



ILWG's GA8 safely takes to the skies from Wing HQ. Photo by C/2d Lt Nicholas Mechler, Shawnee Composite Squadron.

SAFETY PINS

Official Safety Newsletter of the
Civil Air Patrol's Illinois Wing



July – September 2016

Bring on the Heat - Hot Weather Safety

Summer is upon us, and that means heat! You and your fellow airmen can easily stay safe by taking the simple yet necessary precautions in these rising temperatures.

- **Stay hydrated.**
- **Wear sunscreen.**
- **Stay out of direct sunlight.**
- **Stay indoors in A/C if possible.**
- **Close blinds/keep lights off.**
- **Avoid strenuous activities.**
- **Wear light colored, lightweight, loose fitting clothing.**

Together, we as a wing can make this a productive, fun, and **safe** summer operational period.

Get Safety Current!

A hot weather safety slide deck can be found [here](#).

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Illinois Wing Safety

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Director's Message

Hopefully it is a rare event for someone on the Wing Staff to tell you not to follow the regulations, but you are going to see it here in print. Yes, the Director of Safety is telling you not follow the CAPR 62-2 MISHAP Reporting regulation to the letter. Ok, now that I have your attention, it's not what you think. I don't want you to just follow the regulation and stop, the regulation was published as a minimum requirements and the new expectations are that you will do everything required and much more. As a Wing we have all done a better job completing MISHAP reports but National HQ needs more information to track trends. In order to prevent mishaps we need to determine their root cause, so just describing what happened and telling us the outcome does not give us way to prevent it from happening again.

When you read CAPR 62-2, some of the reports are required to be completed essentially just for record keeping or liability issues. So it was previously acceptable to report "Cadet felt faint and went home with parent". Now we are asking you to give us information regarding what led up to the incident. The description of a feeling faint, could have been brought on by heat exposure, dehydration, or they could be the last one in their house coming down with the flu. Two of those causes could potentially have been prevented in the risk assessment and management process. The same would apply for aircraft and vehicle mishaps, we don't just need to know what happened and how it was handled in order to prevent similar occurrences we need to know what caused it to happen.

So when you get an e-mail or a call asking for more information, please don't be offended or worried that we don't think you know your job it's just part of the growing pains for improving the system. I know it would be easier on all of us if the regulation spelled out the new minimum requirements, but the new regulation is still under development so we are counting on you to step up and improve the system.

Finally, we need to maintain local involvement in unit safety training so I am not providing safety lesson plans this quarter. Please train on topics that your unit needs and take some time to try completing a MISHAP report in the E-Services training system.

Have a safe and fun summer!

Major Mark Razny, Director of Safety

From the FAA...

Drone Safety!

Commercial drone rules take off! The FAA has released the first regulations for routine commercial use of small unmanned aircraft systems. This long-awaited rule is expected to create economic and scientific opportunities that will add billions to the U.S. economy and create thousands of new jobs over the next 10 years. The rule minimizes risks to other aircraft and people on the ground. Rule summary:

1. Flight ceiling of 400 ft.
2. Speed limit of 100 mph
3. No flights directly over people
4. UAS weight less than 55 lbs.
5. Fly in daylight, or in twilight with anti-collision lights.

Learn More: <http://1.usa.gov/28L1kS9>

Cadet Corner

Blister check! Summer activity season is upon us, and whether you are headed to a National Cadet Special Activity, encampment, or even serving your community with your home squadron, let your feet do the talking.

A blister may form when the skin has been damaged by friction or rubbing, heat, cold or chemical exposure. Fluid collects between the epidermis—the upper layer of the skin—and the layers below.

You can take preventative measures, such as wearing well broken-in footwear that fits or wearing fresh and dry socks. Encourage your wingmen to do the same, and be sure to treat blisters properly with bandages and moleskin pads. For more information, consult your local medic.

