

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



**Safety Brief**  
**March 2008**

**S A F E T Y   P L E D G E**

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 March 15 at Greenwood (HFY).

**For those who were unable to attend the meeting:**

For monthly attendance credit, please read the March Sentinel and this safety brief, and email this month's code phrase and your CAPID to wtdirks (at) sbcglobal.net **no later than 31 March 2008.**

***Topics:***

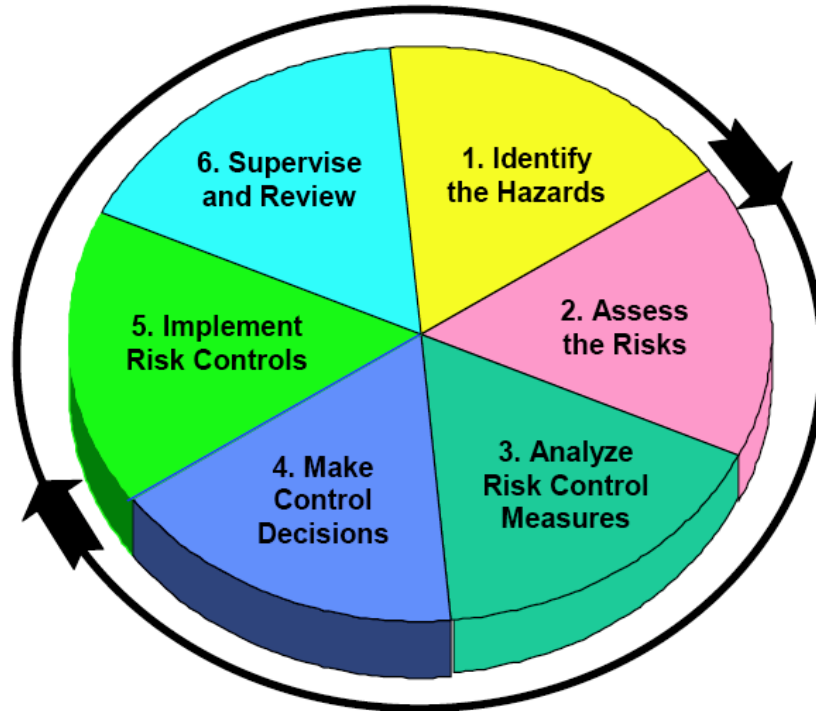
- **March Sentinel Highlight: Operational Risk Management (p. 2-4)**
- **March Sentinel Highlight: Fit to Fly (p. 5)**
- **Red Folder (p. 6)**

## March Sentinel Highlight: Operational Risk Management

In accordance with CAP regulation, this topic needs to be discussed at least once annually.

Operational Risk Management (ORM) is a systematic and continuous decision-making process intended to lower risk and reduce the likelihood of a mishap. ORM forces us to think and plan ahead, and to never accept unnecessary risk.

The six-step model adapted by CAP consists of the following:



### Step 1: Identify the Hazards

Think ahead and be aware of any real or potential condition that can lead to danger or a mishap.

### Step 2: Assess the Risks

Analyze the hazards and determine the level of risk associated with each specific hazard. The factors that will determine if the risk level is low, medium, high, or extreme are the severity of the possible mishap and the probability of a mishap actually occurring.

### Step 3: Analyze Risk Control Measures

Determine whether and how the risks can be eliminated or reduced. Work on the hazard with the highest risk level first.

For a risk control measure to be effective, it should eliminate or reduce at least one of the following factors: the probability of a mishap occurring, the severity of the possible mishap, or the exposure of people and/or equipment to the risk.

#### **Step 4: Make Control Decisions**

Based on step 3, select the most appropriate and effective risk control(s).

#### **Step 5: Implement Risk Controls**

Apply the risk control(s) chosen in step 4.

#### **Step 6: Supervise and Review**

Evaluate the effectiveness of the applied risk control measures and adjust as needed (return to step 1).

The ORM process can be utilized as a quick mental checklist in many different activities and situations, as shown in the following examples.

**Example 1:** You are flying IFR into Greenwood (HFY). Your airplane does not have an IFR-certified GPS. The weather and visibility conditions have deteriorated, and the ceiling is now lower than forecasted: just around minimum for the VOR-A approach.

*Step 1:* You might not be able to see the runway once you reach the Missed Approach Point (MAP). Even if you do establish the required visual clues, remember that this is a circling approach, requiring you to maneuver around at the Minimum Descent Altitude (MDA), which is now at about the same height as the ceiling.

*Step 2:* There is a strong possibility of running into problems, which have the potential of turning into disaster.

