

Utah Wing Safety

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Utah Wing Safety Team

Safety Surveys Due This Month!

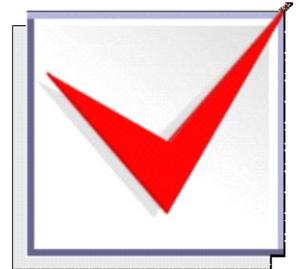
Jonathan Todd

It's that time of year again! CAPR62-1.6c specifies that Safety Surveys need to be submitted by 31 January by the Unit Commanders. We only have a few Units who haven't completed this requirement yet so thanks to all of you who have your surveys finished.

This is a great time to make sure that your unit has procedures in place to make sure that you are functioning on a safe

level. Please make sure that you have completed the online training for mishap reporting in the Safety Management System. This is something for all members and will cover how to file a mishap in SMS. There are a lot of great courses in SMS for safety training and we encourage all members to take advantage! If you have any questions about your Unit's Safety Survey

please feel free to contact any member of the Utah Wing Safety Team and we will be more than happy to assist.



Last Year's Safety Analysis

Jonathan Todd

For FY13 the Utah Wing had 17 reported mishaps.

16 Mishaps were bodily injury

1 Mishap was a vehicle mishap

There were no other mishaps.

In reviewing the FY13 Mishaps: 6 occurred at Unit Meetings, 5 occurred at Encampment, 3 occurred at a Cadet

Program Activity and the rest filled other categories. Most of the mishaps were filed as matter of record/first aid.

With analyzing the mishaps, the majority of them involved Cadets and it was usually a scrape, abrasion, or other type of injury.

Be sure to be prepared for your activities: drink fluids and eat throughout the day so you are healthy, keep your shoes tied and take time to be safe during all activities!

Items for FY14:

- Remember to perform your Operational Risk Safety Briefing for activities (CAPR 62-1.2c)
- If you are putting together an activity remember to use your risk management training and identify and mitigate the risks.
- Slow down and take time to be safe.

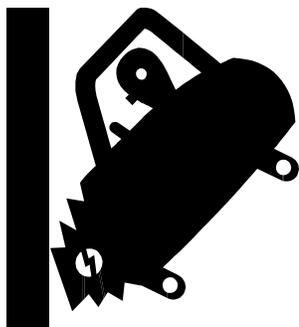
Utah Wing Cadet Safety Officer Broc Hoggan

Hello! My name is Broc Hoggan, and I am the Cadet Wing Safety Officer for the Utah Wing. To start out, I'd like to tell you a little about myself. I am 16, and a sophomore at Logan High School. I ran Cross Country last year, and I play in my school's orchestra and sing in the choir. I love music! I have attended Encampment twice at Wendover-DHX and

DHXI. Last year I was the Foxtrot Flight Sergeant. I had a great experience, and I'm looking forward to DHXII! I find great interest in rocketry, so much that I've been to two rocketry FTXs! The main reason that I love CAP is that it provides extensive leadership education, training, and experience. One of my greatest passions in CAP,

though, is the drill and ceremonies side: Color Guard and Honor Guard! This last July, I was a member of the RMR Color Guard team that won the National Color Guard Competition.

CAPR 62-2 Deals with Mishap Reporting and Review



Safety Mishap Reports Broc Hoggan

What is a mishap?
“Mishap” is defined as any unplanned or undesired, operational occurrence, or series of occurrences, that results in, or has the potential to result in, death, injury, or damage to equipment or property. A few examples are as follows: damaging aircraft by running it into the hangar door, hitting a

pothole in the CAP van and the tire pops, falling and breaking a bone at squadron meeting, or breaking a window (oops!) of any CAP facility.

Refer to CAPR62-2.4 on reporting a CAP mishap.

Instructions

1. Log on to CAP eServices
2. Look at CAP Utilities, on the left hand side of the page
3. Scroll down to the bottom of the page, click on Safety Management System (SMS).
4. Click on FILE NEW MISHAP (1). The icon is a yellow folder.
5. Fill out all applicable information, and write a brief description of what happened.
6. Send Mishap Notification!

I encourage all of you, when you see a mishap, to record it, and enter it ASAP.

“Knock It Off!”

Broc Hoggan

CAP relies on its cadets and senior members to ensure its missions are carried out safely. As you might recall from the intro to safety, ALL members are safety officers.

“Knock it off” and “This is Stupid” are two phrases that should be used when an activity violating safety protocol is observed. Use these to draw attention to the matter, making sure everyone identifies the hazard. The use of these two simple phrases can allow cadets to minimize mishaps and stay safe, making the

activity more enjoyable! As C/Capt. Wilkins told his staff at DHXI, “Safety starts with S but begins with YOU. I know it’s cheesy, but it’s true.”



Annual Safety Day! Jan, Feb or Mar

Jonathan Todd

Remember CAPR 62-1 para 4.i

“An annual Safety Day will be held in all active units during the months of January, February or March to focus on improving safety knowledge and attitudes. This will require a day focused entirely on safety subjects applicable to the unit. The Safety Day education to meet

this requirement may take place at a regularly scheduled unit meeting providing the entire academic content for that meeting is devoted to safety.”

Para 4i states:

“At least once annually, Risk Management (RM) will be discussed during a unit safety meeting.” You can use this topic

to cover your Safety Day education requirement but it is not necessary. Just be sure these two requirements are met.

Be sure to plan your Annual Safety Day before the end of March 2014!

