

June 2019 Safety Brief

Common “errors” in SIRS:

I just wanted to offer a few reminders to members who use SIRS regularly.... - Member names. There is a tab in the SIRS mishap pages to add peoples' names to the mishap. In bodily injury mishaps, you must enter the name of the injured member, and any witnesses or members involved in the mishap scenario. In a vehicle mishap, the names of the driver and all passengers need to be entered as well as the names of witnesses. In aircraft mishaps, the pilot and ALL crewmembers must be entered, as well as anyone else who might have witnessed the mishap, or any members involved during a ground mishap. Entering the names in the system allows members to make statements in SIRS, and it allows the review officer to interview or contact them as needed. After every mishap, the review is a bit like solving a mystery, to find out what happened and why. We need everyone's help solving that mystery. - First Aid. Just a reminder... the “First Aid” button should NOT be clicked by the member reporting the mishap. “First Aid” should ONLY be selected by the wing director of safety or above, and ONLY after they determine there is enough information entered to let them know what happened, and why it happened. What were the factors that led up to the mishap? Once you have that, the director of safety can click “First Aid” and then the CAP/SE staff will give the mishap a once-over before closing it. That ensures we get the info we need, without making wing and region commanders look at every minor injury. - WHY! As you can see in another short article in this edition, the whole purpose of the mishap review is to find out “why” a mishap happened. Often, there is a lot of info in SIRS, hidden in statements, notes, attachments, and “additional information” that may not make it into the review officer's short summary. Wing and region directors of safety, and the wing and region commanders, are asked to look at ALL this information before drawing conclusions and making final comments.

Safety Education “Rates”:

A few years have passed since the days when CAP members had to be “current” in their monthly safety education to participate in CAP activities. Regardless of how the member did it, the safety education square had to be filled or the member was barred from participation. It is still a regulatory requirement that every unit must provide, and log, a monthly safety education session for their members. It is also a requirement that each member receive safety education each month, either by attending the monthly safety briefing or by other approved methods. I recently had a nice conversation with a dedicated wing director of safety. She wanted to know what is considered an acceptable “rate” for safety education. How will she know if she is doing well? Great question. Some wing and region commanders place appropriately strong emphasis on the requirement for units to give, and log, a monthly safety presentation. This shows the commander's emphasis on the program. My goal for those monthly presentations would be 100%. If it is anything less, we have a safety officer and commander who aren't giving the program the emphasis it deserves. The actual participation rates for individual members may not be quite as high, and that is understandable. Actively participating members get their monthly education from meetings or other online means. But members who don't regularly participate in meetings or activities probably aren't actively participating in safety education. Among senior

members, retention is somewhere above 70% and climbing, but that means there are some members who are “active” in the books but aren’t participating and might not renew their membership. Because of all that, safety education participation rates can vary. I encourage each unit to watch your own participation rates. Set a goal to improve them, whatever they are. If you see an active member has missed a couple months, reach out and ask them why ... it will keep them involved and help with education delivery.