

Utah Wing Safety

Special Interest Articles:

- Cadet Safety during PT
- Situational Awareness and Pilot Judgment

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Utah Wing Safety Team

Are You Safety Current?

We are coming up on the summer months this year and CAP activities are beginning to pick up. Remember, you cannot participate in a GES CAP activity unless you are safety current! (CAPR 62-1 para 4 discusses requirements). Be sure to finish your monthly safety

briefing and complete your Introduction to Safety Course if you haven't done so already.

Are you putting together a CAP Activity? Please be sure to verify that all participants are safety current! This can be done easily via eservices! In SMS

Jonathan Todd

you can click on the "check safety currency" link under Misc. Remember verify currency always!



Jonathan Todd

Current Safety Trends for 2014

For FY2014 to now the Utah Wing has had 6 reported mishaps.

3 Mishaps are bodily injury

1 Mishap is a vehicle mishap

2 Mishaps are aircraft mishaps

There were no other mishaps.

Our bodily injury incidents have been due to weather and PT. Remember to always prepare for a PT event. You can read more about this in Cadet

Hoggan's article in this newsletter.

Already this year we have had an aircrew be exposed to an Unauthorized Illumination Event Green Laser; Please be briefed for these occurrences. The weather earlier this month also caused some damage to one of our aircraft on the parking ramp.

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.
- Visit CAPR 62-1 3.h for Activity Safety reqs.

Utah Wing Cadet Safety Officer Broc Hoggan

With the hot summer months approaching, we need to be safety conscience during physical fitness training. Become familiar with proper hydration, nutrition, how to judge if PT activities are safe, and safe exercising habits, all found in the Cadet Physical Fitness Program pamphlet: CAPP 52-18.

As for hydration, encourage cadets to begin hydrating several days before lengthy or high performance activities in hot weather. Also, encourage them to drink eight cups of water a day to keep them hydrated, and to drink soda sparingly. Make sure the cadet leadership is telling their cadets to drink water and supervising the intake of each cadet. Remember, it is better to drink smaller amounts of water more frequently than to drink larger amounts less frequently. It is critical that cadets do not over-exert themselves, even if they are drinking plenty of water.

Another way to help ensure safety during PT is warming up and cooling down; before exercising, stretch. Stretching will prepare your muscles for physical exertion by warming them up, and reducing the chance of injuries. The purpose of cooling down is to slow down your heart rate and flow of blood. Nearing the end of your PT session, simply lower the intensity level of exercises. Examples are walking for a few minutes after running a mile until your heart rate is lowered to 100 BPM, and repeating stretches done during the warm up. Be careful not to over-stretch. It is more effective to do fewer, but proper repetitions of an exercise than more, improper repetitions. Remember: doing an exercise correctly not only reduces the effectiveness of the exercise, but also increases the chance of injury.

Safety is everyone's job. Commanders, trainers, and cadets alike should be taught how to recognize and initiate first aid treatment for when heat-related injuries might occur. If you feel extremely weak or dizzy, let someone know, take a break, and drink some water. Pay attention to your fellow cadets, and keep them safe!

Stay sharp,

Broc Hoggan C/CMSgt. CAP
Cadet Safety Officer
Utah Wing

CAPR 62-1 Attachment 3 has the guidelines for hot environment activities. Be sure to review!



FAA Wings Program

Jonathan Todd

Are you aware of the FAA Wings program? If you have an airman profile you can participate in the FAA Wings Program. Many of your FAA credits can be awarded through CAP activities, including credits for CAPF 5 flights. The program offers online courses, seminars, and regular training. Your FAA Wings profile can also be connected with your CAP ID and FAA briefings can automatically update your safety currency in SMS. The completion of any Phase of WINGS also satisfies the

requirement for a flight review. It is an excellent program and you really should take a look!

www.faasafety.gov/wings



Ground Handling Video

Jonathan Todd

Remember CAPR 60-1 para 2-1r

“Biennially (every second year) the Aircraft Ground Handling Video will be reviewed and its associated test will be accomplished by all CAP members who perform duties in the vicinity of CAP aircraft to include, but are not limited to, the following CAP duties: CAP pilot, Unit Commander, Air Ops Branch Director (AOBD), Operations

Section Chief (OSC), Mission Safety Officer (MSO), Incident Commander (IC), Green Flag Sensor Operator (GFSO) Mission Scanner (MS), Mission Observer (MO), ARCHER Operator (ARCHOPR), ARCHER Trac Technician (ARCHTRK), Flight Line Marshaller (FLM), Flight Line Supervisor (FLS), and cadets participating in cadet orientation flight

activities. Aircraft Ground Handling Training may be taken any time during a given year and is located on the National Aircraft Ops & Stan/Eval webpage at:

http://www.capmembers.com/emergency_services/aircraft_ops__staneval/.

Be current on your Ground Handling!!

Make sure you are current on your Ground Handling Training!

Visit The Utah CAP Safety Team at Wing Conference This Year!

Room B at 1500hrs.



At Wing Conference we will update you on the Safety Program! If you are a Unit Command, Safety Officer (Mission or Unit) or a member, be sure to come by room B.

