



CALIFORNIA WING CIVIL AIR PATROL QUARTERLY SAFETY BULLETIN



SECOND QUARTER 2012

APR-JUN 2012

COMMANDER'S MESSAGE

First, let me thank everyone for their attention to being safe in all that we do. Everyday, there are missions and meetings, training courses and events, most which occur with no safety related issues. Unfortunately, from time to time, there are reportable issues that occur and when that happens, we all need to know what to do.

First and foremost, when an issue occurs, we must ensure and attend to the immediate needs of ourselves and our members. Incidents, commonly referred to as mishaps can range from inflight mechanical issues with an aircraft, to cuts and scraps during PT, to more serious issues requiring immediate medical attention. Regardless of the severity, our first responsibility is to treat and address the issue.

Once the immediate issue is addressed, now it's time to let someone know what has happened. It is the involved member's responsibility to advise the unit or activity commander or safety officer what has happened. This should not be delayed and done as soon as possible. You shouldn't decide on your own whether to report something or not. Talk to the commander or safety officer if you are unsure. Once verbally reported locally, the official notifications begin.

CAPR 62-2 outlines the notification process for mishaps and who should be notified. Each wing and group creates their own supplements to this regulation to ensure the proper members on the command and safety teams are notified

when mishaps occur. These supplements should be posted on the safety board in the squadron, in aircraft hangers and in all vehicle and aircraft books. The proper reporting procedure should also be part of all activity safety briefings.

Once the mishap has been reported, it then must be inputted into eServices using the CAPF78 in the Safety Forms module. This is usually done by the unit or activity commander or the safety officer and should be done as soon as possible but no later than 48 hours after the mishap.

If we all follow these simple steps, it will make the notification and reporting process much easier and aid us in the mishap review process. The first step of an effective safety program is prevention but if an incident has occurred, the next step is notification.

Semper Vigilans,

Jon Stokes, Col CAP
CAWG/CC

A SAFETY MINDSET

I invite you to ask yourself what safety means to you. I mean to you personally. Is it a lot of lectures, posters and reports or is it something you really value and take seriously? Hopefully it is the latter, but the most important word in the previous sentence is "you". Because without your personal belief in the value of accident prevention we in CAP



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will continue to experience a lot of preventable mishaps.

Every Wing SE brings his/her own set of priorities and areas of emphasis to the job. I am no exception. Mine will focus on our own personal commitment to not only our own safety but that of the safety of others. And, I hope to communicate some useful tools that will help up all of us develop a Culture of Safety in California Wing. "Culture of Safety" by the way is a lot more than the latest buzzword. It is a set of values and a system of trust between management and those who get the work done. I think it will be effective in California Wing when we learn what it is and how it works.

The FAA now requires the topic of "Culture of Safety" to be presented in Flight Instructor refresher clinics. It was recently my privilege to present this new topic in a series of CAP presentations to our Check Pilots. I'm very impressed with the principals of workplace safety contained therein and am anxious to share them with you. But we are almost out of space. More on this important topic next quarter.

Please keep Safety in mind at all times.

Mike Watkins, Lt. Col. CAP
CAWG SE

RECENT MISHAPS (Feb - March)

- Alternator tripped in flight
- Collision – bus vs. bridge
- Alternator tripped in flight (same aircraft)

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- Cadet twisted ankle
- C-182 engine hesitated twice in flight
- Property damage – soccer ball vs. window
- C-182 engine quit on roll-out after landing
- Cadet fell while running on grass– scrape on knuckle
- C-182 autopilot malfunctioned causing sudden pitch-up.
- Cadet fell during Frisbee game and scraped hand
- Cadet became dizzy during run; went unconscious, 911 called

MISHAP REPORTING ISSUES

Wing staff recently had several instances of new Form 78s (mishap reports) showing up in eServices where there had been no telephone reports (see Col. Stokes' message, previous page. Your phone call to Wing staff results in a long string of intra-staff notifications including Pacific Region and USAF liaison. It could also involve National if the mishap is serious enough. The message? Make the call then do the 78.

FROM THE SAFETY CALENDAR

(Seasonal emphasis for Safety briefings)

- Earthquake preparedness
- Distracted driving

GOING FORWARD

Always be thinking:

- What are the risks?
- What are the consequences?
- How do we manage them?