



**ILLINOIS WING**  
**CIVIL AIR PATROL**

**SAFETY PINS**  
Quarterly Newsletter



## **Happy New Year!**

This is actually the second time we are starting 2016 since the FY 16 budget year began October 1<sup>st</sup>. Now it's time to start the calendar New Year and with the start of each year we have different annual tasks to complete. In October I reminded units to do their annual ORM worksheets for their weekly meetings and physical activities. During January each unit should be completing their safety stand down and annual safety survey.

This year the safety survey is different than in past years since it is focused more on the unit's safety program instead of the unit's physical features. The survey also requires Groups to actively review and approve the surveys of subordinate commands. Since the review process has been expanded please help out your Group Safety Officer by not waiting until the last minute to submit it for review. Allow time for the Group to review it and for you to make changes if it is not approved.

## **Quarterly Training Recommendation**

Since the Safety Currency requirement was eliminated, there has been some concern that members are no longer receiving the required monthly safety training. Last April we introduced you to lesson plan outlines that Safety Officers could use for their monthly training. We are now expanding the training support with recommended online training for each month, based on the online safety education courses. Units and individual members are not required to follow these recommendations, but the use of these courses would enable members who miss a monthly training to make up the same training online. All these courses can be found in the Safety Online Education section. For classroom presentation the Safety Officer/Instructor can use the outline and course material for the course presentation, which will reduce some of the presentation preparation time. Using the online training programs may be especially beneficial for Wing and Group Command units that only meet once a month, since they give all members of the unit the chance to complete the same training even if they miss the monthly meeting.

January-Winter Driving Safety  
February-Wind Chill Index  
March-Flooding

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### **Region Special Emphasis**

Many CAP members are not pilots but we are all part of an aviation organization, which makes flight safety part of our responsibilities. Awareness of the aircraft's condition including tire pressure and condition is a task for the entire flight crew, but does not end with them. Flight line Marshals and Supervisors are also in a good position to observe tire conditions. Even if you are a new Cadet doing your first "O Flight" or another first time flier, you can probably still recognize a flat or low tire. Remember that anyone can raise a safety issue so when you ask the pilot about the tire one of two good things will happen. In the best case scenario you will stop a mishap from occurring and in the worst case the tire will be ok and it is a learning opportunity. The Region message is reprinted below and Safety Officers should consider briefing it as part of their safety stand down day,

#### **BACKGROUND**

In accordance with CAPR 60-1, para 3-8, d, GLR/CC has directed a stan/eval special emphasis item for Calendar Year 2016.

"There have been sufficient flat tire incidents within GLR this year to warrant a Commander's Special Emphasis Item on check rides. When giving annual check rides, check pilots within the region will discuss the importance of checking and correcting tire pressure prior to each flight." - Col Edward D. Phelka, Great Lakes Region Commander

Over the last year, GLR has experienced these flat tire events:

3/2015 Cadet Orientation Ride. Landed with flat nose wheel tire.

5/2015 CAP proficiency flight. Aircraft landed with parking brake on resulting in two flat tires. (A/C performed takeoff with parking brake on.)

8/2015 CAP transport flight. Aircraft landed with flat right main tire. (Tire went flat on TO roll.)

8/2015 CAP flight training flight with instructor. After performing takeoffs and landings in the pattern, a main tire went flat during the landing rollout.

8/2015 Returning to home airport from a CD flight. The airport had a strong/gusting crosswind (quartering crosswind, 19 kts). The A/C crossed the runway threshold at 105 knots and touched down over half way down the runway. The A/C stopped just short of the departure end of the runway resulting in flat spots on both main tires with one down to the cords.

12/2014 Student glider flight with instructor. Tire went flat during the landing rollout.

We all know that landing accidents are the most frequent type of non-fatal accidents (45%) in



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general aviation. ([AOPA.ORG](http://AOPA.ORG) Nall Report.) The FAA PTS requires examiners to ensure that pilots conduct stabilized approaches to a landing (configuration, glide path, airspeed) and touches down within the available runway landing area, within 400 feet beyond a specified point with no drift, and with the airplane's longitudinal axis aligned with and over the runway center/landing path. We can see from above that at least one of the approaches was not stabilized. Hard landings may also have caused tire damage.