*Step 3 and 4:* Your best option is to not to expose yourself to the risk and to opt for landing at an alternate airport. Indianapolis International (IND) would be a good option, providing a number of ILS approaches with lower landing minimums.

*Step 5:* Get clearance to fly to IND.

*Step 6:* Recheck weather conditions and review approach charts to make sure you can fly a safe approach into IND.

**Example 2:** You have to work late at the office and will have to walk to your car through a deserted parking lot (especially of concern to most women).

*Step 1:* You could be attacked.

*Step 2:* Risk will depend on such things as self-defense skills and your sex, but the possibility of an attack is real and the severity would be grave.

*Step 3:* One option to reduce the risk would be to team up with a trusted colleague and walk to your cars together. You could eliminate the risk by arranging to be picked up by a friend or family member, or by ordering a taxi.

*Step 4 and 5:* You and your colleague decide that the most practical option is to help each other out and leave work together.

*Step 6:* Make sure your safety plan is still in place. Maybe your colleague did not make it to work today. Is there someone else you can trust? Should you change your plans to one of your other safety options?

**Note:** The six-step ORM decision-making process is very similar to the six-step DECIDE acronym (used by the FAA) which most pilots probably became familiar with during their training:

**Detect** the fact that a change has occurred  
(recognize the fact that there might be a problem/hazard – ORM step 1)

**Estimate** the need to counter or react to the change  
(determine the risk and the need to do something – ORM step 2)

**Choose** a desirable outcome for the success of the flight  
(determine what risk you want to eliminate – ORM step 3)

**Identify** actions which could successfully control the change  
(consider your options and their outcome – ORM step 3)

**Do** the necessary action to adapt to the change  
(choose and apply a course of action – ORM step 4 and 5)

**Evaluate** the effect of the action  
(ORM step 6)

## **March Sentinel Highlight: Fit to Fly**

Here is a quick reminder of the “**I’m safe**” checklist, which, by the way, is a great tool to use in step 1 and 2 of the ORM process: problems regarding your physical or mental condition can become hazards while flying and lead to a higher potential of mishaps occurring.

**Illness** (do you have any symptoms?)

**Medication** (are you on prescription or over-the-counter drugs?)

**Stress** (do you feel under pressure or experience worries, grief or anger?)

**Alcohol** (no flying for at least 8 hours after alcohol consumption; more conservative personal standards of waiting 12 to 24 hours after your last drink are even better)

**Fatigue** (do you feel tired or not rested?)

**Eating** (did you skip any meals; did you receive adequate nourishment?)

## Red Folder

The “Red Folder” contains information and instructions needed in the case of a mishap occurring during any Kasler squadron activity. There are five copies of the “Red Folder,” one kept in the Safety file cabinet drawer in the squadron hangar and one each held by the squadron Commander, the Operations Officer, the Safety Officer and the Assistant Safety Officer.

The “Red Folder” contains the following documents:

- **Kasler Squadron Supplement to CAP Regulation 62-2** (February 2008).  
This document stipulates that any member in charge of a Kasler activity is responsible for immediately initiating the required reporting process in case of a mishap. It also provides the squadron’s initial instructions and contact information necessary to assure the prompt initiation of reporting the mishap.
- **Indiana Wing Initial Mishap Reporting Procedures** (January 2008).  
This document provides the Wing level contact information.
- **CAPR 62-2** (November 2007).  
This regulation defines the different categories and classifications of mishaps, and the required reporting procedures.

**Note:** Mishap reporting forms F78 and F79 are now to be filed on-line only.

**IMPORTANT:** If involved in a mishap, the first notification you must immediately make is to the Commander, Capt. Aaron Pietras. If unable to reach him, contact one of the following: Safety Officer 2<sup>nd</sup> Lt. Wiedke Dirks-Hunt, Operations Officer Maj. Mark Smith or Assistant Safety Officer Capt. Brett Striegel (all contact information is printed in the squadron’s supplement to CAPR 62-2, which can be found in the “Red Folder” located in the Safety file drawer in the hangar).

You remain responsible until you have reached the Commander or one of the aforementioned individuals, and if no one can be reached, you will have to initiate the Indiana Wing reporting procedures yourself.

**Let’s continue to strive towards never needing to use the “Red Folder.”**

This month’s code phrase will be: “risk reduction.”

Wiedke Dirks-Hunt, 2Lt, CAP  
Safety Officer – Col. James H. Kasler Senior Squadron  
812-320-1698  
wtDirks (at) sbcglobal.net

Brett Striegel, Capt, CAP  
Assistant Safety Officer – Col. James H. Kasler Senior Squadron  
317-834-0023  
bstriegel (at) absindy.com