

THE SENTINEL



OFFICIAL SAFETY NEWSLETTER OF CIVIL AIR PATROL

Rental Car Mentality

This is a term that I started using in 2005 after significant research as to the reasons for our aircraft mishaps. It seems that 72% of our aircraft mishaps were accomplished by CAP pilots that had only completed Level 1 in their Professional Development. If you looked at the pilots who had completed Levels 2 through 5, the mishap rate for that group dropped dramatically to between four and six percent.

My next question was WHY! Many of Level 1-only pilots were very slipshod in their preflights and almost never performed postflights. The reasons I received were, "I did not have a flashlight and it was too dark" or "it was raining and I did not want to get wet, etc".

After interviewing many pilots in both the Level 1 and Level 2-5 groups, I started to notice answers that were quite different. In the Level 2-5 group, I was receiving answers that showed a caring or concern for the CAP and it's assets.

True, I received similar answers from both groups when asked, "Why did you join the Civil Air Patrol." Many of both groups said that it was cheaper to fly CAP aircraft than to go the usual route and rent from an FBO or purchase their own aircraft with ever climbing upkeep rates.

I found that there was a connection between advancement in Professional Development and a concern regarding CAP aircraft. You would never think of taxiing close enough to a fence, building or another aircraft and damage your aircraft. Why then did so many of the Level 1-only pilot group take that chance?

The information that I received from those, and many interviews since, tell me that by not continuing with their Professional Development, they never learned the inner workings of CAP and never gained the understanding that resulted in giving CAP or it's assets the care or concern they would give their own assets; hence, the Rental Car Mentality.

Civil Air Patrol does not have bottomless pockets as many of our members have noticed the last few years. There have been severe cutbacks of the NHQ Staff as well as major cuts in funding for other areas within CAP. With these cuts, it becomes even more necessary to gain a better Safety Mindset when we are using CAP assets.

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Hydration

As we all know, hydration (drinking water) is critically important during all of our outdoor activities. Water plays a significant part within the human body. Seventy five percent of the brain is water. More than 80% of the blood is water, and water makes up 75% of muscles.

The body cannot flush fat properly without a sufficient amount of water. Therefore, if the body doesn't break down fat, then it also does not produce sufficient energy.

Proper hydration can curb dizziness and headaches. Water regulates body temperature and carries nutrients and oxygen throughout the body. Vital organs and joints are cushioned by water.

When the body doesn't receive enough water, it begins to dehydrate. Dehydration occurs most often when we sweat and don't properly replace this loss of fluid by drinking water. Dehydration also occurs by drinking coffee and sodas, both of which contain caffeine. Caffeine is a diuretic, which causes the body to give off even more water. Therefore, coffee, tea, sodas and alcohol are not substitutes for water.

There are many symptoms of dehydration, but it usually takes a combination of three of the following to indicate that you are possibly dehydrated. These signs include: thirst, lethargy (sleepy), elevated heart rate, low blood pressure, dizziness, headaches and fatigue.

The old theory was that a person should consume six to eight, eight ounce glasses of water each day.

However, new research is beginning to conclude that water replacement should be based on total body weight. The calculation for this is total body weight divided by 16. Therefore, a 160-pound person should drink 10 eight ounce glasses of water per day.

Now, just like anything else, too much of something can also be harmful. Drinking too much water can lead to water intoxication or Hyponatraemia. This condition occurs when a person drinks too much water and causes the sodium level in the blood to go lower than normal. It should be pointed out though that this condition most often occurs in athletes like marathon runners who continuously replace their fluids over a five hour or longer period. However, this condition can occur in those persons whose kidneys may not be properly functioning.

More than likely though, a person who is consuming an average of 64-96 ounces of water per day will be just fine. In fact several studies have shown that persons with joint pain experienced a significant decrease in pain with the consumption of 8-10 glasses of water per day. The intake of five glasses per day was shown to decrease the risks of colon, bladder and breast cancer. Research has also found that a decrease in total body water of only two percent resulted in a drop in short term memory, trouble with basic math, and difficulty focusing on the computer screen or the words on a printed page.