Jon Hight

We Have A Situation Here

National Headquarters has lately become concerned about the number of incidents involving CAP aircraft, including a number of prop and tail strikes. While CAP has a safer record than GA generally, we can always do a little better.

You probably thinking, 'Hey, we're already doing all we can to be safe. It's already my highest priority!' I hear you; we're working hard, and we're doing a good job, but we can always work just a little harder. We can do a little better.



How, you ask? We all need to be more aware. *Situationally Aware.*

So, what exactly is 'situational awareness'? Believe it or not, situational awareness is *not* just having an accurate understanding of what is happening around you. Situational awareness includes using that information to develop an accurate understanding of what is *likely to happen* in the near future.

It includes three processes:

Level I: The *perception* of what is happening

Level II: *Understanding* what has been perceived

Level III: Using that understanding to *think ahead*

Not Just Theory

Situational awareness is not just a theoretical notion; it's pertinent to the vast majority of accident or incident cases we see. It is very real, and not having it causes very real accidents.

Research from the Australian Transportation Safety Board (the one with the best tans), indicates that human factors is a contributing cause in around 70 percent of all incidents and accidents.

Roughly 85 percent of incident reports include at least a mention of loss of situational awareness. When your awareness of your situation goes to heck, you are on the road to meeting the Bad News Twins: Inadequate Decision Making and Inappropriate Actions.

Situational awareness is strongly related to the decision making process. How can you make a good decision if you don't have good information? With good perception comes the ability to formulate good goals. If we anticipate what's coming accurately, the more efficient we become in our tasks. The more efficient we are, the more energy we save, and the more we can preserve vital mental resources for unexpected situations.



Get Feedback

If we look at what we *do* compared with our *goals*, we can adjust and modify our processes. This keeps us aligned with reality and being aligned with reality keeps us from making wrong decisions. In other words, situational awareness influences our decision making and allows us to stay ahead of the aircraft. When we're truly aware, we're truly in control.

That's Nice, But How?

Here are some Best Practices, Prevention Strategies and Lines-of-Defense for you to consider incorporating into your flight processes:

First, build better situational awareness

- Set specific objectives for your flights - define flight targets and data gathering
- Follow SOPs
- Make risk assessments - Ask, "what if?"
- Manage workload - Shift tasks away from critical times, delegate, anticipate.

Next, maintain situational awareness

- Communicate - Keep all crewmembers and external participants in the loop
- Manage attention - set priorities, avoid distraction, adjust monitoring to flight phase urgency
- Seek information - use your senses and validate your data
 - Cross-check – Use multiple sources of information when available
 - Use rules of thumb when data are not available.
- Check for contradictory elements in the real world and apply experience and lessons learned.

Think ahead

- Brief others on what you expect
- Compare projected state with objectives
- Define "next targets" at each point of the flight descent/approach
- Compare where you are with your expectations and objectives
- Readjust your plan if required.

Be on the lookout for clues of degraded situational awareness

- Ambiguity – Unclear flight plans or ATC instructions
 - Fixation – Focusing on one thing to the exclusion of everything else
 - Confusion – Uncertainty or misunderstanding a situation or information
 - Preoccupation – Everyone focusing on non-flying activities; nobody flying the aircraft
 - Unresolved discrepancies – Contradictory data or personal conflicts
 - Expected checkpoints not met – Flight plan, profile, time, fuel burn
 - Poor communications – Vague or incomplete statements
 - Broken rules – Limitations, minimums, regulatory requirements, failure to follow SOPs
 - No time – Falling behind the aircraft.
-

Get back on track: Go to the nearest STABLE, SIMPLE and SAFE situation

Follow rules, procedures and SOPs

Change automation level - reduce to hand-flying if necessary

Buy time - request different vectors; extend downwind

Communicate - Asking for help is not a sign of weakness

Get back the Big Picture

Go back to the last thing you were sure of

Assess the situation from different perspectives, with different sources

Expand your focus to avoid fixation and tunnel vision

Manage stress and distraction

Take time to think / Use that time / Be willing to delay flight progress

I know it seems like a lot, but if we look at our experiences and pick even one or two things to concentrate on improving, the overall difference will be AMAZING.

Stay safe up there,

Capt. Jon Hight
Utah Wing Safety Team

Gen Carr has asked directly that CAP Members everywhere highlight situational awareness, pilot judgment, and professionalism.

Want Specific Safety Articles?

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We're on the Web!

See us at:

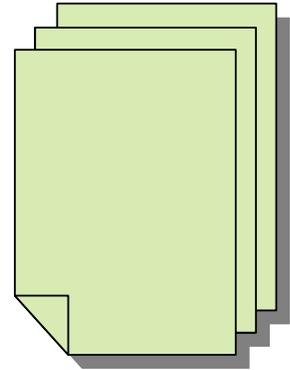
<http://cap.utah.gov/Safety/default.html>

Thank you for reading this Quarters Safety Newsletter! If you would like the Safety Team to research anything for next quarter's 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

- Be safe during PT!
- Situational Awareness and Pilot Judgment!

Take Time to Be Safe and See You at Wing Conference!