



SWR OCTOBER SAFETY MESSAGE



Safety Quote of the Month

“While on a ladder, never step back to admire your work”

IS SAFETY A COMMUNICATION SURVIVAL TECHNIQUE?

Human factors and culture are roles that contribute to safety and create a safe environment for all. One of these human factors is communication. CAP cultures need tweaking now and then whether you're a cadet, senior, pilot, safety officer, or squadron commander. Talking about current and past mishaps and mistakes are lessons learned is key to prevention.

The topic of culture and safety are challenging. The voyage of safety development is not an easy one. Those who are willing to work at developing themselves and becoming more self-aware can almost certainly evolve over time into truly safe reliable persons.

The weakest link...how does safety fit into this new technology of scheme? Will we need instructors to teach us safety measures? Or, do we teach ourselves from literature provided? Self-taught, does it work? Sometimes. What will be the test given to determine one's understanding of the subject matter? The word safety is six letters long but encompasses an immense amount of learning. This little known word many years ago is now on the most used list of organizations.

When workman's compensation was developed the word safety did too. At first, these two main subjects were joined together and now they are separated. What does safety mean to you as an individual in the field of aerospace education with a job as cadet or senior? Safety management is not easy. From the perspective of CAP, the Safety Management team looks for the weakest link. For instance, pilots look at management operation, the aircraft, the crew, the weather, the airspace, and sometimes the passengers.

Safety culture is a term used to describe the way in which safety is managed in the workplace, and often reflects the attitudes, beliefs, perceptions, and values that CAP share in relation to safety. There is a trend for safety culture to be expressed in terms of attitudes or behavior. The CAP safety culture and climate was developed as a result of history, work environment, personnel, safety practices, and leadership. This development ensures a positive consequence for growth. There are many ways CAP assesses our safety culture and climate. For instance, one, is the risk management form (ORM), second is the mishap form (SIRS= Safety Information and Reporting System), and thirdly is the Subordinate Unit Inspection (SUI). These systems recognize the complex relationship between our regulatory system and the interaction between people, environment, and technology. These systems provide meaningful information about the culture of safety within the CAP. Humans have made mistakes in the past and will continue in the future. Reading and recognizing on how to prevent most of them is key to safety culture. Perhaps this transfer of vision, values, and culture, might prevent future mistakes. This is called making sense of the sense making.

Below are some of the mishaps reported from the last quarter of FY16 in Southwest Region. Please take the time to review the mishaps. What strategies can be put in place to reduce the risks? All names, and squadrons, are anonymous.

- 2016 - Aircraft veered left of centerline on takeoff.
- 2016 - Aircraft electrical failure during flight.
- 2016 - Cadet fainted during formation
- 2016 - Cadet suffered rope burns from rope climb.
- 2016 - COV backed into a POV
- 2016 - Pilot dropped fuel measuring stick in tank.
- 2016 - Blown tire on landing

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