By Maj Crist Fellman
Florida Wing Director of Safety

Operation CAPSafe

Gen Courter's Safety Program, Operation CAPSafe, is now online. Go to e-services and click on CAP Safety Suggestions on the left-hand menu. This should make entries easier for your Safety Suggestions as well as giving the Safety Team tracking capabilities for Operation CAPSafe entries.

I would also like to remind everyone that all prior CAP National Safety Programs, including the Safety Pledge, were terminated in December 2005. Your CAP/NHQ Safety Team

requests that every member of every unit in CAP, both seniors and cadets, submit a Safety Suggestion every month. Your suggestion may be the one that saves a CAP member from injury, the loss or damage of a CAP asset or someone else's property. Every CAP member is a Safety Officer and we need each of you to help keep CAPSafe.

Col Lyle E. Letteer, CAP
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Fireworks Safety

July 4th is one of the largest days for fireworks use in the Country. Every year, thousands of people are either injured or killed using fireworks. While we do not use fireworks for our CAP functions, it is important to make sure that our members understand the proper handling of these items.

It is important to know the laws that pertain to your geographic location.

To help make the 4th safer for all:

1. Never give fireworks to small children. Always have an adult present.
2. Use only outdoors.
3. Always have a garden hose and a bucket of water handy.
4. Never make your own fireworks.
- 5.

6. Never re-light a dud. Wait 15-20 minutes and then soak in the bucket of water. Dispose of all fireworks or remains of fireworks by soaking in water and then disposing of them in your trashcan. Stepping on the hot metal wire from sparklers seriously burns many small children.
7. Never throw or point fireworks at others.
8. Never carry fireworks in your pocket.
9. Never shoot in metal or glass containers.
10. Always wear eye protection.

Let's try to keep this 4th of July safe for all of our members and families.

By Maj Crist Fellman
Florida Wing Director of Safety

AOPA Studies the Aging Pilot

The Aircraft Owners and Pilots Association (AOPA) has enlisted the help of the United Flying Octogenarians (at least 80 years of age) in its Aging Pilot Study, a three-pronged effort to

learn more about what kinds of accidents older pilots are having, what causes them, and what actually happens to pilots' skills as they age. The three parts of the study involve looking

at the insurance claims of older pilots, probing the AOPA Air Safety Foundation's extensive accident database for the causes of accidents involving older pilots, and using an independent research organization to evaluate what happens to the cognitive and neuro-muscular skills of pilots as they age.

AOPA's Aging Pilot Study was prompted, in part, by the escalating surcharges some insurance companies are charging pilots over the age of 60.

One company, for example, charges 30 percent above its base rate for a 70-year-old pilot, 95 percent for a 75-year-old, and a whopping 160 percent for an octogenarian aviator.

The study is being overseen by James D. Deimler, who was the program manager for the FAA's Age 60 Rule Study. He also has coauthored several research reports for the FAA's Civil Aerospace Medical Institute (CAMI) and is an AOPA member, pilot, and graduate of the U.S. Naval Academy.

Summary of Form 78 Accidents and Incidents Received for May 2008

Aircraft

Bird strike while flying at 3500 msl. Left wingtip hit edge of hangar. Aircraft struck the wing tip of another aircraft during taxing in. During preflight, pilot noticed three rivets had a blue stain around them. Upon further investigation it was also noticed that there were wrinkles at the wing root/fuselage attachment points on both wings. During preflight, the pilot was checking the right wing nav light when the green lens fell out. Pilot suspected insufficient power for sustained flight, landed without incident. When pulling the aircraft into a parking slot, the right elevator fairing hit the right wingtip of an Aztec. During inspection, found a nav light lens broken. Wind damage to rudder of parked

aircraft.

Prop struck a ladder after fueling aircraft. Struck building with right wingtip. Upon inspection, discovered firewall distorted and popped rivets on firewall bracing. Precautionary landing, oil like smell. Bird strike right wing leading edge. During preflight, PIC discovered a horizontal crease/indented line on the left side of aircraft rudder.

Vehicle

Vehicle backed into fire hydrant. Vehicle ran into concrete sign post base.

Bodily Injury

Cadet slipped and fell. Cadet fainted while standing at attention during inspection.