



Colorado Wing Safety Newsletter

March 2023

This newsletter for Colorado Wing (COWG) members covers a variety of topics related to senior and cadet safety and operations. CAP Regulation 160-1 states "... there is always an element of risk in our missions, activities and daily lives, Risk Management (RM) is an on-going process used in the planning and execution of all CAP missions and activities, in groups and as individuals." It is extremely important that all Colorado Wing CAP members consider that safety and RM must be factored into everything that we do.

The COWG Safety Newsletter will be published each quarter. Wing members are encouraged to submit safety subjects for consideration for inclusion in the newsletter to COWG/SE (LtCol Rick Couch, email: rsmileyc@gmail.com).

Annual Safety Risk Management Day

In accordance with CAPR 160-1 paragraph 5.2.1.4, all COWG organizations including Wing and Group staffs must complete the annual Safety RM Review in the months of January thru March. Required briefings for this review are provided by NHQ/SE. By now, all organizations within the Wing should have completed this requirement or have it scheduled. Please remember to record it in CAPSIS when you are complete.

Monthly Safety Education

CAPR 160-2, paragraph 5.2.1 requires all cadets and senior members receive safety education at least once each calendar month. Safety briefings are available in eServices to meet this requirement. Also, the Wing Safety Officer (COWG/SE) will send a monthly safety briefing that can be used to meet the requirement. Group/Squadron Safety Officers are responsible for completing this requirement.

Make a Suggestion/Report a Hazard

Within CAPSIS, there is a menu to "Make a Suggest/Report a Hazard". Members of your unit should be familiar with this capability. They can use it to make safety improvement suggestions or to report unsafe equipment, conditions, practices, rules, attitudes, etc., which may constitute a hazard to CAP personnel or equipment. When enter a report, it will be sent to all Safety Officers and Commanders in your command structure unless otherwise designated. Each Suggestion or Hazard Report will be addressed and the recommendations provided back to the sender.

Aircraft Operations

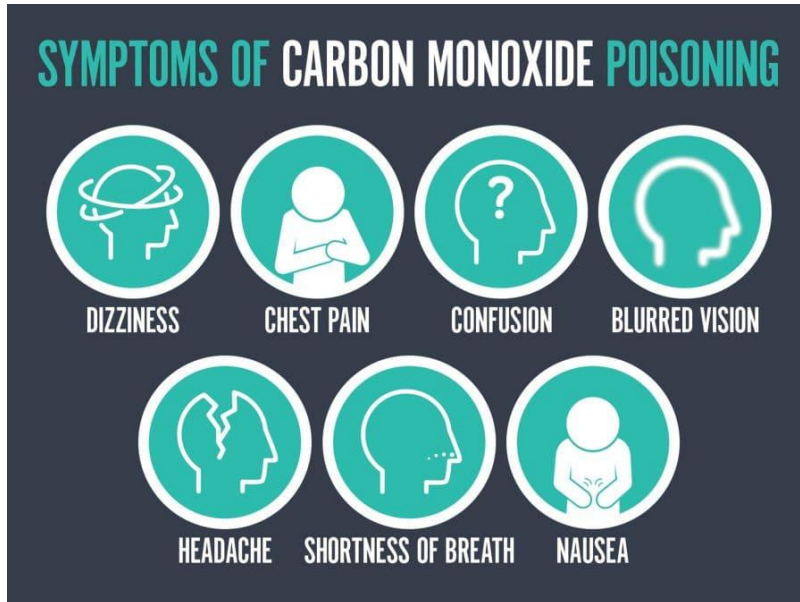
What would you do? – You are flying from Grand Junction (KGJT) to Centennial Airport (KAPA) at 11,500' climbing when necessary to clear the Continental Divide. It is a cold morning, and you are using the aircraft heater for comfort. You have a Mission Observer (MO) and Mission Scanner (MS) with you. About an hour into your flight, you get a headache. Your first thought is that you are probably a little dehydrated and so you drink some of the water you brought with you. When this doesn't seem to help, you ask your crewmates how they are doing. They say they are fine. Your headache gets a little stronger, so you decide that maybe you are getting a little hypoxic and you descend to 9,500'. This doesn't help and the headache is getting worse. Once again you query your crewmates and this time the MO is talking gibberish and the MS isn't responding at all. What is going on? What should you do?

