Newport News Composite Squadron
August 2010 Safety Briefing

1. National Safety Council (NSC) Safety Calendar

2. New Safety Briefing Procedures

3. Ground Handling Video

3. Aviation Safety
   Flying Magazine - "Left Seat: The Psychology of Safety"

4. Driving Safety
   New Virginia Transportation Related Laws
   National Highway Traffic Safety Administration - National Stop on Red Week (2-8)
   CAP Safety Alert 10-04, Vehicle Tire Safety

5. Bodily Injury
   NSC - National Immunization Awareness Month

6. Risk Management
   6 teen victims named in Louisiana drowning tragedy

National Safety Council Calendar

August			
	National Immunization Awareness Month	Centers for Disease Control & Prevention	http://www.cdc.gov

New Safety Briefing Procedures

All CAP members must participate in a Monthly Safety Briefings in order to participate in CAP meetings, missions or activities. Members who do not complete the Monthly Safety Presentation will not be allowed to participate in CAP activities until such time as the course is complete.

Each CAP member must meet this requirement prior to attending unit meetings, participating in flight or vehicle operations, ES missions, wing-level activities, encampments, National Special Activities, or National Board and NEC Meetings.

This is a monthly requirement which expires at the end of the month following its completion (e.g. a briefing attended or completed on June 15, 2010 will carry currency through to July 31, 2010).

All members ***should*** attend an in-person or live safety briefing at least once per calendar quarter. Quarterly in-person or live safety briefings meet the requirement for the Monthly Safety Briefing in the month they are attended.

Safety Briefing Online

On the left side of eServices. You can see your Safety Briefing Training Record. This section allows members to complete your monthly safety briefings by viewing a PowerPoint/quiz provided by NHQ.

CAPR 62-1 - Due to the educational benefits gained from the interaction during face-to-face meetings, each member ***must*** attend at least one face-to-face meeting per ***calendar quarter***.

Ground Handling Video

Ground Handling Video is an annual requirement. Everyone who expects to be on or around the ramp/aircraft needs to review by 30 Sep 2010.

Aviation Safety

http://www.flyingmag.com/safety/left-seat-psychology-safety

Left Seat: The Psychology of Safety

"THE GENERAL AVIATION safety record has changed very little in decades despite continuous efforts by regulators and the industry." In the article J. Mac McClellan discusses several studies that are trying to determine why general aviation aacident rates have not changed in years while during the same time airline safety has dramatically increased. "Bill Rhodes, a retired professor from the Air Force Academy, is conducting much of the research for Avemco. Bill's specialty is human behavior, but his passion is flying. His work is far from complete, but already he has identified some basic patterns in the pilot population."

"Already two groups have emerged from the study. One group that Bill calls the "experts" or the "pros" demonstrates different cockpit behavior and almost never crashes the sim. No matter what their total experience, these pilots respond well to the stress, act methodically and make conservative decisions. Many will divert the simulator to an alternate airport when the weather changes; they are able to ignore the distractions of passengers and controllers that Bill interjects, and they are able to prioritize tasks during stressful situations."

"The pilots who do well all show some signs of stress but are able to handle it. For example, they will often turn off the intercom so they can't hear the intruding passenger, tell controllers to stand by and make very deliberate movements."

"The nonexpert group shows essentially opposite behavior. These pilots press on in deteriorating weather, stretch fuel reserves, make very quick decisions and actions and usually try to do several things at once. For example, when under stress, many of the pilots in this group will find it hard to tune the radio because they are spinning the knob so fast, or they will repeatedly push the wrong mode buttons on the autopilot. They also are unable to tune out passengers and controllers and become easily distracted."

"It appears that pilots who are less able to handle stressful situations are the ones more likely to take on added risks rather than minimize them by making conservative decisions to divert, or to not even take off in the first place. There are no conclusions yet, but it looks like some pilots are out to prove something to themselves, or maybe to others."

As CAP pilots we should strive to be in the first group and remember that our missions seldom require extreme risks to be taken. We should never be trying to "prove" something to anyone, other than that we are competent, safe pilots.

Driving Safety

New Virginia Transportation Related Laws

http://www.dmv.state.va.us/exec/notice.asp?id=89

Virginians age 17 and younger who ride in the back seat of a vehicle must wear a seat belt and violators face a $25 fine. Existing laws require everyone in the front seat to wear a seat belt.

http://www.vsp.state.va.us/

As of July 1, 2010, Virginia's "Move Over" law expanded to include towing, motorist assistance, repair and highway maintenance vehicles displaying amber-colored flashing lights.

