



The Safety Beacon is for informational purposes. Unit safety officers are encouraged to use the articles in the Beacon as topics for their monthly safety briefings and discussions. Members may also go to LMS, read the Beacon, and take a quiz to receive credit for monthly safety education.

February 2017

## **National Safety Officer College!**

**The 2017 NSOC is open for sign-ups!!**



NTSB Training Center

**The next National Safety Officer College (NSOC) is going to be June 5-9, 2017. We are proud to announce that this year's NSOC will be held in the NTSB Training Center in Ashburn, Virginia.**

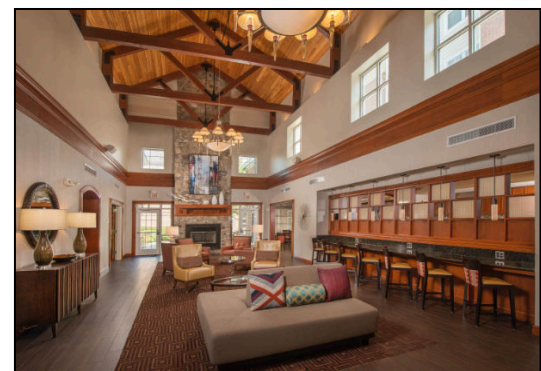
Who Should Attend? This course is intended for all leaders in the CAP Safety Program. Region Directors of Safety should plan on attending. Wing Directors of Safety should mark their calendars. All CAP leaders, regardless of their mission focus, should consider attending!

What Will You Learn? This will be a hands-on, high-participation graduate level course on risk management and how it applies to Civil Air Patrol. The new CAP Safety Management System and new safety regulation are nearing roll-out and this will be a ground floor opportunity to become the CAP experts in how we will integrate risk management into all our CAP mission areas.

What Will You Do? Lectures and briefings. Educational briefings from NTSB personnel. Working groups and seminars. You will become part of the team that will develop and implement the tools and guidance for CAP's Safety Management System, while networking with your national CAP safety team. And there WILL be time for fun!

Where? For travel planning, the NTSB Training Center is very close to Dulles International Airport. We will be staying at The Residence Inn at Dulles 28 Centre.

How Much?? CAP leadership feels that this course is so important to the success of our safety program that *CAP is planning on picking up the tab* for lodging, per diem, the facility fees, and a generous offset for your travel expenses. Exact details will become available when the budget is passed, but just about all you need to do is carve out the time to be here!



Residence Inn, Dulles

**Look on the next page for sign-up information!**

# 2017 National Safety Officer College!!!

## **Learn CAP's "Safety Management System" Approach to Safety!**

Join us for a high-energy interactive week-long graduate-level course in risk management and the Civil Air Patrol's new *Safety Management System*; designed for leaders in the CAP Safety Program. Become part of the team of experts on the new Safety Regulation and the processes that will go with it!

### **General Information**

Class Date: 5-9 June 2017

(Travel Dates are 4 June and 10 June)

Location: NTSB Training Center, Ashburn, VA

Lodging, Per Diem, Course Fees: NO CHARGE! \*

Travel Cost: Partial offset from NHQ \*

\* Subject to change, BUT we are confident the budget will allow this!!

### **Application Process**

Senior Members interested in attending the Civil Air Patrol Safety Officer College should apply by completing a [CAPF 17](#). In addition to fields on the front of the form, **feel free to use the back to tell us why it is important to you to attend this NSOC!!**

Wing Staff level or below? Have your unit commander (if in squadron or group) sign the form then E-mail your Form 17 directly to your WING COMMANDER. Applications submitted to Wings only need to be approved by wing commander. Wing commander will send approved form to e-mail address below.

Region Staff? E-mail your Form 17 directly to your REGION COMMANDER. Applications submitted to regions only need to be approved by region commander. Region commander will forward signed form to e-mail address below.

After approval by the Wing/Region Commander: Transmit the CAPF 17s to National HQ via e-mail to [safetycollege@capnhq.gov](mailto:safetycollege@capnhq.gov) or via mail to: *Civil Air Patrol NHQ, Attn: Safety Officer College, 105 S. Hansell St., Maxwell AFB, AL 36112.*

All applications must have physical signatures (i.e. original or electronically scanned). **Approved applications must be received at National HQ by 30 April 2017.**

### **Selection Priorities**

- Region Directors of Safety
- Wing Directors of Safety
- Members Requiring NSOC for Master Rating in Safety Specialty Track
- Selected Members of National Safety Team
- Region Commanders
- Wing Commanders
- Region Asst. Directors of Safety
- Wing Asst. Directors of Safety
- All other CAP members, with priority given to those in leadership positions in the Safety Program

### **Mandatory Prerequisites**

Members at Group and below must meet the following criteria for consideration:

- Level 2 Complete
- Safety Senior Level Complete
- Minimum Rank – 1st Lt/TSGT

Members not meeting the minimum prerequisites will be considered for attendance with a letter of recommendation from their Wing or Region Commander with appropriate justification.

