



Cold weather can bring to several different hazards for winter flying, engine fires can be one of them.

# SAFETY PINS

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



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## IN THIS ISSUE

- **Annual Safety Requirements**
- **Directors Message**
- **Cold Weather Engine Fires**

## **Illinois Wing Safety**

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## Annual Safety Survey and Stand Down. Do we really have to do it?

Previously every CAP unit was required to do the Annual Safety Survey and complete the requirement of holding a Safety Stand Down day each year. This year the rules and procedures have changed and only Squadrons and below are required to complete the Annual Safety Survey, since they are the basic operational level unit of CAP. Groups, Wings and Regions do not complete the survey. Safety Surveys need to be completed and approved by the Group Command no later than January 31<sup>st</sup>.

All Command levels are still required to conduct an Annual Safety Day Stand Down. During a Safety Stand Down the unit will only conduct routine functions to hold the meeting, such as announcements, attendance, presentation of the colors etc. and focus the main body of the meeting on a safety training activity that is appropriate for the unit. Your Safety Training stand down day needs to be completed by March 31<sup>st</sup>.

Please don't forget your annual risk management training that is a requirement for every unit. Although it is not required by a specific calendar date it does need to happen every year at every unit.

Yes, you really have to do all these things, not only because it is a requirement but also so your members come home Safe.

## Director's Message

Sometimes I have a single topic I need to highlight in detail, such as the safe driving concerns in the last quarterly issue and other times it seems that we don't have a big issue to review but a lot of smaller topics need attention. This month I am using my "Directors Message" for a series of small announcements that need to be made. The items listed are not prioritized and somewhat random, but still worth our attention.

- We still need an Editor for the Quarterly Safety Pins Newsletter. If you are reading this and thinking that you could put together a better newsletter, now is your chance.
- I am also looking for someone to fill the roles of Aviation Safety Officer, Ground Safety Officer and Cadet Safety Officer, contact me for details.
- Thanks to Lt Col Bob Taylor who volunteered (No Arm Twisting Required) to be the Webmaster for the Safety Pages on the Wing Webpages.
- As of the Staff Assistance Visit last fall we had thirty-seven members who are currently Mission Safety Officers or in the process of completing the requirements to become MSOs. Only twelve of those currently qualified were qualified MSOs in January of 2015 so we have leaped ahead in qualified members. If you are reading this and thinking that we don't need you to qualify you are dead wrong. I would like to see at least two qualified MSO's within every Group. The larger we make our MSO roster the easier it will be to fill the position on a mission. It will also prevent a concern that I never get to fly if I am an MSO since the assignments can be rotated.
- Are you ready to take my job? Military organizations have a constant movement of people through the various levels of command, normally you serve 3 or 4 years in an assignment and move on to something else. In many ways Civil Air Patrol is the same with assignments changing over the years, especially at the Region, Wing and Group levels when new Commanders routinely appoint their new staff. Many of you know that I am also a Senior Incident Commander and currently working to achieve my Master Incident Commander Qualification. This should be your clue that I will one day move on to other interests and you could have the chance to serve as Director of Safety. If you are interested start planning your career training now.

## Cold Weather Engine Fires

Changes in the weather will always change our operating environment with some of those changes being positive and some of the changes bringing new hazards and risks. One of our winter tasks can be starting the snow blower which usually requires you to manually prime the engine. If you ever have over primed it to the point where you smell gasoline and it's dripping out the exhaust, the engine has been over primed. Many of you may have heard this expressed as "the engine is flooded" especially those of us old enough to remember trying to start our cars on those below freezing Illinois winter days. If it's just the snow blower engine that we managed to flood the engine the answer may be to go back inside, have a cup of hot chocolate and wait it out while the gas evaporates. Flooding the engine becomes a fire hazard because it results in gasoline running in places that it was not intended creating the possibility of it finding a heat source and igniting. For those of you who have flooded an engine and seen a flame briefly flash out the tailpipe, you have already had a flash fire. Since we should be starting equipment outside and not in the building, our potential loss for a fire is limited to the cost of the snow blower. Imagine now that we have managed to flood an aircraft engine, the costs could be a lot higher,

For more information about cold weather aircraft engine fires please read the entire article at the following link <http://www.boldmethod.com/learn-to-fly/systems/why-you-are-more-likely-to-have-an-engine-fire-this-winter/>