National Stop on Red Week

http://safety.fhwa.dot.gov/intersection/redlight/

Red-light running is a serious intersection safety issue across the nation. According to the National Highway Traffic Safety Administration's (NHTSA) *Traffic Safety Facts 2008 Report*, there were more than 2.3 million reported intersection-related crashes, resulting in more than7,770 fatalities and approximately 733,000 injury crashes in 2008.

NHTSA's Fatality Analysis Reporting System (FARS) reports that red-light running crashes alone caused 883 deaths (*click here to learn more about how red-light running is defined and how crash figures are determined*). An estimated 165,000 people are injured annually by red-light runners. The Insurance Institute for Highway Safety (IIHS) reports that half of the people killed in red-light running crashes are not the signal violators. They are drivers and pedestrians hit by red-light runners (Source: *Status Report, Vol. 42, No. 1*, IIHS, Jan 2007).

SAFETY ALERT

Alert# 10-04

VEHICLE TIRE SAFETY

AFFECTED WINGS: ALL
AFFECTED DUTY POSITIONS: ALL
PUBLISHED: June 19, 2010
EFFECTIVE: Immediately
REFERENCES: CAPR 77-1

It is imperative that we increase awareness of vehicle maintenance items and general tire condition. With higher ambient temperatures, and with increased useage for summer activities, it is important that we keep our members safe with vehicles that are only in top performing condition.

It is mandatory that all vehicle tires be inspected prior to operation (CAPF 73) of any CAP vehicle to check for wear, condition, abnormailites, and pressure. Any condition found to be out of limits shall be corrected before operation of the vehicle.

Examples of tires that should be considered for replacement are: Uneven treadwear, cracking sidewalls (as pictured), damaged air valves, damaged or missing tread, and minimal tread (high mileage).

Tire replacements for CAP ground vehicles are coordinated and re-imbursed by NHQ Logistics and can be reached at 1-877-227-9142, ext. 275. For after hours and on weekends refer to the following guidance in CAPR 77-1, paragraph 9. C 2).

(See page 2)

SAFETY ALERT

CAPR 77-1, para 9. C 2). (Regulation Date: 1 SEP 2003)

2) Emergency repair procedures

a) Emergency is defined as a repair needed while away from home station.

b) Telephone emergency to NHQ CAP/LGT for approval. Include the following:

Vehicle ID number

Problem with vehicle

Repair estimate

Caller's name

Method to contact caller

c) Fax or mail the vehicle reimbursement request and estimate or invoice for repairs to NHQ CAP/LGT within 24 hours.

d) After emergency repair is completed, mail paid original invoice to NHQ CAP/LGT within 10-working days.

e) If an emergency occurs on a weekend or after normal working hours, call NHQ CAP/LGT and leave a message on the answering machine. When leaving a message, follow the procedures listed in paragraph 9.c.2)b). If the estimated repairs exceed $500, notify NHQ CAP/LGT the next working day for approval prior to repair. If the estimated repairs are less than $500, proceed with repairs and comply with paragraph 9.c.2)c).

CAPR 77-1 ATTACHMENT 5 1 SEPTEMBER 2003 **Attachment 5. Tire Safety-Everything Rides On It**

Edited from the U.S. Department of Transportation National Highway Traffic Safety Administration (NHTSA) DOT HS 809 361

TIRE SAFETY Everything Rides On It

Studies of tire safety show that maintaining proper tire pressure, observing tire and vehicle load limits (not carrying more weight in your vehicle than your tires or vehicle can safely handle), avoiding road hazards, and inspecting tires for cuts, slashes, and other irregularities are the most important things you can do to avoid tire failure, such as tread separation or blowout and flat tires. These actions, along with other care and maintenance activities, can also:

- Improve vehicle handling
- Help protect you and others from avoidable break-downs and accidents
- Improve fuel economy
- Increase the life of your tires.

TIRE PRESSURE

Tires should be inflated in accord with the vehicle manufacturer's recommendations. These can be found in the owner's manual or on a placard, which is often located in the glove compartment or on the driver's doorjamb. Motorists should not rely on visual tire inspections to determine whether a tire is properly inflated but should use a tire pressure gauge to do so.

Finding Your Vehicle's Recommended Tire Pressure and Load Limits

Tire information placards and vehicle certification labels contain information on tires and load limits. These labels indicate the vehicle manufacturer's information including:

Recommended tire size

Recommended tire inflation pressure

Vehicle capacity weight (VCW –the maximum occupant and cargo weight vehicle is designed to carry)

Front and rear gross axle weight ratings (GAWR – the maximum weight the axle systems are designed to carry).

Both placards and certification labels are permanently attached to the vehicle door edge, doorpost, glove-box door, or inside of the trunk lid. You can also find the recommended tire pressure and load limit for your vehicle in the vehicle owner's manual. Manufacturers of passenger vehicles and light trucks determine this number based on the vehicle's design load limit, that is, the greatest amount of weight a vehicle can safely carry and the vehicle's tire size. The proper tire pressure for your vehicle is referred to as the "recommended cold inflation pressure." (As you will read below, it is difficult to obtain the recommended tire pressure if your tires are not cold.)

