THE SENTINEL
OFFICIAL SAFETY NEWSLETTER OF CIVIL AIR PATROL

ORM University

Our partnership with the Air Force Safety Center (AFSC) has resulted in their Operational Risk Management (ORM) University being shared with CAP. Until now, ORM University was only accessible on the AFSC website by users with a .mil e-mail address. This computer-based training program's new second home is on the CAP website at: **http://www.capnhq.gov/ormu/**. ORM course offerings include:

- **ORM Fundamentals** (an introduction to the process, techniques and basic tools)
- **Essentials for Leaders** (intermediate training on ORM application)
- **Application and Integration** (advanced ORM concepts and application
- **Executive Overview** (a course for commanders at all levels)

You can now study, take an exam, and print a certificate for all of the courses in this stand-alone edition of ORM University. It's extremely user friendly and will even remember where you left off during your last study session. ORM is a proven, methodical approach to manage risk and aid in making risk decisions. We've already seen success using this process in CAP flight operations and cadet activities. Encourage your people to check out these courses and give ORM a try. It might just save a life!

1918 Aviation Safety Concerns, Have They Changed?

(This letter was written 86 years ago by an American aviator in France.)

Dear Dad,

You asked about the dangers of flying and the number of accidents that happen over here that kill someone. Relatively few of our craft are destroyed by enemy action. I would say that complacency, or a false sense of adequacy causes more crashes than any other factor. Aviators attempt unauthorized maneuvers, run out of fuel, become disoriented or lost, fly low level and crash into obstacles or attempt takeoffs or landings that are not within the capability of their aircraft. The craft we fly are relatively safe and in most cases planning and professional competence normally result in a safe landing if a mechanical malfunction occurs. The loss of aircraft to the enemy is accepted risk and is the nature of war, but at times it's difficult to understand why, with the inherent risks of combat always present, our aviators make such stupid mistakes. That's the only way to describe them - stupid.

I imagine that as long as man experiences the exhilaration and the freedom of flight, and the need to foolishly exhibit his manhood and mastery of his machine, accidents will continue. A competent aviator must realize both his own and his aircraft's capabilities and limitations, especially in a combat situation. A loss of an aircraft, whether by enemy action or by accident, is still a loss to our cause. To better answer your question, no, it is not dangerous to fly; our machines are adequate. It's the human who is dangerous. **(While aircraft have improved since 1918, human factors still contribute to 80% of flight accidents.)**

CAP Safety Metrics

	FY03	FY04
Aircraft Accidents	***5***	***2***
Aircraft Incidents	***38***	***8***
Fatalities	***2***	***2***
Vehicle Mishaps	***16***	***0***
Bodily Injuries	***13***	***3***
Serious Injuries	***2***	***1***

CAP Safety Team

Col William Lord, *CAP/SE*
AP_guardian@yahoo.com

Maj Karen DeMars, *GLR/SE*
kdemars@jamdata.net

Lt Col Thomas McLellan, *MER/SE*
N4984t@aol.com

Lt Col David Belcher, *NER/SE*
dbelcher@ner.cap.gov

Col John Rooney, *NCR/SE*
jrooney@omni-tech.net

Lt Col Harold W. Jaynes, *PCR/SE*
wallyjaynes@cybertime.net

Lt Col Donald Johanson, *RMR/SE*
Johansondon@earthlink.net

Lt Col Lyle E. Letteer, Jr, *SER/SE*
w4ke@mindspring.com

Maj Chuck Farry, *SWR/SE*
ramprat51@juno.com

Gary Woodsmall, *HQ CAP/SE, Editor*
Phone: 334.953.5352 **Fax:** 800.555.7902
gwoodsmall@cap.gov

HQ Civil Air Patrol/SE
105 South Hansell Street
Maxwell AFB AL 36112-6332

Driving Hazards

Remember the Shell Answer Man? I found some interesting information on driving hazards at: http://www.shellstations.com/answerbook/driving/driving_6.htm. The author, Jake Pennell, has been a professional truck driver for 26 years and a driver trainer for 17 years. He is a Driving Safety Instructor for Shell Oil. Here are a few questions, along with his answers:

