



The Safety Beacon is for informational purposes. Unit safety officers are encouraged to use the articles in the Beacon as topics for their monthly safety briefings and discussions. Members may also go to LMS, read the Beacon, and take a quiz to receive credit for monthly safety education.

July/August 2018

We're Going to Disneyland!!! **(well, almost)**

George Vogt, CAP/SE

As you read this Beacon, many of us are on our way to Anaheim, California, for the 2018 Civil Air Patrol National Conference, just a few blocks away from Disneyland. I can't help but look at this picture of Disneyland, taken from above, and marvel at the complexity and the risk that go hand in hand with the fantasy and the fun that everyone thinks of when they think of Disneyland.

The planning, the foresight, the technology, the training, the hard work, the continual awareness, and the **risk management** that go into the design, construction and daily operations of a place like that? Mind boggling. Yes, I said risk management. The thousands of engineers, scientists, electricians, craftsmen, and men and women from every profession have considered every hazard and every risk, and how to control them. And they know that risk management is a continuous process, with round-the-clock assessments of how well their risk controls are working and what can be improved.

On a slightly different scale, that is what we are trying to do with every event, every activity, every flight, every road trip, and every meeting we have in CAP. Gather the experts, identify the hazards, assess the risks, put controls in place, and evaluate how well our controls are working. Continuously.

That's a behind scenes look at what helps make Disneyland "The Most Magical Place on Earth" as well as a glimpse at what our members do every day to bring a little "magic" into the Civil Air Patrol.

See you in Anaheim!



What Else is in the Beacon?

In case you didn't notice, this is the July/August edition of the Beacon. For the foreseeable future, we'll be producing the Beacon every other month, hoping to bring you some enlightening feature articles and some examples of risk management that should translate nicely into monthly safety discussion topics. Here's what you'll see inside:

- A look at our newly expanded National Safety Staff
- You'll see that Everyday Risk Management really does start with getting out of bed each day
- Are you going to land or are you going to go around? It should be a conscious decision each and every time
- Crowded hangars can eliminate needed risk controls, and contribute to aircraft "dings"
- Read about an easy fix to a common risk when it comes to operating CAP vehicles during hectic activities ...

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“I Thought It Was In PARK”

A Simple Lesson in Risk Controls

George Vogt, CAP/SE

Over the last couple months, we noticed a couple minor vehicle mishaps that were quite similar. As with many of our mishaps the damage was very minor, but could have been worse. Like all of our mishaps, there are lessons to be learned, if we take the time to ask what we can do to prevent that type of mishap.

Here’s the scenario ... same in both cases, with only minor differences. A senior member was driving a CAP van. They positioned the van to load some gear, or unload some passengers. They sat in the driver’s seat while other members carried out their chores. In each case, after a little delay, the senior member got out of the vehicle to either help the loading or to talk with another member. In both cases, the driver “thought” they had put the van’s transmission in “PARK.” In both cases, it turned out the van was not in “PARK” and the van moved with no one in the driver’s seat. In both cases the van came to a stop when it hit another vehicle, or another immovable object, causing slight damage. No one was hurt.

So was it in “PARK?” Did it slip out of “PARK?” Those are important questions, but let’s look at this from a basic risk management approach and see if we can come up with something that would keep this from happening regardless of what those answers may be.

We know it is easy to get distracted when driving a CAP van in a busy environment with lots of other members around. We know it is possible to forget if we put it in “PARK” or not.

We know it is possible to inadvertently step out of the van while it is still in gear. Those are identified **hazards**. Each of those **hazards** presents the very real **risk** of the van moving without anyone at the controls. While the **probability** of it happening may be relatively low, the **severity** of the resultant damage or injury could be high, so it is worth coming up with an easy and reliable **risk control**.

In both cases, the units came up with a very simple, effective, easy to use **risk control**. When they stop the van for loading, or unloading, or some other task, they turn off the ignition. If they leave the van, they take the keys out of the ignition. Problem solved.

It is tempting to blame the driver, or simply warn others not to do the same thing. In risk management, we recognize that there are human factors like distraction, complacency, over-confidence or fatigue that can contribute to situations like this. Those are very real hazards. Rather than “blame” the person, good risk management means coming up with **risk controls** that will help protect the person from making those mistakes.