Watch this video and you will get an idea about what may be happening:



Don't panic! Look for the carbon monoxide detector. Is it gray or black? If it is, turn off the heater and pull out the air ventilation knob. Open the window – it might be cold but being cold is better than dying. Figure out the closest suitable airfield and land as soon as possible. Get a mechanic to inspect the engine to see if you have a source for the Carbon monoxide.

What are the symptoms of CO2 poisoning. Here the common ones.



Here is some in more formation about this subject.

CAPR 130-2 - CIVIL AIR PATROL AIRCRAFT MAINTENANCE MANAGEMENT

14.4. Carbon Monoxide Detectors. CAP corporate powered aircraft, including those aircraft equipped with electronic detectors, will not be operated without a serviceable disposable carbon monoxide detector installed. These disposable detectors will be replaced every 12 months. To assist with compliance, CAP/LGM will ship replacement disposable detectors to wings and regions for all assigned aircraft each year during the month of December. New detectors shall be installed and dated in January of each year. Detectors that have registered the presence of carbon monoxide, have been damaged or are determined to be unserviceable must be replaced immediately.

CAPS 73-1 – Operations Procedures, Airplane

Carbon monoxide (CO) detectors shall be checked prior to each flight.



This Carbon Monoxide Detector can save a pilot's life, especially when flying with the heater on, by warning of the presence of CO in the cockpit—the spot will turn gray/black when CO is in the air. The spot on the detector returns to normal color after it is exposed to fresh air.

Spring:

Springtime is not too far off. It will bring new flying challenges. Do you know the CAP wind limits for crosswinds? When is the last time you did a crosswind landing? You might think about doing one on your next Proficiency flight. The winds in Colorado can come up quickly so don't get surprised when they go from calm to the limits in a short period of time. When you check the weather before flight, do you also check the weather at possible alternative airfields? You might need to divert if where you are planning to land is out of CAP wind limits. More on this subject next month.

Injury-Illness

Hydration – Even with the emphasis on hydration, we still find that getting cadets and seniors to drink enough fluids is a challenge. Don't become the person that needs medical aid because you haven't been hydrating. Drink water before and after CAP activities. It isn't that hard. If you are in charge of an activity, make sure to provide water to other participants. Whether summer or winter, hydration is extremely important. Know the symptoms for dehydration and how to respond if someone shows signs of extremely dehydration. Always drink enough fluids so that you are never thirsty.

We are getting to the end of flu season. COVID and its many variants are still a concern. At the beginning of all ground or flight activities, it a good idea to ask the participants if they feel up to the task at hand, do they have any symptoms of COVID, whether not they have hydrated, have they eaten, and if they have any performance concerns about the activity. It is so much easier to suggest to someone to sit out an activity, than to go through the Safety Significant Occurrence process after a mishap occurs.

Vehicle Operations

The key issues with vehicle operations were covered in the Annual Safety Review – backing, driver readiness, and driver fatigue. In Colorado there are other issues that every driver needs to consider. Road conditions – snow, black ice, winds, wild animals, crazy drivers, sun angle, rain, and terrain – are a few that come to mind. If you are driving a CAP vehicle or you own private vehicle, think before you drive. It may save your life.

If you have a CAP license to operate a CAP vehicle, you should take the Passenger Van Safety Awareness Program. You can find the Power Point briefing by going to CAPSIS, Online Training, and the Safety Courses. This is not in AXIS but in the old SIRS area of CAPSIS. If you are a CAP driver and have trouble finding the course, send an email to rsmileyc@gmail.com and I'll send the course to you.

Safety Update

Rocky Mountain Region (RMR) has an approved supplement to CAPR 160-2, **Safety Reporting, Reviewing and Action Planning**. You can find this supplement in eServices >Administration>Forms, Publications, and Regulations>Approved Supplements and OIs by Region> Rocky Mountain Region>R 160-2. Key items in the supplement include:

1. SSO determined to be first aid only don't require notification above the Wing level.
2. Individuals making SSO notification must follow the guidance in CAPP160-2 Attachment 3.
3. SSO notification must be made in person, via a telephone call, or an acknowledged text message.
4. Notification must be made to the Wing Commander through the appropriate chain of command by the activity lead.
5. The Wing Commander will notify the Region Commander and Wing Safety of all SSOs.
6. The Region Commander will notify Region Safety of SSOs.
7. The Region Commander will notify CAP-USAF.
8. For SSO requiring NOC notification, the Wing Commander will let the Region Commander and CAP-USAF know that the notification was made.