

SAFETY REEDUCATION

Questions & Answers

Why are we doing this?

WIWG has had numerous safety issues come to light over the past few weeks to include: two near misses at the Wing Level Exercise, one due to icing, questionable flight releases, several inaccurate ORM worksheets on HLS missions and incomplete briefing & debriefings on the 104/109s. Because of this, WIWG is now under close scrutiny by higher headquarters and CAP-USAF.

Why do we need to stop everything for this “operational pause?”

Most bad mishaps start with smaller unsafe acts or omissions. People pick up bad habits or get complacent in following the rules. We’re trying to “break the cycle.” A “time out,” like this gets everyone’s attention and shows higher headquarters and CAP-USAF that we’re taking this matter seriously, rather than “business as usual.”

Why can’t we use the monthly safety briefings to resolve these issues?

Based on current information, participation in monthly safety briefings has declined significantly since it stopped being mandatory for participation in missions and other events. This reeducation is focused on the specific audience that needs it and can be accomplished in a shorter period of time.

Who has to take the training?

Every commander, IC (including trainees), Air Ops Branch Director, Ground Branch Director, Flight Release Officer, CAP driver, Pilot, Observer and Scanner

Why do CAP drivers have to take safety training geared to aircrews?

You don’t. You only have to complete the Winter Driving activity.

How long is the training?

The Winter Driver training can be completed in about 10 minutes. The other training will take about 25 – 30 minutes.

Where can I find this training?

Go to the Safety Education Program webpage and follow the instructions there. The web page is located at wicap.us/operational-safety-education

What happens if I don’t complete this safety reeducation?

Effective 15 Dec 2016, your operational qualifications and CAP drivers license will be suspended until you complete the required training.

I've completed the training, how do I get my ratings back?

Make sure that you follow the link at the bottom of the Operational Safety Education page to certify to certify your training. If you don't do that, then your ratings won't be returned to active status.

I follow the rules and haven't been involved in any mishaps, but my ratings are being suspended. Why am I being penalized for what other members have done?

These issues appear to be wing-wide, rather than localized to a particular unit. Some, like the 104/109 briefing & debriefings, have been brought up in the past on multiple occasions yet they are still occurring. We need to get our wing on the same page and focused on doing better.

Will this solve the problems?

Probably not, but it's a good start. Being safe is a mind-set. You get there by recurrent training, effective supervision and positive reinforcement. There is no "one and done" in safety or regulatory compliance.

Do cadet student pilots flying corporate aircraft have to take this training?

No. Their instructors would cover ORM and icing as part of their flight training. Of course, the CAP flight instructors would have to complete the training.

I can't find a report in eServices or the Safety Information & Reporting System (SIRS) listing who has completed the training. How are we tracking this?

Safety Reeducation is an internal wing program. It is being tracked through the Survey Monkey service. That's why it's important for members to certify their training using the link at the bottom of the Operational Safety Education page

How will I know if my ratings are back?

Check your 101 card in Ops Qual after you complete your training. Reactivation of your ratings has to be done manually. There may be a time lag between the time you certify your completion until your ratings return.