Because tires are designed to be used on more than one type of vehicle, tire manufacturers list the “maximum permissible inflation pressure” on the tire sidewall. This number is the greatest amount of air pressure that should *ever be put in the tire under normal driving conditions.* Remember, however, that the vehicle manufacturer, not the tire manufacturer, determines the correct tire pressure for the tires on your vehicle. The recommended tire inflation pressure that vehicle manufacturers provide reflects the proper psi when a tire is cold. The term cold does not relate to the outside temperature. Rather, a cold tire is one that has not been driven on for at least three hours. When you drive, your tires get warmer, causing the air pressure within them to increase. Therefore, to get an accurate tire pressure reading, you must measure tire pressure when the tires are cold or compensate for the extra pressure in warm tires.

Steps for Maintaining Proper Tire Pressure

Step 1: Locate the recommended tire pressure on the vehicle’s tire information placard, certification label, or in the owner’s manual.

Step 2: Record the tire pressure of all tires.

Step 3: If the tire pressure is too high in any of the tires, slowly release air by gently pressing on the tire valve stem with the edge of your tire gauge until you get to the correct pressure.

Step 4: If the tire pressure is too low, note the difference between the measured tire pressure and the correct tire pressure. These “missing” pounds of pressure are what you will need to add.

Step 5: At a service station, add the missing pounds of air pressure to each tire that is underinflated.CAPR 77-1 **Step 6:**

Check all the tires to make sure they have the same air pressure (except in cases in which the front and rear tires are supposed to have different amounts of pressure).

If you have been driving your vehicle and think that a tire is underinflated, fill it to the recommended cold inflation pressure indicated on your vehicle’s tire information placard or certification label. While your tire may still be slightly underinflated due to the extra pounds of pressure in the warm tire, it is safer to drive with air pressure that is slightly lower than the vehicle manufacturer’s recommended cold inflation pressure than to drive with a significantly underinflated tire. Since this is a temporary fix, don't forget to recheck and adjust the tire’s pressure when you can obtain a cold reading.

Checking Tire Pressure

Only 49 percent of gas stations that are equipped with air pumps provide tire pressure gauges, which are critical to determining if the correct amount of air has been delivered to tires. However, for a nominal price, motorists can purchase a tire pressure gauge. Because tires may naturally lose air over time, it is important to check your tire pressure at least once a month. For convenience, purchase a tire pressure gauge to keep in your vehicle. Gauges can be purchased at tire dealerships, auto supply stores, and other retail outlets. Remember, the tire inflation number that vehicle manufacturers provide reflects the proper pounds per square inch (psi) when a tire is cold. To get an accurate tire pressure reading, measure tire pressure when the car has been unused for at least three hours. A radial tire can lose much of its air pressure and still appear to be fully inflated. Operating a vehicle with substantially under-inflated tires can result in a tire failure, such as instances of tire separation and blowouts, with the potential for a loss of control of the vehicle. Under-inflated tires also shorten tire life and increase fuel consumption.

Maximum Permissible Inflation Pressure

This number is the greatest amount of air pressure that should ever be put in the tire under normal driving conditions.

Tire Size

To maintain tire safety, purchase new tires that are the same size as the vehicle’s original tires or another size recommended by the manufacturer.

Look at the tire information placard, the owner’s manual, or the sidewall of the tire you are replacing to find this information. If you have any doubt about the correct size to choose, consult with the tire dealer.

Maximum Load Rating

This number indicates the maximum load in kilograms and pounds that can be carried by the tire.

Tire Tread

"It is vitally important that motorists monitor tread depth to guard against tire failure and replace unsafe tires. Checking tires is a crucial element in regular vehicle maintenance," said Dr. Jeffrey W. Runge, NHTSA's Administrator.

Like tires that are under-inflated, bald tires also pose risks to motorists. A tire with insufficient tread can cause a driver to lose traction, especially under wet conditions. In addition, bald tires are more prone to damage caused by road debris. The tire tread provides the gripping action and traction that prevent your vehicle from slipping or sliding, especially when the road is wet or icy. In general, tires are not safe and should be replaced when the tread is worn down to 1/16 of an inch. Tires have built-in treadwear indicators that let you know when it is time to replace your tires. These indicators are raised sections spaced intermittently in the bottom of the tread grooves. When they appear “even” with the outside of the tread, it is time to replace your tires. Another method for checking tread depth is to place a penny in the tread with Lincoln’s head upside down and facing you. If you can see the top of Lincoln’s head, you are ready for new tires.

