



## ILLINOIS WING CIVIL AIR PATROL

### ***SAFETY PINS***

Quarterly Newsletter  
July – September 2015



## ILLINOIS WING CIVIL AIR PATROL

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### **Directors Message**

By now everyone has probably heard the good news that we passed our USAF evaluated exercise in May! We can continue performing our Emergency Services mission for the next two years. The successful teamwork demonstrated in the emergency services operations also provided new opportunities in the safety program that will benefit all units and individual members throughout the Wing.

This year in preparation for the exercise, the mission safety team developed an Operation Risk Management (ORM) that was intended to be a re-usable template for all Wing level emergency services operations and exercises. The ORM worksheet looked at all the common hazards we could face on a “generic” statewide mission. Once we had the potential risks identified and addressed a safety briefing was developed to address those risks.

We will continue to use the newly developed ORM worksheet and safety briefing as a starting point for safety planning for all emergency services missions. These documents are being forwarded throughout the Wing so units can incorporate them into the mission planning. Each Group Command should review the attached worksheet and add any specific local hazards they would need to address, the same process would then occur at each Squadron. Ideally the Squadron level ORM evaluation will have the most specific information since it addresses a specific local area. Within the next year we should have an ORM worksheet and briefing ready to go at each command in the Wing.

Right about now some of you may be thinking “I knew I didn’t like this new Wing Safety Officer, he’s creating more work”. To a certain extent you may be right, but this really isn’t a big task since we are providing the Wing level ORM as a starting point.



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Each year units should be reviewing their annual ORM worksheet for their regular meetings and related weekly meeting activities.

The Wing expectation is that for the **start of the new fiscal on October 1, 2015**, year each unit will have an annual risk assessment for their regular weekly meetings completed and on file. The risk assessment should cover all the hazards for the meetings including ones that might occur during fitness testing, aerospace education, drill practice and anything else that normally happens on a recurring basis for the year.

We have a Wing level ORM for Emergency Services Operations and each unit will have a local ORM for meetings. It's really not a big task to combine the two into a local emergency services ORM.

Enough about paper work, let's have some fun! The Wing Emergency Services program has several exercises such as the Dacy Airport Bivouac, Operation Prairie Assurance and various Group exercises coming up. Cadet Programs has summer encampment and other special activities. All of these will require Safety Officers, so there are plenty of opportunities to get involved.

If you are not a Mission Safety Officer but would like to be qualified to be a MSO, sign up for a mission and we can help you get qualified. During the recent Wing Level exercise, we qualified two senior members as MSO's, requalified an MSO and trained two Cadets to be Mission Staff Assistants to help assist in the safety program. If we get more qualified members to become Mission Safety Officers throughout the Wing, current qualified members will not always get the same mission assignment. This will allow these members the opportunity to get qualified in other mission assignments such as air crew or ground crew.

Finally, you will notice that several people have contributed to this newsletter, so if you want to contribute an article for the next edition of Safety Pins please forward it directly to me or the newsletter editor, Captain Lori Johnson.

Thank you for your service and all you do!

Major Mark Razny, CAP

Director of Safety  
Illinois Wing



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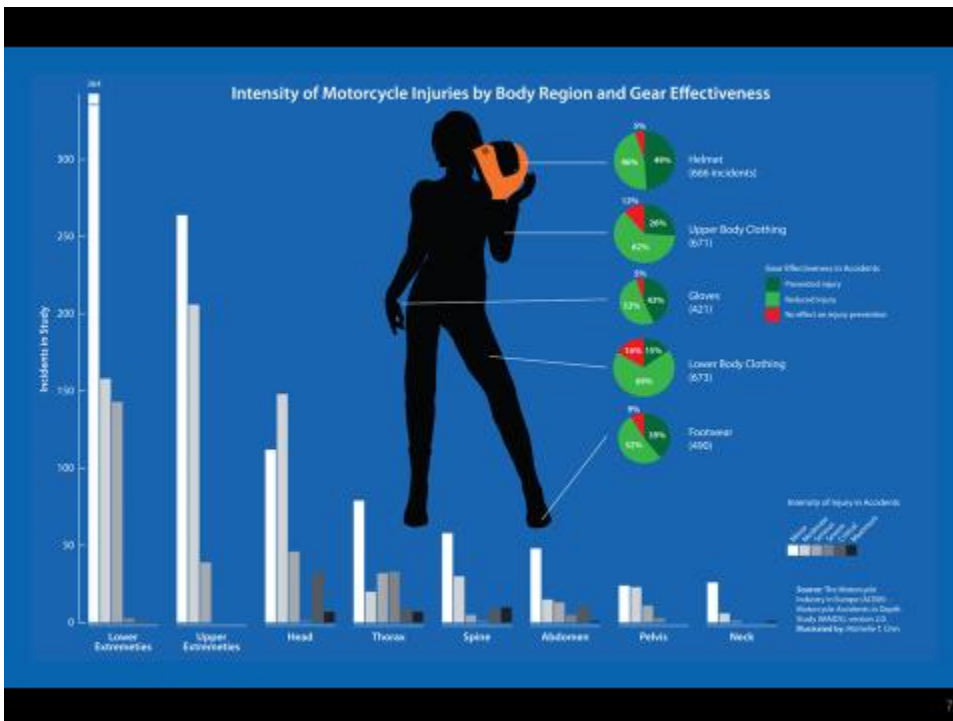
### ***Live to ride, Ride to live!***

By Geoff “Biedo” Biedermann

It’s motorcycle season – finally!! Although I’m not a Harley guy, I do like the motto, so how do I “Ride to Live?” Personally, I have two hard and fast rules – ALWAYS wear a helmet and ZERO alcohol tolerance.