*CAPR 62-1 3.e
Describes how you
should utilize a Cadet
Safety Officer in your
Cadet or Composite
Squadrons!*

Utah Wing Safety Team

The Utah Wing has both Senior Members and a Cadet who serve on the Safety Team. We've already had Cadet Hoggan introduce himself (see pg 2), now we will have other member bios.

We want to thank **Maj. Jason Mettman** for being our Assistant Safety Officer. He is also working with the Cadet Programs at the Utah Wing!

Jon Hight

Captain Jon Hight started his association with CAP sometime in the latter part of the last century as a cadet, gaining a great appreciation for emergency services and aviation. Now a senior member for the last few years, Capt. Hight has enjoyed the opportunity to learn more about aviation and to meet so many dedicated, like-minded individuals.

Captain Hight has been involved with a number of fields: Administrative, military, medical, technological, and financial and looks forward to applying them to his work with the Civil Air Patrol. He is especially excited by this current opportunity to be a part of the Wing Safety Team.

safety compliance officer and OSHA inspector and frequently lectured Captain Hight and his siblings on the importance of safety in all activities, often requiring hard hats to be worn during sessions of "Chutes and Ladders." Just in case.

Captain Hight comes by his interest in safety honestly: His father was a federal

Jonathan Todd

Hello everyone! I started in CAP in 2009 with the Thunderbird Squadron where I was the Unit Safety Officer. I've been working on increasing my abilities in the CAP Safety Program and finished my Master Rating in Safety last year and have also been assisting as a Mission Safety Officer.

I didn't have any previous CAP experience but became aware of the

program when I was an AFROTC Cadet at UofU. I was in Colorado getting my pilots license in a Citabria when a fellow pilot went down in Wyoming. CAP assisted with that search and so it peaked my interest in joining.

I've been flying since 2006 and also enjoy the outdoors. I'm a PADI Rescue Diver and love being outdoors rock

climbing, hiking or camping.

My wife and I currently live in Orem and we are expecting our first child on 24, June!

Safety Team

Get Some Sleep

Jon Hight

Fatigue can be a serious threat to the CAP members, on the ground or in the air.

As we all know, emergency SAR operations can easily become a 24/7 affair and the body's clock, or changes to it, can pose additional problems for rescue crews. Our internal 24-hour rhythms (circadian rhythms) naturally dictate low alertness at night and high alertness during the day, so night work and early-morning departures can result in sleepiness, befuddled thought processes, bad moods, and other problems.

Even relatively small amounts of sleep loss can have immediate negative effects on performance. Getting fewer than 7-8 hours per day quickly creates a sleep debt that threatens operational safety

and performance.

Sure, we have limits on the hours we can fly and the pilot in command has the responsibility to determine if he or she is safe to fly. But it's not always possible to schedule missions for our benefit, and sometimes we have no choice but to fly when we're feeling a little tired. If that happens to you, stay aware of your capacity. Do you find that you missed a navigation checkpoint? Did you forget a routine procedure, or are you having a little trouble maintaining control of altitude and airspeed? That could be a problem.

Some other indicators that you may soon be falling asleep at the controls could be:

- Eyes in and out of focus
- Head bobbing involuntarily
- Persistent yawning
- Disconnected thoughts

If you experience any of these symptoms, do the safe thing: consider ending the flight as soon as possible. You need to get some sleep.

So what's the bottom line? Adequate, restful sleep is a biological need - just like hunger or thirst - and it's the only cure for fatigue—there is no substitute.



And One More Thing...

Jon Hight

For those of you who enjoy the occasional article on safety (and who doesn't?), the January/February 2014 issue of FAA Safety Briefing is available. The current edition explores the important role technology plays in keeping general aviation safe and efficient, with articles discussing the many benefits of emerging technologies as well as the potential safety hazards of being too technologically focused.

http://www.faa.gov/news/safety_briefing/2014/media/JanFeb2014.pdf

Blue Skies!

You can find the Jan/Feb2014 issue here:

*Did you know you can connect your CAP info with the FAASafety's WINGS Program?
Faasafety.gov/wings*

Want Specific Safety Articles?

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Cadet Safety Officer

We're on the Web!

See us at:

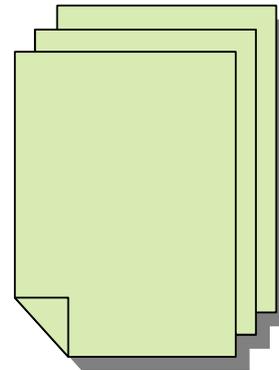
<http://cap.utah.gov/Safety/default.html>

Thank you for reading this Quarters Safety Newsletter! If you would like the Safety Team to research anything for next quarters newsletter let us know!

safety@cap.utah.gov

We are looking forward to working with other

agencies throughout the State to provide a newsletter with beneficial information for CAP members.



Need To Report A Safety Hazard?

Remember, if you ever have suggestions on ways to reduce operational risks to members fill out the online CAP Hazard Report. We will be sure to review the reports and implement any risk mitigation needed. Also,

feel free to contact any member of the Safety Team.

*If you see something unsafe at any time you should stop the activity until it can be performed in a safe manner.

Action Items For Members This Quarter

Take time this quarter to familiarize yourself with the CAP Safety Program.

- Review CAPR 62-1 and CAPR 62-2.
- Make sure you have taken intro to safety

- Are you safety current? Each month?
- Take "How to file a Mishap" on SMS

- Participate in your Unit Safety Day and RM briefings
- Safety Surveys for Units! 31 Jan

Take Time to Be Safe!