



**The Col. James H. Kasler Senior Squadron
Monthly Safety Publishing
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Featuring
THE SENTINEL
OFFICIAL SAFETY NEWSLETTER OF CIVIL AIR PATROL



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PRESENTED
21 APRIL 2007

SAFETY BRIEF CREDIT
DEADLINE
30 APRIL 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. APRIL 2007 SENTINEL
3. NASA'S ASRS ISSUE 328
4. SAFETY BRIEF REQUIREMENT AND OVERVIEW
5. SAFETY QUIZ

Thank you for your all response concerning our safety readiness. I have received many good questions. I will discuss those in the following. Some statements explained may be repeated throughout. Also, some new material is included which is in bold type print.

1. Unfortunately, the Code Word is only tied to this squadron (Kasler Senior) and our Flight Release Officer (Dan Koiro). Please understand that CAP always has exceptional interest in everyone's safety. This squadron (Kasler Senior) has always exceeded this standard by requiring pilots to know the monthly code word for any flight release. This is not an exercise of inconvenience, but a means to raise the safety bar and re-emphasize the need to think about safety as you remember what the monthly code was.
2. A pilot from another squadron may get a flight release from our FRO Staff (Dan Koiro) without the required code word.
3. A pilot from this squadron (Kasler Senior) may call another FRO outside of this squadron (Kasler Senior) for a flight release without the required code word.
4. For a flight release from a pilot **within** this squadron (Kasler Senior), our FRO Staff (Dan Koiro) will ask for the code word. Please do not bypass this elevated safety standard by calling another FRO outside this Squadron (Kasler Senior) because you do not remember or know the code word.

This squadron goes through a great amount of time publishing the brief, posting it on the internet for your use, and by tracking each and every member. This squadron website and online brief is a great tool available to everyone and I encourage all to use this.

5. If you attend another squadron's safety meeting, ENSURE that their Safety Officer or designee is entering you, even if you belong to another squadron, into WMU by the last day of the month. Ask before you leave the meeting. **This includes WING STAFF MEETINGS.**

Attending another meeting still does not guarantee that INDOV will receive your safety status if the squadron you attended does not physically send an attendance list to INDOV. This is not the attendance list you signed. It is a list compiled by WMU. I copy this list and email it to INDOV in the event WMU fails, as it often does. It has been my experience that WMU often drops names that are entered for members from different squadrons. Also, WMU sometimes drops names randomly right after I enter them. I go through extra steps and spend more time double checking and notifying INDOV if names are for some reason dropped and cannot be re-added.

6. There may not always be a quiz or question to answer every month. This may be due to time constraints in the meeting or because of my absence with short notice. Regardless, a code word will be issued every month.
7. **Beginning in April 2007, there will be at a minimum of two questions. One or more will be Pilot specific question(s) and one or more non-pilot specific.**
8. **Pilots must answer all questions as they may cover ground safety operations.**
9. **Non-pilots will only need to answer non-pilot questions. They may answer pilot questions if they choose to do so.**
10. **No answers to questions = no credit given. You must make an attempt to answer; right or wrong.**
11. The following is to be included in the online brief response to me for Safety Credit: **Name, Rank, CAP ID, Answer(s) and Code Word. Pilots and non-pilots must email me the monthly code word.** Non-pilots are still required to state the monthly code word even though they cannot call for a flight release. This offers some proof you that you have read the brief.
12. Answers to those questions will be responded to at the end of the month when I enter all qualified names to WMU.
13. If you are concerned as to if you will be on the INDOV after missing a meeting and you have completed the above requirements, call me. Emails are not reviewed until the end of the month. Do not wait until the last day of the month to ask this question if you are in doubt.
14. If you attend the Kasler Safety Meeting and sign the log, you are complete and no further action is needed on your behalf. Pilots are still required to know the code word issued at the meeting.
15. If you miss the Kasler Safety Meeting and do not attend any other safety meeting: See steps 8 thru 11.
16. The deadline stated in the brief (usually the last day of the month) is the final day for Safety Credit submittal. After this date, INDOV has my complete list and no changes will be made. If miss this date: you are ineligible for all CAP activities until the next INDOV list is published. This list comes from INDOV within the first seven days of the month.
17. Any member from another squadron is eligible for the above stated procedure. I will enter you into WMU and be placed on INDOV's on your squadron's behalf.
18. Safety Brief link: http://glr.cap.gov/jccap/safety_briefs.htm

As always, the Kasler Senior Safety personnel are always open to suggestions and comments.

Regards,

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We will revisit one question from last week: Q No. 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.

True: The best glide speed applies when the aircraft is loaded to its maximum allowable gross weight. A lightly loaded airplane must be flown at slightly less airspeed to achieve the same glide performance.

DON'T FORGET: BEST GLIDE, BEST RATE AND BEST ANGLE OF CLIMB PERFORMANCE ARE BASED ON NEW AND CLEAN AIRCRAFT WITH PEAK ENGINE PERFORMANCE RIGHT OFF THE ASSEMBLY LINE. AGED AIRCRAFT DEVELOP DRAG, WEIGHT, AND DEGRADING ENGINE PERFORMANCE .

From 1lt Jenny Thompson,

[published best glide speed] x square root of [current weight]/[max gross weight]

Note that the altitudes/distances given in the POH for glide distance at best glide speed will still apply - your re-calculated best glide speed brings you into line with the best-glide-ratio table.

For Jenny and I, we find it hard to work complicated math problems when the engine goes quiet; the lack of noise is so distracting! A quick-to-remember rule of thumb is to roughly adjust your airspeed:

Reduce glide speed 5% for each 10% decrease in gross weight.

As of now, I will be figuring this when I do weight and balance. I will write this on my kneeboard.

Example: CPF 1254 with pilot and observer with full fuel might weigh 2241 lbs. 2550 is the maximum gross weight. Best glide of 70 kts no flaps. $(70) * \text{SQRoot}((2241)/(2550))$ equals 66 kts best glide.

Experiment with this using half fuel and 0 fuel.

MONTHLY QUIZ QUESTIONS

Q 434: A PILOT PREFLIGHTS HIS AIRPLANE AFTER A CLEAR NIGHT AND JUST BEFORE SUNRISE. THERE IS FROST ON THE WINGS BUT NO ICE OR MOISTURE ON THE GROUND. HOW IS THIS POSSIBLE?

A 434: THERE ARE SEVERAL REASONS, BUT THE MOST COMMON IS THAT METAL WINGS LOSE (RADIATE) HEAT MORE RAPIDLY THAN THE GROUND AND GET COLDER.

FROM TEST PILOT 1,001 THINGS YOU THOUGHT YOU KNEW ABOUT AVIATION BY BARRY SCHIFF.
CODE WORD: HANGAR

FOR MONTHLY ATTENDANCE CREDIT EMAIL ME YOUR NAME, RANK, ID, ANSWERS, AND CODEWORD OF THE MONTH BY : **30 APRIL 2007**
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The engine is the heart of an aeroplane, but the pilot is its soul. Sir Walter Alexander Raleigh 1910