Tire Balance and Wheel Alignment

To avoid vibration or shaking of the vehicle when a tire rotates, the tire must be properly balanced. This balance is achieved by positioning weights on the wheel to counterbalance heavy spots on the wheel-and-tire assembly. A wheel alignment adjusts the angles of the wheels so that they are positioned correctly relative to the vehicle’s frame. This adjustment maximizes the life of your tires and prevents your car from veering to the right or left when driving on a straight, level road. These adjustments require special equipment and should be performed by a qualified technician.

Tire Safety Checklist.

Check tire pressure regularly (at least once a month), including the spare.

Inspect tires for uneven wear patterns on the tread, cracks, foreign objects, or other signs of wear or trauma.

Remove bits of glass and other foreign objects wedged in the tread.

Make sure your tire valves have valve caps.

Check tire pressure before going on a long trip.

Do not overload your vehicle. Check the tire information placard or owner's manual for the maximum recommended load for the vehicle.

If you are towing a trailer, remember that some of the weight of the loaded trailer is transferred to the towing vehicle.

Protection against avoidable breakdowns and crashes.

Improved vehicle handling. Better fuel economy. Increased tire life. Just a few of the reasons to take five minutes every month to check your tires. Simply use the handy checklist below, and see the reverse side for more information on tire safety. Safety Checklist Check tire pressure regularly (at least once a month), including the spare. Inspect tires for uneven wear patterns on the tread, cracks, foreign objects, or other signs of wear or trauma. Remove bits of glass and other foreign objects wedged in the tread. Make sure your tire valves have valve caps. Check tire pressure before going on a long trip. Do not overload your vehicle. Check the tire information placard or owner's manual for the maximum recommended load for the vehicle. If you are towing a trailer, remember that some of the weight of the loaded trailer is transferred to the towing vehicle.

Safety Tips

Slow down if you have to go over a pothole or other object in the road. Do not run over curbs, and try not to strike the curb when parking. Remember to check your tires once a month! There's Safety In Numbers You can find the numbers for recommended tire pressure and vehicle load limit on the tire information placard and in the vehicle owner's manual. Tire placards are permanent labels attached to the vehicle door edge, doorpost, glove-box door, or inside of the trunk lid. Once you've located this information, use it to check your tire pressure and to make sure your vehicle is not overloaded.

Please advise the National Safety Team with any questions or concerns at safety@capnhq.gov. Report ALL Incidents using the online Mishap Notification (Form 78).

Bodily Injury

http://www.cdc.gov/vaccines/
http://en.wikipedia.org/wiki/Tetanus

August is National Immunization Awareness Month, the CDC website has information for all ages. Our focus this evening is Tetanus. "Everyone needs protection from tetanus. If you have not had a booster shot in 10 years or more, you should receive a tetanus shot. If you never had the initial childhood tetanus vaccines, you should receive a series of three tetanus shots."

"Tetanus is often associated with rust, especially rusty nails, but this concept is somewhat misleading. Objects that accumulate rust are often found outdoors, or in places that harbor anaerobic bacteria, but the rust itself does not cause tetanus nor does it contain more *C. tetani* bacteria. The rough surface of rusty metal merely provides a prime habitat for a *C. tetani* endospore to reside, and the nail affords a means to puncture skin and deliver endospore into the wound. An endospore is a non-metabolising survival structure that begins to metabolise and cause infection once in an adequate environment. Because *C. tetani* is an anaerobic bacterium, it and its endospores survive well in an environment that lacks oxygen. Hence, stepping on a nail (rusty or not) may result in a tetanus infection, as the low-oxygen (anaerobic) environment is provided by the same object which causes a puncture wound, delivering endospores to a suitable environment for growth

Risk Management

6 teen victims named in Louisiana drowning tragedy

“Seven teenagers from two families were splashing around in the shallow waters of the Red River when one of them stepped off a slippery ledge and plummeted into much deeper water. The others tried to save the boy even though none of them could swim, but they too were swallowed by the water some 20 to 30 feet deep.”

"They had one lifejacket here. As you can imagine, everybody started yelling for help," said Caddo Parish sheriff's spokeswoman Cindy Chadwick.”

“The teen-agers were accompanied by several adults who were on the sand bar at the time of the drownings, but none of the adults could swim either. Only one had a life jacket, which was thrown to the victims, but they could not reach it.”

What could this group have done to manage the risk to being in the water when no one could swim?

Should an adult carefully checked how far out in the water they could go before it got too deep?

http://www.saukvalley.com/articles/2010/08/04/78614094/index.xml

http://www.dispatch.com/live/content/local_news/stories/2010/08/03/03-6-teens-dead.html?sid=101

http://www.examiner.com/a-2759333~Tragedy_on_a_river__6_teens_from_2_families_drown.html