



The Safety Chain

November 2019

Kentucky Wing CAP
Lt Col Keith W. Noe, CAP

In this issue of “*The Safety Chain*” I will be discussing CAPR 160-2, “Safety Reporting and Review.” Quoting from CAPR 160-2, “The reporting of mishaps, observed hazards, and other hazard revealing events is a key component of CAP’s commitment to identifying hazards which have the potential to increase risks to CAP members, CAP missions, and CAP assets.” So, the first question is, what do we report? According to this regulation, all mishaps must be reported. So, what is a mishap? According to this regulation a mishap is any occurrence or series of occurrences that results in damage or injury. Do we make a report if there is no damage or injury? The simple answer to this question is “Yes.” I will go into this in more detail a little later.

It is imperative for all mishaps to be reported in a timely basis. This regulation does not give a stated amount of time, so, what is the timely basis?; or, how much time do I have to enter the mishap into SIRS? According to the Great Lakes Supplement members have six (6) hours from the time of the mishap. ([Great Lakes Safety Supplement](#)) Should the mishap be of a serious nature, members must call using the Great Lakes Mishap Reporting System at 1-877-350-8641, extension 5000 for the Kentucky wing. It is not acceptable for mishaps be entered into SIRS outside of the timely notification period as described in the GLR supplement.

CAPR 160-2 details specifically when it is mandated to report aircraft mishaps in SIRS. I do recommend for all CAP members, especially safety officers and pilots read CAPR 160-2 as I will not cover every instance of when aircraft mishaps must be reported. But what is also included in this regulation are Aircraft Non-Mishap Reportable Events. These events includes mechanical failures or malfunctions of aircraft systems. Malfunctions such as failures which result in an aborted take-off or flight cancellation, all failures of flight controls such as trim or auto-pilot malfunctions. In-flight failures of any part of the electrical system which cannot be resolved in the air. Any medical issues which occur in flight which incapacitates or degrades the effectiveness of an aircrew member (Normal air sickness events are not reportable unless it results in an early termination of the mission.)

Any near-midair will be reported in SIRS. Mid-air is defined as any separation between two aircraft is less than 500 feet. This includes balloons and drones, and the pilot deems it is necessary to take evasive action to avoid a collision or hazardous situation. Although a mishap is avoided, this allows for CAP to track and review these events looking for trends.

Now that CAP is utilizing Small Unmanned Aerial Systems (sUAS), mishaps involving sUAS is required to be reported. However, these systems are used in two different areas of operations, and mishaps involving drones will be reported based on how it is being used. There are instances where no mishap reports will be filed. Instances where no mishap reports are to be filed for drone damage include simple propeller breaks. If a person receives an injury from a drone then the mishap is reported as a bodily injury. sUAS accidents are defined in 14 CFR 107.9 and may need to be reported to the FAA. Please refer to all applicable FAA regulations regarding sUAS accidents.

A vehicle mishap will be reported any time there is damage to a CAP vehicle. This includes automobiles, trailers, utility task vehicles, and temporary use vehicles, regardless of whether the vehicle is in operation or not. If you find damage on a vehicle that has been parked and unattended for a while, the damage must be reported in SIRS.

CAPR 160-2 covers a lot. Therefore I highly recommend all unit commanders and safety officers read this regulation in its entirety.

On a final note for this issue of *The Safety Chain*, I want to remind everyone there are learning modules found in the Learning Management System (LMS). After logging into eServices, click on Online Learning and then click on Learning Management System. Scroll down to the bottom of the webpage. There you will find three courses I recommend everyone to complete. The three courses are; (1) SIRS - How to enter a Statement; (2) SIRS - How to File a Mishap – Step 1; (3) SIRS, How to Update a Mishap – Step 2. For the unit safety officers I also recommend the completion of this course as well; SIRS – How to Validate Non-CAP Safety Education.

And, just a reminder, after the initial filing of a mishap, you are required to complete Step 2 within 48 hours.

As always, should you need to contact me I can be reached via eMail at knoe@kywg.cap.gov or by phone at 812.207-5350.

Semper Vigilans