#### **ACTION**

During Form 5 and 91 examinations please have your check pilots give special emphasis to tire issues by having them discuss the importance of checking and correcting tire pressure prior to each flight.

1. Discuss checking tire condition and pressure prior to each flight.
2. Discuss and evaluate stabilized approach to a landing.
3. Discuss and evaluate proper landing technique. (Smooth touchdown, point of touchdown, airspeed, no drift, and the longitudinal axis aligned with and over the runway.)

#### **ACKNOWLEDGEMENT**

GLR WG/CCs will acknowledge receipt and intent to adhere to special emphasis item by reply email.

#### **CONTACT**

Questions may be directed to Lt Col Ed Verville, GLR/DOV at [edverville@aol.com](mailto:edverville@aol.com) or [269-207-5864](tel:269-207-5864) (cell)

**Col Richard L. Griffith, CAP**  
**Great Lakes Region Vice Commander-Missions**

#### **Safety Pins**

In our last edition of Safety Pins I asked if we should continue publishing the quarterly newsletter or was it now obsolete with other communication formats such as E-mail. I am unhappy to report that I received a less than decisive response from members across the Wing. The end result is that Safety Pins is continuing forward, but we are still considering other options. I urge all Squadron Safety staff to discuss the value of Safety Pins with their members

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and forward the feedback to the Wing via their Group Safety Officers. I normally try to avoid tasking's from Wing but I am making an exception in this case. For all safety issues the Group Safety Officer is the first level of support and help for the Squadron Safety Officer and this will give them a reason to get to know each other. I am looking forward to hearing from all the Group Safety Officers since I am their next level of support.

### **Thanks for Your Service**

Lt Col Kirk Thirtyacre has left the safety program in order to put more time into his primary position as Director of Professional Development and Wing Testing Officer. Lt Col Thirtyacre stepped up and took on the additional responsibilities as the Deputy Director writing lesson plans and allowing me to have a back-up in place when I was on vacation. My thanks go out to him for his efforts over the last few months assisting me as the Deputy Director of Safety.

When I joined Civil Air Patrol one of my first new friends at the Squadron was Captain Lori Johnson. When I was appointed as Director of Safety she was also the first person I called to help me get started in my new position. She stepped up and took responsibility for editing Safety Pins newsletter, which lifted a burden from my new job "to do list". Thank you Captain Johnson.

### **Help Wanted**

We are currently looking to fill the newly vacant positions of Deputy Director of Safety and the Safety Pins Editor position. The Deputy Director position requires that you are a Senior Member. The Editor position is open to both Senior Members and Cadets. For more information about either position please contact me directly at [mrazny@ilwg.cap.gov](mailto:mrazny@ilwg.cap.gov).

### **Illinois Wing Standard Risk Management Worksheet**

Last year at the Wing Evaluation exercise we tested a risk management worksheet that we could use as a quick starting point for all operational missions and trainings. The worksheet listed several hazardous conditions and the risk assessment for each of the hazards. The worksheet was first intended for emergency services use, but later was discussed as a starting point for all safety planning. Attached to this edition of Safety Pins is the new version of the Illinois Wing Standard Risk Management Worksheet. Unlike the previous version that was made available as a fillable pdf form this one is Word format for easier use in the field. The new form that we are using is discussed in the Hazard Identification and Risk Assessment for CAP Activities online course which would be an excellent choice to include in your units annual safety stand down day. In addition to the course material the National HQ has published "Risk Management Assessment questions" which is available online and also attached to this newsletter.



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## Fire Safety

Lt Col Brian Neilson, Group 3 Safety Officer passed on a fire safety tip for all of us to consider. Extension cords and power strips are commonly found in command centers and other work areas, please make sure you do not overload them.



Wing Commander:  
Col Jerry Scherer

Director of Safety:  
Major Mark Razny

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Please direct any questions or concerns to your unit safety officer or to [mrazny@ilwg.cap.gov](mailto:mrazny@ilwg.cap.gov)

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