Q. What's the most hazardous traffic situation?
A. Approaching an intersection. One-third of all collisions occur at intersections. Here are the two cardinal rules for intersections:
1. The "No Right of Way" Rule: *Never* assume the other driver will yield when you have the right of way. When in doubt, slow down or tap your horn -- or both.
2. The "Left, Right, Left" Rule: Before proceeding through an intersection, whether you have the right of way or not, look first to the *left,* then to the *right*, then to the *left* again. And turn your head to look; don't just glance. If you just flick your eyes back and forth, you could very well miss something.

Q. What's the "decision point"?
A. It's the point at which you must decide whether to stop before you reach the intersection, or proceed through it. At 30 m.p.h. it is 90 feet from the intersection. On a residential street, that puts the decision point about halfway through the yard of the second house from the corner. (The average front yard is about 60 feet wide.)
TIP: Even if you have the right of way, take your foot off the gas as you draw even with the second house from the corner. Then you can stop in time if you have to.

Q. How can I tell when a parked car is a hazard?
A. Bill Potts, at United Parcel Service trains his drivers to "scan the steering wheels" of parked cars. If you see a wheel with a person behind it, beware. The driver could pull out in front of you or open his door.
Leonard Stanford, a Houston cab driver, has this technique for downtown streets: when a car up ahead of you pulls over to the curb, expect the driver's door to open. That's exactly what happened when I rode with Leonard. There was no crash, because he *saw* the car pull over and *anticipated* the opening of the door.

Q. Which curve is more hazardous, left or right?
A. On a two-lane road, I've found that right-hand curves are more hazardous, for two reasons. First, more right-hand curves tend to be "blind" than left-hand curves because of trees, hedges, fences, etc., close to the shoulder. These can obstruct your view of oncoming traffic. Second, if you don't reduce your speed enough for a right-hand curve, your car can be forced over into the path of vehicles in the other lane.

Visit the website for more driving safety questions and answers from the Shell Answer Man.

Cadet Sports Injuries

Every year, we experience several cadet sports injuries. **KeepKidsHealthy.com** says - It is very common for children to sprain or strain a ligament or muscle while playing sports and doing other activities. For minor injuries you can treat your child at home with ibuprofen and R.I.C.E.

- **R**EST the affected body part.
- **I**CE down the affected area to decrease swelling (so it will heal faster) by using an ice pack every few hours for ten to fifteen minutes or as tolerated. This should be done as soon as possible after the injury. You can also place crushed ice in a plastic bag or wrapped in a towel, if you don't have an ice pack.
- **C**OMPRESS the affected area by wrapping it in an ace or other elastic bandage.
- **E**LEVATE the affected area.

If a cadet is unable to use or bear weight on the area that is injured or if he or she isn't improving in a few days, then have a doctor evaluate them for further treatment. Once the injury is starting to improve it is important to slowly return to usual activities.

EP Training Pays Off For Former Spaatz Cadet

Do you spend enough time reviewing Emergency Procedures (EPs)? ***Approach***, the Naval Safety Center's Aviation Magazine, featured an article in last November's issue that involved Lt. Alain Garcia, a naval aviator and a former CAP Spaatz Cadet (#1223). The article recounts an in-flight emergency and the methodology used to successfully return to the carrier. You'll find Hanging On By Some Bolts, by LCdr. Steve Blasch, at: http://www.safetycenter.navy.mil/media/approach/default.htm or on the CAP Safety website at: http://cap.globalreach.com/index.cfm?nodeID=5330

Other Safety Meeting Topics

- **Hearing and Noise in Aviation:** http://www.cami.jccbi.gov/AAM-400A/Brochures/hearing.htm
- **A Fun Way to Road-Ready Teens:** http://www.roadreadyteens.org/TeenPage01.html
- **Flight of the Question Mark (note the pilot):** http://www.wpafb.af.mil/museum/history/postwwi/fqm.htm
- **SciJinks - Interactive Weather for Young Pilots:** http://www.njaviation.org/ai/030331ai.html