



**The Col. James H. Kasler Senior Squadron
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Featuring
THE SENTINEL



OFFICIAL SAFETY NEWSLETTER OF CIVIL AIR PATROL



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**PRESENTED
17 MARCH 2007**

**SAFETY BRIEF CREDIT
DEADLINE
31 MARCH 2007**



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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 MANNER, AND WILL HOLD MYSELF ACCOUNTABLE FOR MY ACTIONS IN ALL OF OUR MISSIONS FOR AMERICA.

IMPORTANT: THE SENTINEL IS NO LONGER COPIED IN THIS PUBLICATION TO REDUCE SIZE. IT IS EACH AND EVERY MEMBER'S DUTY TO SELF BRIEF THE MONTHLY SENTINEL.

TOPICS COVERED:

1. SAFETY PLEDGE
2. MARCH 2007 SENTINEL
3. NASA'S ASRS ISSUE 327
4. CPR TRAINING UPDATE
5. READ PASSAGE FROM "THE WINGS START TO GROW"
6. SAFETY QUIZ

THE WINGS START TO GROW
EDITED BY JON E LEWIS
DUNCAN GRINNELL-MILNE 1915

THE BEAUTIFUL MACHINE (BLERIOT EXPERIMENTAL 2C) WAS WHEELED FORWARD, HER ENGINE STARTED, WARMED UP. THE TEST-PILOT AND HIS CIVILIAN PASSENGER DONNED MUCH LEATHER FLYING CLOTHING, CLIMBED INTO THEIR SEATS. THE ENGINE HAVING BEEN RUN UP AND FOUND SATISFACTORY, THE WOODEN CHOCKS WERE REMOVED, THE MACHINE TURNED AND TAXIED OUT TO THE FAR SIDE OF THE AERODROME. A SHORT PAUSE, AND THE PILOT GAVE THE ENGINE FULL THROTTLE, TAKING OFF OBLIQUELY TOWARDS THE SHEDS.

AGAINST THE WIND THE MACHINE ROSE AT ONCE AND BEGAN TO CLIMB STEEPLY. THE PILOT WAVED FAREWELL AS HE PASSED US BY, ABOUT FIFTY FEET UP, HEADING WEST INTO THE SUNLIGHT. AGAINST THE BRIGHT SKY THE MACHINE WAS SILHOUETTED, HARD TO SEE BEYOND THE END OF THE SHEDS. BUT, AS WE WATCHED, SHADING OUR EYES, THERE CAME TO SUDDENLY THE SPLUTTERING OF A STARVED ENGINE. THE STEADY ROAR OF THE EXHAUST DIED DOWN, THE NOSE OF THE MACHINE DROPPED. AND NOW THIS TOO EXPERT PILOT MADE A HIS GREAT MISTAKE.

IN THE COURSE OF THE SHORT FLIGHT, HE HAD ATTAINED A HEIGHT OF ABOUT ONE HUNDRED AND FIFTY FEET AND HAD CROSSED THE BOUNDARY OF THE AERODROME. A ROAD, A LINE OF TELEGRAPH WIRES WERE BENEATH HIM, AHEAD A SERIES OF SMALL MEADOWS INTERSECTED BY DITCHES. ROUGH GROUND, BUT POSSIBLE IN AN EMERGENCY, ESPECIALLY AS THE STRONG WIND AGAINST HIM WOULD MAKE THE RUN ON LANDING EXCEPTIONALLY SHORT. THERE WAS, STRICTLY SPEAKING, NO ALTERNATIVE FOR A SAFE, A WISE PILOT. BUT THIS PILOT WAS EXCEEDINGLY CLEVER, AND HE WANTED TO SAVE HIS BEAUTIFUL NEW MACHINE FROM DAMAGE. NOT THAT IT WOULD HAVE SUFFERED ANYTHING WORSE THAN A BROKEN UNDER-CARRIAGE, POSSIBLY A SMASHED PROPELLER, FROM THE FORCED LANDING; HE WISHED TO AVOID EVEN THAT MUCH. AND SO HE TRIED SOMETHING WHICH, IN THIS INSTANCE, HE HAD NOT ONE CHANCE IN A THOUSAND OF BRINGING OFF. HE TURNED BACK TO THE AERODROME.

IN THE VERY FEW SECONDS THAT FOLLOWED I REMEMBER FEELING, IN SPITE OF MY UTTER IGNORANCE OF PILOTING, AN INTENSE ADMIRATION FOR THE BRILLIANT WAY IN WHICH HE HANDLED THE MACHINE. WITHOUT A MOMENT'S HESITATION HE TURNED DOWN WIND AS QUICKLY AND AS FLATLY AS POSSIBLE SO AS NOT TO LOSE THE LITTLE HEIGHT HE HAD GAINED, HELD A STRAIGHT COURSE FOR AN INSTANT, THEN OVER THE SHEDS BEGAN ANOTHER SHARP TURN THAT, WHEN COMPLETED, WOULD BRING HIM INTO WIND WITH A SPACE OF FIFTY OR SIXTY YARDS OF SMOOTH GROUND ON WHICH TO LAND. ACTUALLY IT WAS JUST POSSIBLE OF ACHIEVEMENT, ALTHOUGH AS I SEE IT NOW HE WAS TAKING A TERRIBLE RISK; BUT THE WHOLE PERFORMANCE WAS CUT TOO FINE. HE FAILED BY MUCH MORE THAN INCHES.

AS HE CAME TOWARDS THE SHEDS HIS SPEED DOWN WIND SEEMED TERRIFIC, YET IN TRYING TO MAINTAIN HIS HEIGHT HE HAD IN FACT LOST THE ESSENTIAL FLYING-SPEED. HE WAS STALLING EVEN AS HE BANKED OVER THE SHEDS. CODE WORD: CHECKLIST. THE NOSE WENT DOWN WITH A JERK IN THE FIRST TURN OF A SPIN. HE MISSED THE ROOF BY A MIRACLE, BUT WITHIN A SECOND OF THE MACHINE'S DISAPPEARANCE BEHIND THE SHED WE WERE HORRIFIED TO HEAR AN APPALLING

Q 236: TRUE OR FALSE: TWO IDENTICAL CESSNA 172s - ONE HEAVY AND ONE LIGHT - ENCOUNTER ENGINE FAILURE AT THE SAME ALTITUDE AND ARE SUBSEQUENTLY FLOWN AT THE BEST GLIDE SPEED AS PUBLISHED IN THE PILOT'S OPERATING HANDBOOK. THE HEAVIER AIRPLANE WILL GLIDE FARTHEST.

FOR MONTHLY ATTENDANCE CREDIT EMAIL ME YOUR NAME, RANK, ID, ANSWERS, AND CODEWORD OF THE MONTH BY: **31 MARCH 2007**
ANTHONY LAFATA, 1LT, CAP

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The engine is the heart of an aeroplane, but the pilot is its soul. Sir Walter Alexander Raleigh 1910