



# CALIFORNIA WING CIVIL AIR PATROL QUARTERLY SAFETY BULLETIN



**FOURTH QUARTER 2012**

**OCT - DEC 2012**

## A SAFETY MINDSET

In last quarter's Bulletin we reviewed the five elements of a "Culture of Safety". I mentioned then that we would lastly review the "making it happen" aspect in this quarter's publication. As a reminder, we are familiarizing ourselves with this material because such a culture is so vitally important to California Wing and to the rest of CAP to maximize our mishap prevention effectiveness.

Continuing the topic, there are nine steps to establishing and preserving such a culture<sup>1</sup>.

These are:

1. **Personal commitment and responsibility.** (buy-in must be at the personal level by all involved)
2. **Organizational and Individual cultural development** (the bosses have to buy-in and have their own ownership)
3. **Adoption and commitment** (the managers and the managed shake hands on it)
4. **A "JUST" culture** (covered last quarter – it means an atmosphere of mutual trust)
5. **Local safety climate susceptible to change** (are we willing to leave the punitive culture behind?)
6. **YOUR commitment** (without your complete buy-in and ownership, it won't happen)

7. **Program review** (periodically meet to discuss, "Is this working?" and "What needs to be tweaked?")
8. **Enduring value** (Does everyone concerned see the value of a "Culture of Safety"?)
9. **Preservation** (follows up on 8. Do we have steps in place to reinforce the culture periodically?)

In summary, such a culture is an atmosphere where we feel free to report, listen and to learn. Safety is a personal thing – a way of life. Creating and maintaining such a culture requires deep commitment from the managers and those they manage.

Please keep Safety in mind at all times.

Mike Watkins, Lt. Col. CAP  
CAWG SE

## MISHAP REPORTING ISSUES

The new Safety Management System (SMS) continues to evolve but, overall, is doing its job nicely. Our understanding and use of it, however, sometimes causes problems. I'll mention a couple of them here.

Members sometimes sit down to enter a mishap report into SMS but forget to first make the proper notifications, normally done by telephone. The California Wing supplement to Regulation 62-2 requires the member to first notify "the unit or activity commander and then call the following individuals" followed by a list of four wing people with their telephone numbers. If this step is

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<sup>1</sup> Source: Air Traffic Bulletin, March 2010



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### FOURTH QUARTER 2012

omitted and the report is put into SMS first, those CAWG people get an Email from SMS that a new mishap has been filed. If none of them received a call prior, they start making calls to find out why. All too often the member simply says, "I forgot" or, "I simply didn't think about it". Some say, "I thought our Group safety officer was going to make the call".

I wish I could say this only happens occasionally. In actuality it happens in about one out of four or five mishaps. We can and should do a better job here and **I urge Squadron safety officers throughout the Wing to occasionally give their people a reminder of the notification requirement.**

The second item that continues to give trouble is the **initial mishap report screen** in SMS. Specifically the "Submit" buttons. First, keep in mind that there will **always** be **at least three or four screens** to fill out, sometimes more, depending on the type of mishap. Problem is, at the bottom of the first screen there are **two** "submit" buttons. The one on the left is the one our people should use 99 times out of 100. It says, "**Submit and continue data entry.**" It takes you to the remainder of the screens. The button on the right simply says "**Submit**". This one does **not** take you to the remaining screens. When the member uses this button, we wind up with a mishap report with about one-fourth of the required information but the member thinks he/she is done. Then Wing Staff has to start making calls. We have asked National to re-think this two-button arrangement but so far nothing has changed. Bottom line; please look at both buttons closely before hitting one! The labeling, if read, will indicate which one to use.

### OCT - DEC 2012

#### SAFETY TIP: AIRPORT SURFACE DEVIATIONS

Airport Surface Deviations have been on the rise recently and it is up to all of us as CAP members to be more diligent and to be more professional in our aviation endeavors.

If you look both ways before crossing a road, then how many ways should you look before crossing a runway? Think about this for a second and then review what you look for, and I mean really "**Look For,**" prior to entering/crossing a taxiway or runway.

You should realize that if you see another aircraft or a vehicle or a piece of equipment near where you are, then maybe you don't have the proper clearance to proceed. For example, did the Tower tell you to hold short and you missed that or did the Tower tell the other operator to hold short and he/she missed it? As you look on final approach and see an aircraft out there, ask yourself again, "Do I have clearance to take the active runway?" If you are ever in doubt on any of these, be proactive in looking out for your safety and the safety of others. Contact Ground or Tower and verify your instructions. Be diligent in copying your taxi clearance and verify your take off clearance when you see someone on final.

An ounce of caution can be all it takes to break the accident chain or the error chain. Don't become a statistic with CAP or find yourself in the FAA files or worse, in the newspaper headlines!

Capt Dan Hoppy, CAP  
Safety Officer Squadron 150  
Deputy Director Safety CAWG (South)



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### RECENT MISHAPS (July - Sept)

- Fuel cap found missing on C182. Fuel cap found at the pump the following morning
- Airspeed indicator failed on climb out
- Cadet cut his finger while emptying metal trash can
- Oil on windshield during flight
- C182 engine quit on roll out after landing
- High cylinder head temperature warning on C182 while in flight
- C182 alternator failure during flight (three separate instances)
- Cadet got cramps after physical training (PT)
- C182 experienced partial power loss during climb out. Seemed to be mixture setting.
- While preflighting, pilot received gash on his forehead from elevator on C182. Stitches required.
- Cadet, while taking drink from a plastic water bottle, hit himself on the nose causing small nosebleed
- Cadet reported ankle pain after stepping off curb
- After formation, Cadet twisted an ankle while walking back to classroom
- Senior member tripped over concrete divider in parking lot and broke a finger
- Cadet reported blisters on both feet while working air show.

### FROM THE SAFETY CALENDAR

(Seasonal emphasis for Safety Briefings)

- Preparation for rainy season driving
- Smoke and CO detector maintenance
- Winter flying in the Western US
- Mall safety
- Safety with home decorations

### GOING FORWARD

- **Annual Safety Surveys.** Units complete these in SMS. Plan to have them complete Wing-wide by November 30. Have follow-up items done by Jan 30<sup>th</sup>.
- **Annual Safety Day** (formerly known as Safety Stand-down). Done during 1<sup>st</sup> quarter.
- **Annual Operational Risk Management briefing.** Regulations require these for every member "within the previous 12 months". We suggest, however, that you do these also within the 1<sup>st</sup> quarter to facilitate control and tracking.