*(This class meets the requirements for RSC credit; however members must be eligible to attend RSC to be awarded this credit upon completion of the course.)*

### **Openings for Approximately 25 People**

Students will be selected by the National Chief of Safety based on the selection priorities and prerequisites. Selectees will be advised of their final acceptance into the college no later than 10 May 2017 and will be provided additional information to prepare for the course before attending, including read-ahead materials. Alternate candidates will be picked up for attendance if a slot opens up.

All questions about the Safety Officer College should be routed through your Wing and Region Directors of Safety

# Safety Shorts

George Vogt, CAP/SE

**“Did You Break That Airplane?”** Occasionally we have mishap reports that are generated when a pilot is pre-flighting an aircraft and they find some damage to the plane. It may be a dent on an aileron, or a scrape on a wing tip. Sometimes it’s a scrape on the underside of the tail or a broken tie-down ring. Thinking only from the safety aspect, the proper thing to do is to enter it as a mishap in SIRS. The hard part is then determining what might have caused it so we can learn from it and hope to reduce damage in the future, whatever that damage may be.

Invariably, the mishap review officer will ask the pilot who last flew that airplane if they know what might have caused the damage, and the answer is that they “didn’t do *anything* that would have caused *that!*” That goes on as several other pilots are asked, and no one can figure out what might have resulted in that very real scrape or dent. The question that isn’t asked enough is, “did you see that damage on your post-flight?”

Yes, there’s more to a post-flight than “lock, chock, walk.” When I’m through with a flight, I’m going to walk around and make sure that aircraft is in just as good condition as when I took it up to fly. If it is “clean,” I can confidently say “not me” if some kind of damage is found down the road. If I find damage, I owe it to my fellow members to report that damage, and help the review officer figure out what might have caused it and how we can prevent it from happening again. Are you doing your post-flight inspections?

**Capture the Flag** Every now and then one event or activity seems to bring with it more minor mishaps than some other activities. Recently I’ve been seeing numerous injuries associated with the game of “Capture the Flag.”

Now don’t get me wrong. I truly believe that team sports are great for our physical well-being, conditioning, problem solving and team work. AND, I’ve got enough scars and have suffered enough bumps, bruises and breaks to prove that sports can bring unavoidable injuries. But, I also believe it is our duty and obligation to do everything we can to reduce those injuries to the maximum extent possible...that is what risk management is all about.

In the last calendar year, I counted eight injuries directly attributable to “Capture the Flag.” There may have been more but way too many mishap reports come in that just say the injury happened “during PT” or “during a cadet activity” without any description of what the activity was ... we need to get better at that. There will always be a chance of cadets falling when they are running and chasing, but some injuries can definitely be avoided.

A couple “CTF” injuries occurred because the game was played on asphalt or on surfaces that changed from grass to concrete. In both of those cases, and most of the other cases I saw, there was no mention of a hazard assessment or a risk safety briefing before the activity. You know those are a requirement, right?

In another case, a cadet broke their lower leg by stepping a in a hole while running. The entire field really needs to have a good inspection before the game begins.

I saw one case where a cadet sprained an ankle playing CTF. Even though the injury was minor, the review officer did an excellent mishap review, going through a description of the hazards on the field, and coming up with recommendations on what could have been improved and how better risk management could have prevented the mishap. Unfortunately, the commander didn’t act on any of the recommendations and it was passed up to me at NHQ with the commander commenting only, “record as a first aid mishap.” Too bad. We need our leaders to embrace the risk management process, thank the review officers for their work, and make sure we’re taking positive action to improve...we’ll keep working on that.

[safety@capnhq.gov](mailto:safety@capnhq.gov)

# *Have You Done Your "360?"*

George Vogt, CAP/SE

We got a nice e-mail recently from a relatively new member. Senior Member Elaine Brown from the Georgia Wing joined CAP in 2016, and is her squadron's assistant safety officer.

She was reading the Beacon about some of the avoidable mishaps we see in CAP vehicles. These are the dents and dings and scrapes that happen because people don't use spotters when backing up in CAP vehicles, or they don't walk around the vehicle before getting in, or they simply fail to use any risk management at all. They seem unaware that there are risks associated with backing large vehicles.

At Elaine's work place they also have problems with backing large vehicles, and they have taken some good positive steps to avoid these parking lot dings. If the driver doesn't have a spotter available, they are required to do a walk around the vehicle to make sure there are no unseen obstacles or vehicles ... they call this "doing a 360." They even put little decals on the driver's side window that asks the question, "Have you done your 360?"

