

THE SENTINEL



OFFICIAL SAFETY NEWSLETTER OF CIVIL AIR PATROL

New National Safety Officer

On 13 September 2006 Col Letteer assumed command of the Georgia Wing. Effective 1 October Col John Tilton, former Southeast Region Commander, is the new CAP National Safety Officer.

Col Letteer has been a guiding force to

help direct CAP to new heights in Safety and initiated programs that we are excited to continue. We all congratulate Col Tilton and look forward to supporting and working with him in his efforts to continue CAP's safety success.

Annual Safety Day

Commanders and safety officers, please ensure your annual Safety Day is held sometime during the month of October

to focus on improving safety knowledge and attitudes during the new fiscal year.

CAPR 62-1, Paragraph 3h

Heard It Here First!

Since the April Sentinel we have been advising and discussing the concept of Safety Management Systems (SMS) and how to incorporate that line of thinking within the CAP. There was a lively discussion about improving and increasing the safety level in CAP during the safety workshop at the National Conference in Reno. There was also discussion with CAP members, experienced in the aviation industry, on how SMS was first introduced in Canada and Australia and how to introduce this concept to our members.

The FAA has issued Advisory Circular No. 120-92, which is introducing the concept of a safety management system to aviation service providers. The circular provides guidance on SMS development

to these providers. The publishing of this circular not only shows the FAA's acceptance of this safety concept, but also helps to outline the development and implementation of SMS. While not a regulatory, it recognizes the merits and value of this approach to safety. We have been encouraging this concept for the last few months and ask that the member of CAP review AC 120-92 and become familiar with it. It is important that we advance our safety culture and utilize all available resources to help keep CAP accident free. Safety officers can draw upon this information and task the leadership to promote and follow SMS practices. Paragraph 4.5 of the circular states that top management shall have the ultimate responsibility for the SMS; that



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top management shall provide resources essential to implement and maintain the SMS. The circular goes on to say the SMS shall incorporate a means of compliance with safety related legal and regulatory requirements. The organization shall establish and maintain a procedure to identify current safety related legal and regulatory requirements applicable to SMS. In other words, you can not have safety simply by regulating it, but instead the organization must provide tools, education and standards of safety which then are enforced by regulations.

AC 120-92 also provides information that can be used by any aviation organization to transition from "reactive" safety programs to "proactive" programs that demonstrate a commitment to continuous safety improvement, promotion of a positive membership wide safety culture, safety programs that assess and

reduce operational risk, safety event reporting, and safety education to continually reduce the risk of accidents.

The circular was developed in recognition of the increasing complexity of the many functions that are essential to safe flight operations that, in combination, can overwhelm reactive safety programs. The advisory makes a compelling argument that safety management is most effective when folded into the responsibility of managing an aviation concern, and when sound safety program decision making includes the structured management of risk.

A copy of the complete AC 120-92 can be downloaded from the FAA's website, www.faa.gov

We would like safety officers to comment and discuss how to implement SMS into their wings.

Maj L. Mattiello

Childhood Safety Quiz

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| <ol style="list-style-type: none"> 1. What do parents often call medicine to get their children to take it? 2. What household items can become a dangerous risk, besides the tub, toilet, sink, or swimming pool? 3. Which type of accident kills more children than any other? 4. What is the most common mistake parents make when installing infant and convertible seats? | <ol style="list-style-type: none"> 5. Which door is often overlooked when parents toddler-proof exits from their home? 6. According to the Bicycle Institute of America, what age should a child be before they begin to use hand breaks? 7. Which factor most often causes parents to leave their baby alone in the tub? 8. What hazard do parents often leave on the edge of the bathtub? |
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Maj L. Mattiello

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| <ol style="list-style-type: none"> 5. The small door cats or dogs exit through 6. Minimum age is 10 years 7. Not being prepared and leaving to get a towel, soap, powder, etc 8. Soap sippers | <ol style="list-style-type: none"> 1. Candy 2. Cleaning mop buckets 3. Automobile accidents 4. Seat is installed with infant facing front |
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Answers

Aviation Weather Study

Pilots are needed to participate in a study of encounters of adverse weather conditions. Pilots who participate will complete an anonymous questionnaire covering the event and their experiences.

To obtain additional information and to participate in the study go to www.avhf.com and follow the links to the Aviation Weather Study.

Maj L. Mattiello