PACIFIC REGION

NEWSLETTER

Our first contribution to the PCR Safety Newsletter comes to us from a respected safety professional in Washington Wing, George C. Minnich, Major, CAP.

The successful ditching of US Air flight 1549 in to the Hudson River last month without any loss of life or serious injuries brings to mind 2 important issues to all of us in CAP:

Bird Strikes - we are constantly reminded by photos and stories of what bird strikes can do to any aircraft. In our business we frequently fly in areas where we are likely to encounter birds and the potential of what they can do. Be it flying in to or out of fields where are lots of birds, or over the wooded hillsides and forests during search missions. Be continuously alert and watchful for active birds, both nesting areas and flocks, wherever you fly. They may be smaller than us but they can also be disastrous to us. Time to review your emergency procedures.

Ditching Procedures - Fortunately it is very rare that we have to consider ditching one of our aircraft. Most CAP aircraft have a 2 serious disadvantages over commercial aircraft such as Flight 1549.

The first is that we do not have the advantage of flipping a few switches to insure watertight integrity of the underside of our aircraft.

The other is that most if not all of our CAP aircraft have a few appendages hanging below our aircraft (landing gear) that can make a ditching far more hazardous.

When was the last time you reviewed ditching procedures for the aircraft you are flying? Don't you think it would be a good idea to do it. I would even go so far as to suggest this as a potential (and regular topic in the future) to discuss at your next safety briefing.

Another thing to consider no matter where one must ditch - traffic and obstacles in the water. Flight 1549 was very fortunate given the amount of water traffic in the area. Consider these potentials of the water in your point of ditching. "Situational Awareness" Keep your eyes open.

Our hats are off to Captain Sullenberger and his crew for their miraculous work this week.
A side note: News reports also state that Captain Sullenberger is a also Glider Pilot. The Airbus, or any other commercial jet for that matter, is not intended to be a glider, but there is little doubt in my mind that his experience helped him this time.
George C. Minnich, Major, CAP
Washington Wing Safety Director

Lets explore the prospects of ditching an aircraft.
The procedures are outlined in the POH of most aircraft.
This means that if you fly several types of airplanes, the may procedures vary somewhat. These type specific items are important for our pilots to remain current with, but are soon diminished to the gray areas of memory. When is the last time a check pilot included these procedures in your check flight?

Quote of the month------ "attaboy, Capt. Sully"

HOW MUCH INFLUENCE DO YOU HAVE?

Everyone no matter who they are, has some form of influence over others. Don't believe it? How about your boss, spouse, or commanding officer. The list could go on and on, but you get the idea. The point is that we, as safety professionals, should always be open for an opportunity to peddle our influence. In this particular job, we ***are*** "our brothers keepers". This is a 24/7 job.

We can't be constantly planning and executing safety seminars but we can get people "under our spell". One of the best methods is the use of posters. Hang them everywhere. ***They are your silent messenger.*** And they work 24/7. Where do you get them? If you are lucky enough to be at or near a military base, visit their safety shop. They will probably load you up with more than you can carry. So will the FAA. Every state has an equivalent to a highway patrol office. They love it when someone wants to spread some safety influence for them. And, don't forget your local fire department. Other state and federal agencies also offer support in this area. And, don't forget AOPA/Safety.

Also, try the internet. You will find some really unique and pointed safety posters on the internet.

To list a few:

www.printshop101.com/safety

www.safe-e-training.com/safety_posters

www.natasafety1st.org/posters

www.afsc.af.mil/art/index/asp?gallery

You are only limited by your imagination and your search engine.

BE RELEVANT!

Be sure to direct your message to the right audience, at the right time and at the right place. It is makes no sense to place a flying safety poster in a bingo club. Preach to the listeners not the choir. Items dealing with winter WX should be focused upon during the proper season ,etc. Water sports & safety should be addressed during the "101 critical days of summer madness".

Place your posters in thoughtful positions. It goes without saying that your safety bulletin boards will have safety posters and literature on them, but often this is overlooked. *Be innovative.* Look for places that people congregate such as meeting rooms, crew cabs and eating areas. A really good place to capture a persons attention is in a place we all go more than once a day, the rest room. A poster hanging over the ceramic throne will be read more times than you could imagine. Place them accordingly in reference to ladies/mens quarters. Also, in the interest of safety, have someone of the proper gender place your posters in such places. ***CHANGE*** your posters frequently. If the same image is left up too long, it will mentally disappear to those that have seen it too many times.

Finally, don't be afraid to make up your own posters.

THIS IS YOUR NEWSLETTER: LETS HEAR FROM YOU:

SEND YOUR COMMENTS, TIPS AND IDEAS TO:

Lt Col Wally Jaynes, CAP Deputy Director of Safety

Pacific Region