Take Elaine's advice when you are getting ready to take off in a CAP van or in your own personal vehicle. If you don't have a spotter, make sure you are doing your "360."

Thanks for the suggestion, Elaine, and welcome to Civil Air Patrol!!

## Accountability

George Vogt, CAP/SE

The short article above talks about one of our most common minor mishaps. It involves getting into a CAP vehicle, and putting that vehicle in motion, and inadvertently running into another vehicle, or a post, or a mailbox, or any other type of stationary object.

Luckily the damage is usually very slight, and no injuries are involved. In almost every single case I've seen, they are also 100% avoidable if the driver had simply performed a little risk management.

Another similar situation comes about when a member is parking an airplane. Whether trying to taxi too close to another airplane or hangar, or even pushing an airplane into a hangar when the door is partially closed, they are usually 100% avoidable if a little simple risk management is performed. In all these cases, simply asking "what can go wrong, and what am I doing to avoid that" will probably prevent the mishap.

Risk management is a Command emphasis item. Risk management is a mandatory part of our CAP activities and that requirement will be further explained in the new Safety Regulation being drafted now.

That being the case, how do YOU think we should hold each other accountable for NOT adequately performing risk management? How would YOU stress accountability in safety and risk management?

Let's start that conversation. I want to hear your thoughts and ideas. I might even publish a few. Thanks!

[safety@capnhq.gov](mailto:safety@capnhq.gov)

# January Mishap Closeouts

Col Robert Castle, CAP/SEA

There were six mishaps closed out in January. One involved a UAS (more about that later) the other five were all related to Physical Fitness training.

Cadets all have different motivations for joining CAP. As unique as each individual is, they each have differing levels of fitness. From CAPR 52-16, "The goal of the Cadet Program's fitness element is to develop in cadets a habit of regular exercise." [CAPP 52-18](#), *Cadet Fitness Program* provides a wealth of fitness and nutrition information that can help cadets get into and stay in shape. Remember, the goal of the fitness element is not to "pass the test." The goal is to develop healthy life styles through fitness and nutrition.

Healthy and physically fit cadets, combined with an active risk management program, can lessen the likelihood of our members getting hurt. Are you putting the emphasis in the right place?

## Unmanned Aerial Systems (UAS)

A member received minor lacerations on their hands from the rotors of a UAV when they tried to grab an airborne drone.

CAP is beginning to see the benefits of these devices to augment and enhance our capabilities, as well as being an important and fun part of our Aerospace Education STEM program. They have rapidly grown from being a fun "toy" to highly capable camera platforms, easily able to look into previously inaccessible areas.

Along with that capability is the added responsibility for safe operation. A quadcopter configuration is currently one of the most popular designs available. Their relatively low purchase cost makes them readily available to the average person.



While some are equipped with rotor guards, many are not which increases the risk of unintentionally hitting something with a rotor.

With the rise in popularity of UAS, there is the potential of them being operated in areas where they may interfere with manned aircraft operations. After 21 December 2015, the Federal Aviation

Administration required that any small unmanned aircraft weighing more than 0.55 lbs. but less than 55 lbs. must be registered and marked in accordance with 14 CFR §48.15.

In August 2016, the FAA issued 14 CFR §107, Small Unmanned Aircraft Systems. Included are certification for UAS pilots, flight and ground instructors as well as general operating and flight rules. Part 107 applies to all UAS between 0.55 - 55 lbs. You only need the Part 107 remote pilot certificate if you operate your UAS commercially or for a government purpose.

Part 101 subpart E (Model Aircraft), applies to model aircraft meeting all of the following criteria:

- The aircraft is flown strictly for hobby or recreational use;
- The aircraft is operated in accordance with a community-based set of safety guidelines and within the programming of a nationwide community-based organization;
- The aircraft is limited to not more than 55 pounds unless otherwise certified through a design, construction, inspection, flight test, and operational safety program administered by a community-based organization;
- The aircraft is operated in a manner that does not interfere with and gives way to any manned aircraft;
- When flown within 5 miles of an airport, the operator of the aircraft provides the airport operator and the airport air traffic control (ATC) tower (when an air traffic facility is located at the airport) with prior notice of the operation;
- The aircraft is capable of sustained flight in the atmosphere; and
- The aircraft is flown within Visual Line of Sight (VLOS) of the person operating the aircraft.

There are many good sources of information on the web to help you fly your UAS safely. Here's a partial list:

[FAA Unmanned Aircraft Systems](#)

[Academy of Model Aircraft](#)

[UAV Systems Association](#)



The key in determining which rules apply is how you intend to use your UAS; for fun or as part of a commercial business venture.

In all cases, risk management should be a big part of your preparation and your enjoyment. Take the time to review the hazards and risks, and then determine how you can reduce those risks. Regardless of how you intend to operate, using sound risk management principles will help ensure a fun, mishap free activity.