



**HEADQUARTERS
CIVIL AIR PATROL VIRGINIA WING
UNITED STATES AIR FORCE AUXILIARY**
7401 Airfield Drive
Richmond, Virginia 23237-2250



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You may have noticed that the word Safety is very present in what we do. We have the safety pin, the safety razor, safety zone in the street, the safety on firearms, just to name a few terms, and the Safety in football (indicated by the Referee with both arms held over the head with palms touching).

The safety pin is better than the straight pin but you still stick yourself or the bambeno. I still cut myself with the safety razor and I'll bet everyone else does. Don't rely on the safety zone to protect yourself from traffic, and the basic rule with firearms is don't trust the safety. The Safety in football has nothing to do with this discussion but I stuck it in to finish the first paragraph.

What I am leading up to is just having the word safety in a context has very little meaning. As my father-in-law would say, "It doesn't feed the bull dog." I have no idea what that means but it sounds good. Safety has to be the active part of whatever it is attached to. It is a thought process that precedes any action. It best works if it is automatic. It is a learned process that takes time and work to acquire. Common sense to a large extent is a driver. If it does not look good it probably is not. Or, as they said down on the farm, "Horse sense is stable reasoning." I don't want to beat the horse to death, so enough of this theme.

Have you ever had a case of itis? There are two major forms of itis and a few minor variations. The major forms are **Get there itis** and **Get home itis**. Both can be deadly. You're late to a meeting or appointment, traffic is heavy, you cut in and out of other cars, and finally you step on the gas, hoping that you don't meet the man in blue. Another variation: you're in an airplane flying to a mission, the weather is deteriorating but with a little bit of luck you can get there. The same things can happen with getting home. There's one major difference. Getting home usually happens at the end of the day and you can add to everything else fatigue.

There's no cure, the only remedy is time. Slow down or stop. Make the call and say, "I'm going to be late." At the end of the day and you are going home, you are tired, pull off the road, stop the vehicle, take a nap or whatever is needed to get back to 100 percent. Turn the airplane around or plan an alternate. When I started flying, I was told, "You **never have to be** anywhere in an aircraft." The English is poor but the meaning is precise. We are not in combat.

Starting in September, and on the third Saturday each month for four months, I will conduct Risk Management seminars at Wing HQ. The seminars will be comprised of but will not be limited to Crew Resource Management, Organization Risk Management, how to prevent organizational accidents, and Event Risk Management. Basically, how to stay out of trouble. How to avoid having to say "I don rememba da incident," or "It didn't happen on my watch, Chief." And as we used to say in the old country how to cover your tochas.

The classes will be at Wing Hq. in Chesterfield. We will start at 1000 and go for about 3 hours. Coffee and donuts will be supplied. For any thing else, you're on your own.

If you are planning to attend please e-mail me at erlitt@msn.com. These are not lecture classes, they are interactive. Discussions and arguments are welcome.

Next month C. Ivli Caesaris Commentariorvm De Bello Gallico Liber Primus, "Gallia est omnis divisa in partes tres," or Caesar's Gallic War, "All the Gaul is divided in three parts" will be a base of discussion. Stand by. Scary huh.

Eric Rand Litt
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