#### **Rule #1: Helmet, ALWAYS!**

All safety gear is important. But, can any of us actually say we ALWAYS wear everything we’re supposed to? I’ll admit that on a 90 degree day, the jacket and boots are hot (especially when you’re stuck in a construction zone). However, one piece of equipment you’ll never see me without is my helmet. I hear all the excuses... too hot, restricted vision, and let’s be honest – it cuts down on the “cool” factor. Well, if you are tempted to hop on your bike without a helmet, let me give you two reasons to don one – meet my parents. God love them, they are great people, Dad is 90 and Mom is 89. Dad suffers from severe back pain and cannot turn his head (i.e. ‘clear’), and his reaction time is certainly not what it used to be. Mom is essentially blind in one eye and has a tendency to get distracted. Yet, their doctor and the state of IL BOTH allow them to drive! I’m sure we all know people like them, and I’m sure this is the ONLY generation not tempted to text and drive. Bottom line – people of all ages are out there trying to kill us – certainly not intentionally, but it’s a fact. Helmets save lives, and isn’t your life worth saving?





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#### **Rule #2 – ZERO tolerance**

Those who know me know I LOVE a bubbly, adult beverage! However, I also know my body, and the statistics. After one drink I am certainly 'legal' to ride, but am I safe? Even after one drink your reaction time is slowed and I'm sure many of us are prone to the 'Superman Syndrome'. Yes, after one drink I can be tempted to take risks that I normally wouldn't take. As a pilot, I know the USAF has a 12 hour bottle-to-throttle rule. If riding a motorcycle causes more fatalities than flying an airplane, why would anyone knowingly increase their probability of having an accident? Take a look at the following slide – this was part of a motorcycle safety briefing I recently reviewed. Of the 9 fatalities, 8 were rider fault. Note that speed and alcohol were the main factors – again, the 'Superman Syndrome'. Alcohol does not increase your common sense.



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### ***PMV2 Mishaps Stats 2015***

- **9 Class A (Fatalities)**
  - 8 of 9 Rider at Fault
  - Speed and alcohol main factors
  
- **4 Class B Mishaps (Permanent Partial Disability)**
  - 2 of 4 Rider at fault
  - Failure to negotiate turns
  
- **80 Class C Mishaps (Lost Duty Days)**
  - Lost control
  - Speed
  - Laying down bike

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*Integrity - Service - Excellence*

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I'm sure we all have our own personal rules, and reasons for living. So, don your helmet, leave the BBQ sober, enjoy the season, and ride to live!

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## **Safety Briefings**

*Safety Officers – The following safety briefings are available as a resource for your use in safety education*

### ***Water Safety***

- Why Water Safety for CAP?
  - Recreational Activities at Encampments
  - Disaster Response and SAR
  - We fit the demographic:
    - Males ages 15 to 34 are 3 times likely to be victims
- Show Video
  - American Red Cross Water Safety Lesson
  - <https://www.youtube.com/watch?v=0wjmi4qHpBE>
- Questions and Answers
  - Name Risk Factors
  - State Water Safety Tips
  - How do you recognize someone in distress?
- Optional
  - Show Danielle Levin Water Safety Video
  - Jump In! Get the Facts on Water Safety
- <https://www.youtube.com/watch?v=7fD1DihAKY4>



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## Safety Briefings (cont)...

### ***Human Factors***

- Introduction
  - Show Video- Wasn't Me <https://www.youtube.com/watch?v=SIKHlzOeZ00>
- Discussion
  - What did you notice in the video?
  - How does the video apply to CAP?
  - CAP Regulation 62-1
    - Member Responsibilities (CAPR 62-1 3-i)
    - Calling a Safety Stop
- Preventing Accidents
  - Show Video What Causes Accidents Safety Training Video Preventing Accidents and Injuries  
“<https://www.youtube.com/watch?v=dBf6BTX1bmM>”
- Question and Answers
- Closing Comments



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### Safety Briefings (cont)...

#### ***Illinois Wing Standard ORM and Briefing***

- Illinois Wing Standard Mission Safety ORM and Briefing
  - Designed for quick mission safety support
    - Generic Statewide Risks
    - Specific Local Risks may need to be added
  - Adaptable for unit weekly meetings
    - This may be a starting point for development of annual meeting ORM.
    - Does not replace local risk identification or actions
- Standard Operational Risk Management Worksheet
  - Acceptable for all missions statewide
    - Assumes risks are similar statewide
    - Broad at the Wing level, more specific when local
  - Reduces mission start up administrative delays
    - ORMs almost out of M & Ms
  - A starting point not the final answer.
  - Should be more specific at local command levels
- Standard Mission Safety Briefing
  - Based on the Standard ORM worksheet
  - Requires updating when the ORM changes
  - Not a replacement for monthly training.
- Questions and Answers
- Closing