

Col. James H. Kasler Senior Squadron
GLR-IN-069



Safety Brief
June 2008

SAFETY PLEDGE

AS A CIVIL AIR PATROL MEMBER I PLEDGE TO PROMOTE AN UNCOMPROMISING SAFETY ENVIRONMENT FOR MYSELF AND OTHERS, AND TO PREVENT THE LOSS OF, OR DAMAGE TO CIVIL AIR PATROL ASSETS ENTRUSTED TO ME. I WILL PERFORM ALL MY ACTIVITIES IN A PROFESSIONAL AND SAFE MANNER, AND WILL HOLD MYSELF ACCOUNTABLE FOR MY ACTIONS IN ALL OF OUR MISSIONS FOR AMERICA.

Our monthly squadron meeting was held on Saturday June 21 at Greenwood (HFY).

For those who were unable to attend the meeting:

For monthly attendance credit, please read the June Sentinel and this safety brief, and email this month's code phrase and your CAPID to wtdirks (at) sbcglobal.net **no later than 30 June 2008.**

Topics:

- **June Sentinel Highlight: Why Are We Damaging Our Aircraft? (p. 2)**
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June Sentinel Highlight: Why Are We Damaging Our Aircraft?

This month's Sentinel brings attention to the fact that there has been an increase in damage to CAP aircraft on the ground. There have been several incidents, while either taxiing or pushing the aircraft, involving hitting other aircraft, hangar doors and corners, and even parked cars, a fence, and a building.

This is a reminder to stay alert, not just in the air, but also on the ground. During ground operations taxi carefully and slowly, and be sure to stay well clear of all obstacles. When pushing the aircraft into the hangar, be especially aware of wing and tail clearance from hangar doors and walls.

June Sentinel Highlight: Carbon Monoxide Awareness

The Sentinel also discusses the dangers of carbon monoxide in aircraft. Although CO poisoning is more often a danger in the colder winter months due to the use of the heating system, we cannot forget about this danger when it is warmer, since CO can also enter the cabin through any gaps in the firewall or due to defects in the exhaust system.

As we all should be aware, carbon monoxide is a colorless, odorless gas. However it is usually mixed with other gasses that can be seen or smelled. Be alert for any of the typical symptoms of CO poisoning, such as headache, sluggishness or drowsiness, or feeling overheated or dizzy. In the event you do smell exhaust odors or feel poisoning symptoms, you should take immediate action:

- shut off the heater (if on) and close any other possible openings to the engine compartment.
- create a source of fresh air.
- land as soon as possible (and be sure any CO effects are over before flying again).

Summer Flying Hazards

Summer weather brings some unique risks, such as higher temperatures, turbulence, and thunderstorms.

Weather-related accidents make up a significant percentage of all fatal air accidents, and a large percentage of such accidents involve thunderstorm encounters.

Flying into or around thunderstorms is extremely dangerous, whether they are isolated, single cell storms, or more widespread lines of storms. Among the dangers are lightning, hail, heavy rain, severe turbulence, wind shear, and strong up-and-down drafts. Any of these can potentially severely damage or destroy an aircraft and/or lead to loss of control.

Single cell, isolated storms should be circumnavigated by twenty miles, at minimum. Encountering widespread storms should mean avoiding the entire area.

The dangers of thunderstorms make it extremely important to do a thorough preflight weather briefing, and then to maintain vigilance during flight, including acquiring weather updates. Keep in mind that thunderstorms are not always visible. They can be embedded in haze or hidden inside large cloud banks. Never try to out-run or out-climb thunderstorms. They can develop very quickly and can move faster than most aircraft. Holes between storms can close quickly. The safest action is usually to find a place to land.

Weather information is available in-flight from a variety of resources. ATC can provide useful information but its radar only shows precipitation, not clouds or turbulence. Also, their coverage can be limited and there can be a time-lag in their display (which can be critical since thunderstorms can develop so quickly). Also keep in mind that weather reporting is not ATC's primary responsibility. Other means of keeping track of weather include listening to information from other aircraft on the frequency, Flight Watch, PIREPs, or onboard weather detection equipment.

In general it can be advantageous to fly in the morning, since thunderstorms mostly occur in the afternoon and evening. And if there is a convective SIGMET issued for the area, you should seriously consider staying on the ground.

Other summer risks are increased turbulence and higher temperatures. To avoid turbulence (and the resulting discomfort for you and any passengers), try to avoid flying in the afternoon when there tends to be the most thermodynamic lifting and convective activity.

Higher temperatures mean higher density altitudes and therefore reduced aircraft performance. This must be adjusted for in planning takeoff distance, weight capacity, and refueling stops. Heat can affect the pilot's performance as well. Avoid overheating by drinking enough liquids, opening vents in flight, and keeping doors and windows open while on the ground.

This month's code phrase will be: "safe summer."

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