.nar.org, you can find it there. Another source of safety information can be found on the Tripoli Rocketry Association website, www.tra.org. This organization is geared to high power rockets, and uses the National Fire Protection Association NFPA 1127 code as its safety code. But there are a few items I'd like to stress the importance of.

First, be careful when approaching the launch pad. The rod is wire rod, about 1/8" in diameter, and kinda hard to see. It's also about 3 feet long, just the perfect height to stick yourself in the eye with it when you bend over the rod. It's a good idea to grab the rod with your free hand, near the top. (Don't be bending this thing around, either...). Bend down while still holding the rod, then load your rocket with you head below the top of the rod. (This tip is from Maj. John Digiantomaso, Sq. 47)

Second, before hooking up the electric igniter clips, briefly short the 2 clips together. If there is a spark, DO NOT attach the leads to the motor igniter. This will cause instant ignition of the motor, with you in very close proximity. With a small rocket, this will scare and maybe burn you, but if you do this with your 50 lb, custom built rocket with the 4" diameter "M" motor, the results can be very bad. (I've seen it happen...no fun)

Lastly, there are lots of people that try to catch their falling rocket. Even a little one can cause injury. It's a whole lot safer to let it come down on its own, than have to be rushed to the doctor to have it removed from the top of your head. And, if you are on the range, and someone yells "head up," look up, find the rocket and get the heck out of the way.

Rocketry can be a lot of fun, but it quits being fun if aren't paying attention to safety, and someone gets hurt. Have fun with this, it can be a great hobby.

Safety Officer 101—The Job Description By Maile Bloxsom, ILT

So you have been assigned the position of Safety Officer for your Squadron or Group. What do you do now?

Per Civil Air Patrol Regulation 20-1 (E) the Wing Commander, Group Commanders and Squadron Commanders “ensure the safety of personnel and equipment through...an active and aggressive safety education and inspection program... effective policy guidance regarding safety procedures and equipment . . . (and) through compliance with directives and policy guidance; ensure an effective safety awareness, education and inspection program within the unit,” respectively.

So what is the job of the Safety Officer? That information is found in CAPR 62-1. This regulation should become your best friend. It outlines program goals, responsibilities and required program criteria. It also provides a wealth of information for the safety officer through recommended reading and suggested safety presentations. It gives information about the awards and recognitions of the safety program and shows the safety officer where to start on the way to receiving the Safety Badge.

Please take the time to review this very important regulation. Share it with your commander, for while the commander is ultimately responsible for the safety of the unit, the Safety Officer is on the front lines aiding the commander and implementing and facilitating the program to get the job of safety done. Take another look at CAPR 20-1 (E). Look at the organizational charts for the squadron. Look at where the position of Safety Officer is in relation to the Commander. When it comes to Safety, the Commander and the Safety Officer are the ones who make it happen.

Do not, however, feel that that Safety is the responsibility of the Commander and Safety Officer

alone. Take advantage of the resources around you. Other current and past Safety Officers in the wing can be a wonderful resource at all levels, squadron, group or wing. Find a Deputy Safety Officer to share the responsibilities with. In a composite or cadet squadron, assign a Cadet Safety Officer to work with and mentor.

Develop a passion for safety and share that passion with those you serve. Be willing to work. Plan interesting and exciting safety presentations. Invite guest speakers to address the unit. Plan a unit activity to do a safety inspection on an aircraft or vehicle as a safety presentation. Research on the internet. Talk to members in your unit to find out how you can assist them in promoting safety in their areas, whether it be the Logistics section, Aircraft Management or Emergency Services, everyone could learn to be more safety minded.

Every quarter, this section of the newsletter will give you ideas, advice, information and tips to make your Safety Program more interesting and effective. Part of the Wing Safety Program is to provide Safety Officers and the squadrons they serve with information and training. We hope that this may answer questions and offer support to Safety Officers, Commanders and squadrons so that we can foster a positive safety culture in California Wing. Please feel free e-mail questions, comments, announcements and articles to SE@CAWG.CAP.GOV. Please utilize the years of knowledge and experience of your Wing Safety Staff to your advantage.

Maile has served as a Safety Officer for Group 1 under three different Group Commanders and is back on Wing Safety Staff after a two year hiatus from CAP.

Happenings in the Wing

On 28 April, Cable Composite Sq 25 commander, John Findley, was gracious enough to provide CAPFLIGHT 498 (N7598Z) as a static display aircraft in support of the San Diego FSDO's annual Super Safety Seminar held at the Air & Space Museum.

John brought the plane to Gillespie; manned the aircraft to provide visitors with information about CAP; and stayed through the end of the day's events. He brought three other Sq 25 members to give them mission task qualification training enroute; and to enjoy the variety of aviation safety seminars offered throughout the day. Further, the presence of a corporate aircraft aided Dick Akita, commander of San Diego Senior Sq 57, in his efforts to recruit new CAP members.

On behalf of Rich Martindell, project organizer for the San Diego Aviation Safety Counselors; and Fred Christlieb, the FAA's Southern California Regional Safety Program Manager, please convey to Major John Findley that his participation was most welcome by the San Diego FSDO. His efforts brought credit to Sq 25, Group 3, California Wing, and Civil Air Patrol.

Burleigh Putnam
San Diego Aviation Safety Counselors

Reported Incidents 4/2007 to Present

7 aircraft incidents
1 glider incident
0 vehicle incidents
0 personal injuries

Safety Websites to Check Out:

www.aopa.org/asfl

Huge resource of videos, online courses, safety briefs, advisories and hot topics in Aviation Safety