



The Word

4th Quarter 2007

October 15, 2007

What do I Report?

By Maj. Alex Kay, CAWG SE

With the recent rash of mishaps throughout California Wing, there is serious concern in the Wing and Region Safety teams. I know that this is also a concern for each and every member of California Wing and especially with the Commanders and Safety Officers of the individual units.

We understand that there will be mishaps and accidents. Statistically, we are one of the largest Wings in the United States, with high levels of activity, both in the air and on the ground. What we want to do is to take preventative actions to minimize incidents as much as possible to keep our members safe and to protect the assets of CAP.

Saying that, it is the responsibility of every member to report unsafe activities and the responsibility of command to properly analyze and report incidents, accidents and unsafe activities to the appropriate parties.

For this, each and every member has CAPR 62-2 Safety—Mishap Reporting and Investigation and the 62-2 Supplement for California Wing. The 62-2 outlines what needs to be reported and how it should be reported. There is a neat Logic Tree in the 62-2 Attachment 3 that outlines very clearly what CAP needs reported. I recommend reviewing this with members.

The 62-2 Supplement is the reporting chain to Wing, who to contact and how to contact them in case of incident.

Please, as always, if there is a question on whether something needs to be reported or not, use the chain of command and ask. Your Group and Wing Safety officers are there to support each squadron in the wing.

Remember, Safety first!

THINK

By Chief MSgt. Bob Rodeymeyer

If you were asked to define "SAFETY" in one word, what would be your reply? Would you define safety as alertness, always ready for the unexpected? Would you define safety as skill, the art of being ultra-adept? Would you define safety as experience, asserting that the veteran never gets hurt?

Would you define safety as cooperation, the ability to exercise patience and get along with your fellow worker? Or, after due deliberation, would you finally define safety by using the single word "THINK"?

Perhaps alertness, skill, experience, and cooperation could be associated with safety, but these are subservient to the word think and must be construed as secondary definitions.

Many successful business executives have made the word "THINK" synonymous with success, and as in other phases of business and industry, the application of the meaning of the word is also very necessary if we are to reduce the number of accidents and injuries.

As has been so often stated, ninety percent of all accidents are attributed to unsafe acts on the part of the worker, and failure to think before acting constitutes the cause of practically all accidents in this category.

A clerk removes a guard from a paper shredder for the purpose of expediency; an injury results. The clerk has not given thought to the original purpose of the guard and has suffered the unfortunate consequences.

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Another individual, again for the sake of saving time, fails to don a safety belt for a short trip in a car "that's only down the street a few blocks." Again, injury results because of failure to think of the possible negative result.

A truck driver is involved in an accident because he knew he had the right-of-way but failed to think that perhaps the second party involved would not recognize this established right.

A pilot is putting his plane away in the hanger after finishing a flight and assumes the hanger door is fully open. He doesn't know that another pilot closed the doors after he left the airport earlier in the day. Assumptions often lead to disaster, never assume always think before you act.

Many accidents can be averted if we will only discipline ourselves to give full thought prior to the application of our actions.

THINK SAFETY...THEN, ACT SAFELY.

ABOUT THE AUTHOR: *Bob Rodemeyer is a safety engineer, security specialist, and law enforcement professional, and started his CAP career as a Cadet in 1964 earning the rank of Cadet Lt. Col. He has more than 37 years experience in occupational & public safety, government security and law enforcement activities. Bob is a retired Air Force Reserve Chief Master Sergeant, and the retired Chief of Public Safety and Transit Police Services for a Southern California public mass transportation system.*

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The Word staff wishes to apologize to Lt. Col. Phil Laisure for misstating his rank in the last issue of the newsletter. He was incorrectly acknowledged as a Major.

Safety Officer 101

By **ILT Maile Bloxson**

Program Year End Review

October is the month designated for an annual Safety Day. This special safety session should focus on improving safety knowledge and attitudes for the new fiscal year. Each unit safety officer should work with their commander and key personnel in developing a briefing that the whole unit can benefit from.

Also before the year end it is required that a briefing be dedicated to Operational Risk Management (ORM). New members should receive ORM training and current members an annual review. CAP provides the following website for reference materials:

<http://level2.cap.gov/index.cfm?nodeID=5182>

Helpful also at this time is a review of the reports that help the unit stay safe. The CAPF 26 *The Civil Air Patrol Safety Improvement or Hazard Report* and/or the FAA Form 8740-5 *Safety Improvement Report* should be readily available to all members and the purpose and procedure for filling out these forms should be reviewed.

Also be aware that the Annual Safety Surveys are due on January 31, 2008. Please take this last quarter to review the year and prepare any necessary information for the report.

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Reported Incidents 4/2007 to Present

- 9 aircraft incidents
- 1 glider incident
- 1 vehicle incident
- 0 personal injuries

Relevant Topics for the 4th Quarter

- 1) Cold weather flying
- 2) Safe Holiday Travel
- 3) Safe Holiday Food Practices
- 4) Cold Weather Survival
- 5) Holiday Stress and Seasonal Onset Depression